

Lane Results

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

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, (3)	146	763	0.191	146	144	0.0	0.2	5.848	A
			2	1, 3, 4	523	763	0.685	519	510	0.0	2.5	14.527	B
	Exit	1	1		673			673	673	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	76	892	0.086	77	73	0.0	0.1	4.591	A
			2	1, 2, (4)	196	892	0.219	195	191	0.0	0.3	5.427	A
	Exit	1	1		261			261	258	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	114	642	0.178	114	113	0.0	0.2	6.548	A
			2	(1), 2, 3	22	642	0.034	21	22	0.0	0.1	5.451	A
	Exit	1	1		41			41	44	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	373	881	0.423	373	379	0.0	0.7	7.613	A
			2	2, 3, 4	109	881	0.124	110	107	0.0	0.1	4.812	A
	Exit	1	1		579			579	566	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, (3)	171	757	0.226	173	171	0.2	0.2	6.615	A
			2	1, 3, 4	630	757	0.832	627	616	2.5	4.3	24.183	C
	Exit	1	1		805			805	803	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	85	853	0.099	85	86	0.1	0.1	4.744	A
			2	1, 2, (4)	228	853	0.268	229	226	0.3	0.3	5.724	A
	Exit	1	1		307			307	304	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	137	599	0.229	135	135	0.2	0.4	7.725	A
			2	(1), 2, 3	27	599	0.045	27	25	0.1	0.0	6.293	A
	Exit	1	1		50			50	51	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	454	863	0.526	452	452	0.7	1.2	8.645	A
			2	2, 3, 4	128	863	0.148	128	128	0.1	0.2	5.066	A
	Exit	1	1		694			694	681	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, (3)	210	745	0.282	211	212	0.2	0.4	7.025	A
			2	1, 3, 4	779	745	1.045	715	704	4.3	20.1	66.069	F
	Exit	1	1		981			981	974	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	109	820	0.133	109	107	0.1	0.2	5.545	A
			2	1, 2, (4)	275	820	0.335	274	272	0.3	0.5	6.765	A
	Exit	1	1		379			379	376	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	170	553	0.307	170	164	0.4	0.4	9.174	A
			2	(1), 2, 3	34	553	0.061	34	33	0.0	0.1	6.859	A
	Exit	1	1		62			62	60	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	550	836	0.658	553	551	1.2	1.8	12.789	B
			2	2, 3, 4	161	836	0.193	162	156	0.2	0.3	5.567	A
	Exit	1	1		806			806	789	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, (3)	213	746	0.285	212	209	0.4	0.5	6.856	A
			2	1, 3, 4	769	746	1.030	734	731	20.1	27.4	118.128	F
	Exit	1	1		980			980	990	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	108	814	0.132	109	107	0.2	0.1	5.539	A
			2	1, 2, (4)	285	814	0.350	285	283	0.5	0.6	7.339	A
	Exit	1	1		379			379	377	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	159	545	0.292	159	165	0.4	0.4	9.182	A
			2	(1), 2, 3	33	545	0.061	33	34	0.1	0.1	6.971	A
	Exit	1	1		64			64	63	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	546	835	0.654	548	553	1.8	2.1	13.871	B
			2	2, 3, 4	159	835	0.191	159	160	0.3	0.2	5.661	A
	Exit	1	1		818			818	813	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, (3)	178	757	0.236	177	176	0.5	0.4	6.533	A
			2	1, 3, 4	617	757	0.815	657	689	27.4	11.7	90.801	F
	Exit	1	1		797			797	811	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	86	842	0.102	86	84	0.1	0.1	5.083	A
			2	1, 2, (4)	228	842	0.271	228	229	0.6	0.4	6.350	A
	Exit	1	1		311			311	309	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	133	591	0.224	132	134	0.4	0.3	8.344	A
			2	(1), 2, 3	26	591	0.044	26	27	0.1	0.1	6.796	A
	Exit	1	1		55			55	56	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	446	863	0.517	445	452	2.1	1.2	9.508	A
			2	2, 3, 4	130	863	0.151	129	128	0.2	0.3	5.382	A
	Exit	1	1		718			718	743	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, (3)	148	764	0.193	149	146	0.4	0.2	6.124	A
			2	1, 3, 4	521	764	0.682	534	562	11.7	2.8	31.914	D
	Exit	1	1		668			668	672	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	73	886	0.083	72	72	0.1	0.1	4.743	A
			2	1, 2, (4)	189	886	0.213	189	189	0.4	0.3	5.707	A
	Exit	1	1		261			261	262	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	113	641	0.177	115	114	0.3	0.2	6.996	A
			2	(1), 2, 3	23	641	0.036	23	23	0.1	0.0	6.130	A
	Exit	1	1		45			45	45	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	375	883	0.425	374	378	1.2	0.7	7.314	A
			2	2, 3, 4	105	883	0.119	106	109	0.3	0.1	4.742	A
	Exit	1	1		588			588	612	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	0.24	0.00	0.00	0.62	0.94
			2	2.48	0.00	0.98	5.64	8.13
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.08	0.00	0.00	0.00	0.23
			2	0.31	0.00	0.00	0.79	1.33
	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	0.48	0.81
			2	0.05	0.00	0.00	0.00	1.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	0.72	0.00	0.00	1.67	2.21
			2	0.15	0.00	0.00	0.23	0.71
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:00 - 17:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	0.24	0.00	0.00	0.54	0.93
			2	4.30	0.00	1.88	10.17	15.50
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.10	0.00	0.00	-0.03	0.51
			2	0.33	0.00	0.00	0.84	1.35
	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	1.15	1.72
			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	1.23	0.00	0.30	2.79	3.69
			2	0.15	0.00	0.00	0.11	0.80
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:15 - 17:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	0.38	0.00	0.00	0.90	1.57
			2	20.06	0.96	16.58	38.25	45.50
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.16	0.00	0.00	0.25	0.79
			2	0.55	0.00	0.00	1.28	1.89
	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	1.10	1.75
			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	1.79	0.00	0.52	4.50	6.31
			2	0.26	0.00	0.00	0.66	1.14
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:30 - 17:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	0.50	0.00	0.00	1.34	1.95
			2	27.39	1.15	22.50	57.25	70.25
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.13	0.00	0.00	-0.03	0.58
			2	0.62	0.00	0.00	1.52	1.97
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.44	0.00	0.00	0.88	1.71
			2	0.09	0.00	0.00	0.00	0.35
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	2.08	0.00	0.82	4.83	7.17
			2	0.22	0.00	0.00	0.53	1.03
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:45 - 18:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	0.38	0.00	0.00	0.92	1.66
			2	11.74	0.00	4.77	32.25	43.25
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.13	0.00	0.00	0.03	0.68
			2	0.41	0.00	0.00	0.94	1.56
	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	0.78	1.38
			2	0.07	0.00	0.00	0.00	0.23
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	1.18	0.00	0.14	2.75	3.61
			2	0.29	0.00	0.00	0.83	2.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

18:00 - 18:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	0.17	0.00	0.00	0.23	0.88
			2	2.76	0.00	1.16	6.36	7.88
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.13	0.00	0.00	0.09	0.66
			2	0.28	0.00	0.00	0.73	1.13
	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	0.29	0.80
			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	0.67	0.00	0.00	1.74	2.53
			2	0.11	0.00	0.00	0.00	0.48
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

DS 2028, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wide Ln, Mitchell Way Rbt	Standard Roundabout		1, 2, 3, 4	46.68	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	DS 2028	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (PCU/hr)

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

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wide Lane (N)	93.20	30.9	77.0	F	957	1435
2 - Mitchell Way (E)	12.51	2.8	8.3	B	595	893
3 - George Curl Way (S)	12.50	0.8	3.0	B	166	248
4 - Wide Lane (W)	16.18	3.4	11.0	C	606	910

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	786	196	137	786	766	856	0.0	3.1	13.202	B
2 - Mitchell Way (E)	488	122	540	488	483	384	0.0	1.1	6.824	A
3 - George Curl Way (S)	133	33	982	132	136	45	0.0	0.3	7.427	A
4 - Wide Lane (W)	502	126	492	502	497	622	0.0	1.0	7.518	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	959	240	161	947	929	1024	3.1	7.1	23.271	C
2 - Mitchell Way (E)	583	146	646	584	581	461	1.1	1.4	8.467	A
3 - George Curl Way (S)	161	40	1177	160	161	53	0.3	0.5	8.906	A
4 - Wide Lane (W)	587	147	596	589	590	741	1.0	1.6	9.670	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1138	285	203	1103	1082	1259	7.1	21.2	56.382	F
2 - Mitchell Way (E)	716	179	747	709	706	559	1.4	2.7	11.580	B
3 - George Curl Way (S)	202	51	1393	202	197	64	0.5	0.7	11.483	B
4 - Wide Lane (W)	734	184	729	733	720	866	1.6	3.3	14.713	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1139	285	208	1100	1099	1242	21.2	30.9	93.201	F
2 - Mitchell Way (E)	719	180	748	717	718	559	2.7	2.8	12.509	B
3 - George Curl Way (S)	201	50	1401	200	198	63	0.7	0.8	12.496	B
4 - Wide Lane (W)	724	181	727	723	725	874	3.3	3.4	16.179	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	927	232	171	978	998	1016	30.9	14.2	76.223	F
2 - Mitchell Way (E)	577	144	689	579	588	459	2.8	1.4	9.473	A
3 - George Curl Way (S)	159	40	1214	159	163	54	0.8	0.5	9.880	A
4 - Wide Lane (W)	593	148	592	595	603	781	3.4	1.7	11.359	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	789	197	137	803	825	861	14.2	3.8	26.917	D
2 - Mitchell Way (E)	489	122	551	488	490	389	1.4	1.0	7.360	A
3 - George Curl Way (S)	138	35	996	138	137	44	0.5	0.4	8.169	A
4 - Wide Lane (W)	497	124	501	497	498	632	1.7	1.1	7.643	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)	3.06	0.00	1.95	6.38	8.49
2 - Mitchell Way (E)	1.10	0.00	0.17	2.45	3.42
3 - George Curl Way (S)	0.34	0.00	0.00	0.82	1.27
4 - Wide Lane (W)	1.03	0.00	0.20	2.28	2.99

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	7.09	0.00	4.66	16.45	19.90
2 - Mitchell Way (E)	1.41	0.00	0.34	3.43	5.65
3 - George Curl Way (S)	0.46	0.00	0.00	0.98	1.60
4 - Wide Lane (W)	1.60	0.00	0.50	3.49	4.99

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	21.21	1.05	17.25	41.58	49.95
2 - Mitchell Way (E)	2.74	0.00	1.49	6.27	7.98
3 - George Curl Way (S)	0.66	0.00	0.00	1.59	2.14
4 - Wide Lane (W)	3.33	0.00	1.67	7.99	10.98

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	30.93	5.01	24.88	63.90	76.98
2 - Mitchell Way (E)	2.77	0.00	1.42	6.65	8.28
3 - George Curl Way (S)	0.77	0.00	0.00	1.79	2.99
4 - Wide Lane (W)	3.44	0.00	1.98	7.70	9.99

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	14.21	0.00	6.79	37.63	53.90
2 - Mitchell Way (E)	1.44	0.00	0.48	3.13	4.98
3 - George Curl Way (S)	0.47	0.00	0.00	1.15	1.68
4 - Wide Lane (W)	1.72	0.00	0.61	3.87	5.19

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	3.85	0.00	2.11	6.82	10.74
2 - Mitchell Way (E)	1.01	0.00	0.01	2.26	3.24
3 - George Curl Way (S)	0.35	0.00	0.00	0.85	1.33
4 - Wide Lane (W)	1.06	0.00	0.18	2.39	3.33

Lane Results

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

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, (3)	263	761	0.346	262	251	0.0	0.7	8.776	A
			2	1, 3, 4	523	761	0.687	524	515	0.0	2.3	15.018	C
	Exit	1	1		856			856	849	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	118	890	0.132	117	113	0.0	0.2	4.759	A
			2	1, 2, (4)	371	890	0.417	370	370	0.0	0.9	7.478	A
	Exit	1	1		384			384	377	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	111	577	0.192	110	113	0.0	0.3	7.640	A
			2	(1), 2, 3	22	577	0.039	22	23	0.0	0.0	6.372	A
	Exit	1	1		45			45	44	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	386	825	0.468	386	377	0.0	0.8	8.215	A
			2	2, 3, 4	116	825	0.141	116	120	0.0	0.2	5.275	A
	Exit	1	1		622			622	610	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, (3)	318	754	0.422	317	312	0.7	0.9	10.325	B
			2	1, 3, 4	641	754	0.850	629	617	2.3	6.2	28.645	D
	Exit	1	1		1024			1024	1018	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	136	853	0.159	137	138	0.2	0.2	5.019	A
			2	1, 2, (4)	448	853	0.525	447	443	0.9	1.2	9.578	A
	Exit	1	1		461			461	460	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	134	518	0.259	133	134	0.3	0.4	9.243	A
			2	(1), 2, 3	27	518	0.052	26	27	0.0	0.1	7.241	A
	Exit	1	1		53			53	51	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	452	791	0.571	453	451	0.8	1.4	10.822	B
			2	2, 3, 4	136	791	0.172	136	140	0.2	0.2	5.848	A
	Exit	1	1		741			741	732	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, (3)	378	742	0.510	381	374	0.9	1.1	12.453	B
			2	1, 3, 4	760	742	1.024	722	708	6.2	20.1	74.648	F
	Exit	1	1		1259			1259	1234	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	166	818	0.204	165	169	0.2	0.4	5.721	A
			2	1, 2, (4)	549	818	0.672	544	538	1.2	2.4	13.488	B
	Exit	1	1		559			559	554	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	169	454	0.372	169	164	0.4	0.6	12.044	B
			2	(1), 2, 3	33	454	0.074	33	33	0.1	0.0	8.649	A
	Exit	1	1		64			64	62	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	563	746	0.754	561	547	1.4	3.0	17.165	C
			2	2, 3, 4	172	746	0.230	172	173	0.2	0.3	6.752	A
	Exit	1	1		866			866	855	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, (3)	377	741	0.509	374	375	1.1	1.3	12.091	B
			2	1, 3, 4	762	741	1.029	726	723	20.1	29.6	127.167	F
	Exit	1	1		1242			1242	1247	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	175	817	0.214	176	173	0.4	0.2	5.603	A
			2	1, 2, (4)	544	817	0.665	541	545	2.4	2.6	14.785	B
	Exit	1	1		559			559	559	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	167	451	0.370	166	165	0.6	0.7	13.297	B
			2	(1), 2, 3	34	451	0.075	34	33	0.0	0.1	8.523	A
	Exit	1	1		63			63	60	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	546	747	0.731	546	549	3.0	3.1	19.165	C
			2	2, 3, 4	177	747	0.237	177	176	0.3	0.4	6.706	A
	Exit	1	1		874			874	874	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, (3)	307	751	0.408	306	309	1.3	1.0	10.432	B
			2	1, 3, 4	621	751	0.826	672	689	29.6	13.2	103.621	F
	Exit	1	1		1016			1016	1035	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	138	838	0.165	138	139	0.2	0.2	5.512	A
			2	1, 2, (4)	439	838	0.524	441	449	2.6	1.2	10.762	B
	Exit	1	1		459			459	461	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	133	507	0.262	133	135	0.7	0.4	10.332	B
			2	(1), 2, 3	26	507	0.051	26	28	0.1	0.1	7.712	A
	Exit	1	1		54			54	56	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	450	792	0.568	452	460	3.1	1.5	13.003	B
			2	2, 3, 4	144	792	0.181	144	143	0.4	0.2	6.027	A
	Exit	1	1		781			781	800	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, (3)	267	761	0.350	266	261	1.0	0.7	8.983	A
			2	1, 3, 4	523	761	0.686	537	564	13.2	3.1	34.464	D
	Exit	1	1		861			861	860	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	115	886	0.130	115	116	0.2	0.1	4.996	A
			2	1, 2, (4)	374	886	0.423	373	374	1.2	0.9	8.127	A
	Exit	1	1		389			389	386	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	117	572	0.204	117	115	0.4	0.3	8.476	A
			2	(1), 2, 3	22	572	0.038	21	22	0.1	0.1	6.549	A
	Exit	1	1		44			44	46	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	383	822	0.466	382	380	1.5	0.9	8.340	A
			2	2, 3, 4	114	822	0.139	115	117	0.2	0.1	5.354	A
	Exit	1	1		632			632	659	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	0.74	0.00	0.00	1.99	2.83
			2	2.32	0.00	1.13	5.19	6.65
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.20	0.00	0.00	0.45	0.95
			2	0.91	0.00	0.00	1.99	3.16
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.30	0.00	0.00	0.78	1.18
			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	0.84	0.00	0.00	1.87	2.77
			2	0.19	0.00	0.00	0.46	0.82
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:00 - 17:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	0.91	0.00	0.00	2.29	3.59
			2	6.18	0.00	3.35	15.30	18.95
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.16	0.00	0.00	0.38	0.72
			2	1.25	0.00	0.07	3.24	5.39
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.40	0.00	0.00	0.89	1.45
			2	0.06	0.00	0.00	0.00	0.18
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	1.38	0.00	0.28	3.09	4.48
			2	0.22	0.00	0.00	0.51	0.86
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:15 - 17:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	1.14	0.00	0.00	3.11	4.74
			2	20.07	0.58	15.90	39.95	49.98
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.36	0.00	0.00	0.76	0.93
			2	2.37	0.00	1.11	5.56	7.74
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.61	0.00	0.00	1.52	1.99
			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	3.00	0.00	1.08	7.73	9.95
			2	0.34	0.00	0.00	0.84	1.36
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:30 - 17:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	1.32	0.00	0.00	3.21	4.59
			2	29.61	3.68	22.88	62.43	76.48
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.20	0.00	0.00	0.51	0.89
			2	2.57	0.00	1.18	6.32	8.16
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.69	0.00	0.00	1.71	2.85
			2	0.07	0.00	0.00	0.00	0.30
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	3.06	0.00	1.41	7.38	9.49
			2	0.38	0.00	0.00	0.90	1.77
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:45 - 18:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	1.00	0.00	0.00	2.42	3.65
			2	13.22	0.00	5.10	37.45	52.38
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.23	0.00	0.00	0.58	0.90
			2	1.20	0.00	0.18	2.61	3.98
	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	0.97	1.60
			2	0.05	0.00	0.00	0.00	-0.01
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	1.47	0.00	0.20	3.63	4.99
			2	0.24	0.00	0.00	0.60	0.91
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

18:00 - 18:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	0.70	0.00	0.00	1.85	2.77
			2	3.15	0.00	1.44	5.88	9.74
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.14	0.00	0.00	0.21	0.65
			2	0.87	0.00	0.00	1.99	2.90
	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	0.76	1.27
			2	0.07	0.00	0.00	0.00	0.25
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	0.91	0.00	0.01	1.96	2.99
			2	0.15	0.00	0.00	0.12	0.75
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

DS 2028, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wide Ln, Mitchell Way Rbt	Standard Roundabout		1, 2, 3, 4	47.34	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	DS 2028	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (PCU/hr)

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

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wide Lane (N)	50.03	19.0	46.2	F	1041	1562
2 - Mitchell Way (E)	9.22	1.4	5.2	A	414	621
3 - George Curl Way (S)	6.95	0.2	1.0	A	76	115
4 - Wide Lane (W)	64.57	21.9	56.4	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)	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	209	857	852	880	0.0	3.2	12.773	B
2 - Mitchell Way (E)	346	87	532	344	342	535	0.0	1.0	6.460	A
3 - George Curl Way (S)	66	16	667	65	65	208	0.0	0.1	5.832	A
4 - Wide Lane (W)	769	192	312	777	772	420	0.0	1.9	11.118	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1011	253	248	1011	1004	1035	3.2	5.0	17.588	C
2 - Mitchell Way (E)	409	102	614	410	408	644	1.0	1.0	7.411	A
3 - George Curl Way (S)	72	18	776	72	75	249	0.1	0.1	5.968	A
4 - Wide Lane (W)	919	230	359	924	912	489	1.9	3.8	14.788	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1247	312	298	1232	1209	1221	5.0	15.4	37.521	E
2 - Mitchell Way (E)	485	121	753	487	499	778	1.0	1.2	9.222	A
3 - George Curl Way (S)	90	22	936	89	90	303	0.1	0.2	6.832	A
4 - Wide Lane (W)	1118	280	428	1091	1072	597	3.8	16.0	39.934	E

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1262	316	302	1249	1239	1229	15.4	19.0	50.025	F
2 - Mitchell Way (E)	493	123	763	490	488	788	1.2	1.4	8.906	A
3 - George Curl Way (S)	96	24	945	96	91	308	0.2	0.1	6.945	A
4 - Wide Lane (W)	1116	279	432	1098	1093	609	16.0	21.9	64.571	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1021	255	242	1040	1074	1057	19.0	5.6	30.327	D
2 - Mitchell Way (E)	410	102	638	409	410	644	1.4	1.1	7.603	A
3 - George Curl Way (S)	70	18	793	72	74	254	0.1	0.1	6.408	A
4 - Wide Lane (W)	908	227	357	942	978	508	21.9	6.2	41.854	E

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	848	212	201	849	861	873	5.6	2.7	13.287	B
2 - Mitchell Way (E)	343	86	515	342	343	535	1.1	0.6	6.581	A
3 - George Curl Way (S)	65	16	649	65	63	208	0.1	0.1	5.695	A
4 - Wide Lane (W)	768	192	302	772	789	411	6.2	2.5	13.406	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)	3.15	0.00	1.90	6.55	8.60
2 - Mitchell Way (E)	0.96	0.00	0.00	2.55	2.90
3 - George Curl Way (S)	0.13	0.00	0.00	0.17	0.66
4 - Wide Lane (W)	1.93	0.00	0.71	4.73	6.87

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	4.99	0.00	3.00	10.44	14.30
2 - Mitchell Way (E)	0.96	0.00	0.00	2.24	2.87
3 - George Curl Way (S)	0.13	0.00	0.00	0.02	0.73
4 - Wide Lane (W)	3.77	0.00	2.55	8.30	10.53

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	15.41	1.60	12.67	30.07	35.30
2 - Mitchell Way (E)	1.18	0.00	0.00	2.87	3.80
3 - George Curl Way (S)	0.16	0.00	0.00	0.34	0.70
4 - Wide Lane (W)	15.96	0.28	13.43	29.73	39.60

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	18.95	2.48	15.75	39.60	46.20
2 - Mitchell Way (E)	1.38	0.00	0.09	4.03	5.20
3 - George Curl Way (S)	0.15	0.00	0.00	0.13	0.84
4 - Wide Lane (W)	21.91	2.40	15.71	43.20	56.40

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	5.64	0.00	3.63	13.40	16.60
2 - Mitchell Way (E)	1.07	0.00	0.16	2.37	3.52
3 - George Curl Way (S)	0.07	0.00	0.00	0.00	1.00
4 - Wide Lane (W)	6.17	0.00	2.93	13.73	19.80

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	2.73	0.00	1.33	6.60	7.80
2 - Mitchell Way (E)	0.64	0.00	0.00	1.68	2.87
3 - George Curl Way (S)	0.12	0.00	0.00	1.00	1.00
4 - Wide Lane (W)	2.48	0.00	1.27	4.93	5.80

Lane Results

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

Lanes: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, (3)	380	740	0.514	380	381	0.0	1.3	11.528	B
			2	1, 3, 4	478	740	0.646	478	471	0.0	1.8	13.727	B
	Exit	1	1		880			880	872	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	77	892	0.086	76	78	0.0	0.2	4.697	A
			2	1, 2, (4)	269	892	0.302	268	264	0.0	0.8	7.050	A
	Exit	1	1		535			535	534	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	51	671	0.076	51	51	0.0	0.1	5.823	A
			2	(1), 2, 3	15	671	0.022	14	14	0.0	0.0	5.867	A
	Exit	1	1		208			208	210	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	575	885	0.651	584	580	0.0	1.7	13.052	B
			2	2, 3, 4	194	885	0.219	193	192	0.0	0.3	5.250	A
	Exit	1	1		420			420	415	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, (3)	465	729	0.638	464	454	1.3	1.8	14.887	B
			2	1, 3, 4	547	729	0.750	547	549	1.8	3.2	19.685	C
	Exit	1	1		1035			1035	1026	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	99	864	0.115	100	97	0.2	0.2	5.005	A
			2	1, 2, (4)	310	864	0.359	311	311	0.8	0.8	8.257	A
	Exit	1	1		644			644	634	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	59	638	0.092	59	60	0.1	0.1	6.079	A
			2	(1), 2, 3	14	638	0.021	14	15	0.0	0.0	5.508	A
	Exit	1	1		249			249	248	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	683	869	0.786	690	681	1.7	3.3	17.817	C
			2	2, 3, 4	236	869	0.272	234	231	0.3	0.4	5.784	A
	Exit	1	1		489			489	491	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, (3)	552	714	0.774	563	554	1.8	3.2	23.657	C
			2	1, 3, 4	694	714	0.973	669	655	3.2	12.2	48.127	E
	Exit	1	1		1221			1221	1215	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	116	816	0.143	116	118	0.2	0.2	5.521	A
			2	1, 2, (4)	368	816	0.451	370	381	0.8	1.0	10.523	B
	Exit	1	1		778			778	767	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	71	590	0.121	71	73	0.1	0.1	6.863	A
			2	(1), 2, 3	18	590	0.031	18	16	0.0	0.0	6.688	A
	Exit	1	1		303			303	302	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	835	846	0.987	809	791	3.3	15.4	51.132	F
			2	2, 3, 4	283	846	0.334	282	280	0.4	0.5	6.699	A
	Exit	1	1		597			597	586	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, (3)	581	713	0.815	573	564	3.2	5.1	25.020	D
			2	1, 3, 4	682	713	0.956	676	674	12.2	13.9	69.791	F
	Exit	1	1		1229			1229	1220	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	123	812	0.151	123	120	0.2	0.2	5.704	A
			2	1, 2, (4)	370	812	0.455	367	368	1.0	1.1	10.078	B
	Exit	1	1		788			788	779	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	76	588	0.129	76	72	0.1	0.1	7.047	A
			2	(1), 2, 3	20	588	0.034	20	19	0.0	0.0	6.532	A
	Exit	1	1		308			308	310	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	835	845	0.989	815	808	15.4	21.5	84.389	F
			2	2, 3, 4	280	845	0.332	284	285	0.5	0.4	6.719	A
	Exit	1	1		609			609	603	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, (3)	467	730	0.639	470	479	5.1	1.8	17.695	C
			2	1, 3, 4	554	730	0.759	570	596	13.9	3.8	40.316	E
	Exit	1	1		1057			1057	1095	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	98	856	0.115	99	99	0.2	0.1	5.232	A
			2	1, 2, (4)	311	856	0.364	310	311	1.1	0.9	8.455	A
	Exit	1	1		644			644	652	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	57	633	0.089	57	58	0.1	0.1	6.444	A
			2	(1), 2, 3	14	633	0.022	14	16	0.0	0.0	6.272	A
	Exit	1	1		254			254	266	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	683	870	0.786	715	750	21.5	5.9	53.825	F
			2	2, 3, 4	225	870	0.259	226	228	0.4	0.3	5.888	A
	Exit	1	1		508			508	523	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, (3)	386	742	0.520	389	390	1.8	1.0	11.701	B
			2	1, 3, 4	462	742	0.622	459	471	3.8	1.7	14.537	B
	Exit	1	1		873			873	888	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	81	898	0.090	81	82	0.1	0.1	4.901	A
			2	1, 2, (4)	262	898	0.292	261	261	0.9	0.5	7.178	A
	Exit	1	1		535			535	534	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	51	676	0.075	51	49	0.1	0.1	5.709	A
			2	(1), 2, 3	15	676	0.022	14	13	0.0	0.0	5.643	A
	Exit	1	1		208			208	214	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	582	888	0.655	588	602	5.9	2.1	16.056	C
			2	2, 3, 4	185	888	0.209	183	187	0.3	0.4	5.190	A
	Exit	1	1		411			411	419	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	1.30	0.00	0.07	2.75	4.20
			2	1.84	0.00	0.58	4.55	5.60
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.18	0.00	0.00	0.28	1.10
			2	0.78	0.00	0.00	2.32	2.82
	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	0.51
			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	1.66	0.00	0.41	4.60	6.90
			2	0.27	0.00	0.00	0.69	1.12
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:00 - 08:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	1.80	0.00	0.31	5.44	6.72
			2	3.19	0.00	1.42	7.64	9.80
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.16	0.00	0.00	0.20	0.78
			2	0.80	0.00	0.00	1.96	2.80
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.13	0.00	0.00	0.02	0.66
			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	3.34	0.00	1.88	7.80	10.30
			2	0.43	0.00	0.00	0.97	1.62
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:15 - 08:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	3.20	0.00	1.48	7.73	10.60
			2	12.20	0.00	9.00	25.10	32.30
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.19	0.00	0.00	0.44	0.90
			2	0.97	0.00	0.00	2.40	3.77
	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	1.00	1.00
			2	0.05	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	15.44	0.00	13.11	29.20	39.60
			2	0.52	0.00	0.00	1.35	1.88
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:30 - 08:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	5.08	0.00	3.17	12.60	15.65
			2	13.88	0.16	10.83	32.20	36.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.23	0.00	0.00	0.59	1.12
			2	1.14	0.00	0.00	3.10	4.77
	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	0.03	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	21.53	1.80	15.50	43.20	56.40
			2	0.38	0.00	0.00	0.83	1.32
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:45 - 09:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	1.83	0.00	0.58	4.84	5.60
			2	3.80	0.00	1.56	10.07	12.60
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.13	0.00	0.00	0.17	0.66
			2	0.92	0.00	0.00	2.20	3.40
	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	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	5.85	0.00	2.42	13.55	19.80
			2	0.32	0.00	0.00	0.80	1.92
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

09:00 - 09:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	1.04	0.00	0.00	2.60	3.53
			2	1.69	0.00	0.50	4.07	5.72
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.09	0.00	0.00	0.00	0.46
			2	0.55	0.00	0.00	1.55	2.30
	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	0.05	0.00	0.00	0.00	1.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	2.11	0.00	0.82	4.65	5.65
			2	0.37	0.00	0.00	0.78	0.90
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

FB 2036, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wide Ln, Mitchell Way Rbt	Standard Roundabout		1, 2, 3, 4	60.85	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (PCU/hr)

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

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wide Lane (N)	66.52	20.9	48.2	F	906	1359
2 - Mitchell Way (E)	6.99	0.9	3.5	A	379	568
3 - George Curl Way (S)	6.94	0.2	0.9	A	80	119
4 - Wide Lane (W)	81.82	28.1	66.2	F	932	1397

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	750	188	171	751	738	847	0.0	2.6	12.114	B
2 - Mitchell Way (E)	310	77	563	310	311	359	0.0	0.5	5.198	A
3 - George Curl Way (S)	64	16	648	64	66	225	0.0	0.1	5.742	A
4 - Wide Lane (W)	766	191	247	771	761	465	0.0	2.1	11.108	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	892	223	207	892	880	999	2.6	4.9	18.382	C
2 - Mitchell Way (E)	370	93	660	369	366	439	0.5	0.7	5.867	A
3 - George Curl Way (S)	78	19	762	78	76	267	0.1	0.1	6.085	A
4 - Wide Lane (W)	919	230	296	911	903	545	2.1	4.7	16.384	C

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1097	274	249	1072	1043	1185	4.9	16.1	41.538	E
2 - Mitchell Way (E)	449	112	783	451	446	537	0.7	0.8	6.807	A
3 - George Curl Way (S)	94	23	923	94	92	311	0.1	0.1	6.783	A
4 - Wide Lane (W)	1115	279	359	1074	1056	658	4.7	20.1	48.282	E

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1074	269	256	1066	1066	1206	16.1	20.9	66.518	F
2 - Mitchell Way (E)	462	115	793	461	452	529	0.8	0.9	6.990	A
3 - George Curl Way (S)	95	24	936	95	97	317	0.1	0.2	6.941	A
4 - Wide Lane (W)	1120	280	368	1094	1085	663	20.1	28.1	81.820	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	881	220	208	901	941	1055	20.9	7.0	42.145	E
2 - Mitchell Way (E)	367	92	681	369	368	428	0.9	0.5	5.982	A
3 - George Curl Way (S)	81	20	779	80	79	271	0.2	0.1	6.316	A
4 - Wide Lane (W)	904	226	299	964	987	560	28.1	9.4	59.822	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	740	185	178	738	759	841	7.0	2.4	14.628	B
2 - Mitchell Way (E)	312	78	550	310	311	365	0.5	0.6	5.278	A
3 - George Curl Way (S)	65	16	636	65	65	224	0.1	0.1	5.892	A
4 - Wide Lane (W)	766	191	249	770	791	453	9.4	2.5	16.555	C

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

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	2.57	0.00	1.09	5.94	7.53
2 - Mitchell Way (E)	0.49	0.00	0.00	0.95	1.65
3 - George Curl Way (S)	0.12	0.00	0.00	0.02	0.57
4 - Wide Lane (W)	2.10	0.00	0.86	4.63	6.17

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	4.91	0.00	2.95	10.48	14.20
2 - Mitchell Way (E)	0.67	0.00	0.00	1.64	2.37
3 - George Curl Way (S)	0.12	0.00	0.00	0.02	0.60
4 - Wide Lane (W)	4.74	0.00	2.44	11.20	14.20

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	16.11	1.35	12.33	32.90	39.20
2 - Mitchell Way (E)	0.78	0.00	0.00	1.63	2.30
3 - George Curl Way (S)	0.15	0.00	0.00	0.26	0.72
4 - Wide Lane (W)	20.12	1.27	16.29	40.80	46.40

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	20.92	1.30	17.50	42.47	48.20
2 - Mitchell Way (E)	0.95	0.00	0.00	1.98	3.53
3 - George Curl Way (S)	0.20	0.00	0.00	0.51	0.86
4 - Wide Lane (W)	28.09	1.36	24.25	57.20	66.20

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	6.99	0.00	3.38	14.20	25.20
2 - Mitchell Way (E)	0.46	0.00	0.00	0.93	1.56
3 - George Curl Way (S)	0.14	0.00	0.00	0.21	0.68
4 - Wide Lane (W)	9.43	0.00	3.64	27.20	38.80

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	2.41	0.00	1.17	5.35	7.60
2 - Mitchell Way (E)	0.57	0.00	0.00	1.55	2.31
3 - George Curl Way (S)	0.09	0.00	0.00	0.00	0.40
4 - Wide Lane (W)	2.48	0.00	0.82	6.47	9.24

Lane Results

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

Lanes: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, (3)	249	751	0.332	250	248	0.0	0.5	7.447	A
			2	1, 3, 4	501	751	0.666	501	490	0.0	2.1	14.404	B
	Exit	1	1		847			847	841	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	103	882	0.117	103	102	0.0	0.1	4.713	A
			2	1, 2, (4)	207	882	0.235	207	209	0.0	0.4	5.429	A
	Exit	1	1		359			359	360	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	51	677	0.075	51	52	0.0	0.1	5.678	A
			2	(1), 2, 3	14	677	0.020	13	14	0.0	0.0	6.001	A
	Exit	1	1		225			225	220	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	608	906	0.671	614	603	0.0	1.8	12.723	B
			2	2, 3, 4	158	906	0.174	157	158	0.0	0.3	4.955	A
	Exit	1	1		465			465	456	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, (3)	303	741	0.409	305	298	0.5	0.7	8.751	A
			2	1, 3, 4	589	741	0.795	587	582	2.1	4.2	23.162	C
	Exit	1	1		999			999	987	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	125	848	0.147	125	122	0.1	0.2	5.179	A
			2	1, 2, (4)	246	848	0.290	244	244	0.4	0.5	6.201	A
	Exit	1	1		439			439	433	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	63	642	0.098	63	61	0.1	0.1	6.178	A
			2	(1), 2, 3	15	642	0.023	15	15	0.0	0.0	5.695	A
	Exit	1	1		267			267	266	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	727	890	0.817	718	710	1.8	4.5	19.358	C
			2	2, 3, 4	192	890	0.216	193	193	0.3	0.3	5.325	A
	Exit	1	1		545			545	540	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, (3)	377	728	0.517	378	367	0.7	1.2	11.059	B
			2	1, 3, 4	720	728	0.989	694	676	4.2	14.9	56.871	F
	Exit	1	1		1185			1185	1163	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	148	805	0.183	149	148	0.2	0.2	5.650	A
			2	1, 2, (4)	301	805	0.374	302	298	0.5	0.5	7.370	A
	Exit	1	1		537			537	527	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	74	594	0.124	74	74	0.1	0.1	6.871	A
			2	(1), 2, 3	20	594	0.034	20	18	0.0	0.0	6.410	A
	Exit	1	1		311			311	307	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	882	869	1.015	844	822	4.5	19.6	59.573	F
			2	2, 3, 4	233	869	0.268	231	234	0.3	0.5	5.910	A
	Exit	1	1		658			658	641	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, (3)	364	726	0.501	365	369	1.2	1.0	10.736	B
			2	1, 3, 4	711	726	0.979	700	697	14.9	19.9	94.655	F
	Exit	1	1		1206			1206	1193	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	154	802	0.192	154	150	0.2	0.2	5.978	A
			2	1, 2, (4)	308	802	0.384	306	303	0.5	0.7	7.476	A
	Exit	1	1		529			529	533	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	77	590	0.130	77	77	0.1	0.2	7.022	A
			2	(1), 2, 3	19	590	0.032	19	20	0.0	0.0	6.614	A
	Exit	1	1		317			317	318	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	882	866	1.018	856	846	19.6	27.8	102.583	F
			2	2, 3, 4	238	866	0.275	239	239	0.5	0.3	5.879	A
	Exit	1	1		663			663	657	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, (3)	293	740	0.396	293	301	1.0	0.7	8.454	A
			2	1, 3, 4	588	740	0.794	607	640	19.9	6.3	59.046	F
	Exit	1	1		1055			1055	1076	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	120	841	0.143	120	122	0.2	0.2	5.319	A
			2	1, 2, (4)	247	841	0.294	249	246	0.7	0.3	6.305	A
	Exit	1	1		428			428	433	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	67	637	0.105	66	64	0.2	0.1	6.364	A
			2	(1), 2, 3	14	637	0.022	14	15	0.0	0.0	6.103	A
	Exit	1	1		271			271	283	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	709	889	0.798	768	793	27.8	9.1	74.558	F
			2	2, 3, 4	194	889	0.219	195	194	0.3	0.3	5.337	A
	Exit	1	1		560			560	584	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, (3)	249	749	0.333	251	254	0.7	0.4	7.806	A
			2	1, 3, 4	491	749	0.655	487	505	6.3	2.0	18.110	C
	Exit	1	1		841			841	866	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	102	886	0.115	101	102	0.2	0.2	4.804	A
			2	1, 2, (4)	210	886	0.237	209	209	0.3	0.4	5.504	A
	Exit	1	1		365			365	366	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	53	680	0.078	53	52	0.1	0.1	5.948	A
			2	(1), 2, 3	12	680	0.018	12	13	0.0	0.0	5.650	A
	Exit	1	1		224			224	227	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	602	906	0.665	606	630	9.1	2.3	19.672	C
			2	2, 3, 4	164	906	0.181	164	160	0.3	0.2	4.932	A
	Exit	1	1		453			453	467	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	0.50	0.00	0.00	1.28	1.89
			2	2.07	0.00	0.70	5.30	6.60
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.13	0.00	0.00	0.08	0.66
			2	0.36	0.00	0.00	0.79	1.03
	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	0.35
			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	1.82	0.00	0.60	4.44	5.70
			2	0.28	0.00	0.00	0.68	0.98
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:00 - 08:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	0.68	0.00	0.00	1.71	2.58
			2	4.22	0.00	2.10	9.85	14.20
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.15	0.00	0.00	0.20	0.78
			2	0.52	0.00	0.00	1.38	1.95
	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	0.37
			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	4.47	0.00	1.96	11.06	13.73
			2	0.28	0.00	0.00	0.70	0.98
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:15 - 08:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	1.19	0.00	0.15	3.26	3.84
			2	14.92	0.99	11.38	32.28	38.20
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.24	0.00	0.00	0.57	0.84
			2	0.54	0.00	0.00	0.99	1.71
	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	0.07	0.59
			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	19.59	0.78	15.90	40.47	46.13
			2	0.53	0.00	0.00	1.31	2.03
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:30 - 08:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	1.04	0.00	0.08	2.46	3.44
			2	19.89	0.13	16.29	40.36	47.20
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.24	0.00	0.00	0.65	0.97
			2	0.70	0.00	0.00	1.81	3.24
	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	0.32	0.75
			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	27.76	1.30	23.50	57.20	66.20
			2	0.33	0.00	0.00	0.78	1.02
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:45 - 09:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	0.74	0.00	0.00	1.83	2.80
			2	6.26	0.00	2.46	12.70	25.20
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.15	0.00	0.00	0.20	0.78
			2	0.31	0.00	0.00	0.72	0.98
	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	0.54
			2	0.03	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	9.11	0.00	3.29	27.20	38.80
			2	0.32	0.00	0.00	0.83	1.35
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

09:00 - 09:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	0.43	0.00	0.00	0.98	1.71
			2	1.97	0.00	0.62	4.60	7.05
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.18	0.00	0.00	0.36	0.90
			2	0.39	0.00	0.00	1.10	1.80
	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	0.32
			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	2.28	0.00	0.60	6.20	8.87
			2	0.20	0.00	0.00	0.42	0.91
	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.
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	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	76.69	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	FB 2036	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (PCU/hr)

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

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wide Lane (N)	170.72	55.4	97.5	F	905	1358
2 - Mitchell Way (E)	8.20	1.3	3.9	A	464	696
3 - George Curl Way (S)	10.69	0.6	1.9	B	171	257
4 - Wide Lane (W)	14.54	3.7	12.5	B	676	1015

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	732	183	182	743	728	775	0.0	2.7	14.791	B
2 - Mitchell Way (E)	381	95	576	381	379	349	0.0	0.6	5.831	A
3 - George Curl Way (S)	142	36	911	142	140	47	0.0	0.2	7.081	A
4 - Wide Lane (W)	552	138	404	553	555	649	0.0	1.1	7.222	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	888	222	211	885	866	925	2.7	7.3	27.829	D
2 - Mitchell Way (E)	450	112	683	450	452	413	0.6	0.8	6.547	A
3 - George Curl Way (S)	168	42	1079	167	167	54	0.2	0.4	7.979	A
4 - Wide Lane (W)	659	165	480	656	661	767	1.1	1.8	8.873	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1101	275	258	1007	986	1145	7.3	32.9	80.872	F
2 - Mitchell Way (E)	563	141	748	560	556	516	0.8	1.3	7.924	A
3 - George Curl Way (S)	203	51	1246	203	207	63	0.4	0.6	9.954	A
4 - Wide Lane (W)	817	204	593	810	802	856	1.8	3.7	14.133	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1084	271	262	983	992	1149	32.9	55.4	167.976	F
2 - Mitchell Way (E)	563	141	743	567	558	502	1.3	1.1	8.197	A
3 - George Curl Way (S)	207	52	1250	209	207	60	0.6	0.6	10.688	B
4 - Wide Lane (W)	808	202	600	811	811	859	3.7	3.3	14.537	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	878	220	217	936	950	932	55.4	38.1	170.723	F
2 - Mitchell Way (E)	445	111	732	445	448	420	1.1	0.8	6.997	A
3 - George Curl Way (S)	169	42	1120	170	172	57	0.6	0.5	9.019	A
4 - Wide Lane (W)	665	166	481	668	675	809	3.3	1.6	9.970	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	750	187	176	822	854	792	38.1	12.4	85.761	F
2 - Mitchell Way (E)	383	96	650	381	383	348	0.8	0.8	6.224	A
3 - George Curl Way (S)	139	35	982	138	142	50	0.5	0.3	8.204	A
4 - Wide Lane (W)	557	139	410	558	559	710	1.6	1.1	7.618	A

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

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	2.74	0.00	1.33	5.91	8.67
2 - Mitchell Way (E)	0.60	0.00	0.00	1.45	1.92
3 - George Curl Way (S)	0.25	0.00	0.00	0.61	0.87
4 - Wide Lane (W)	1.12	0.00	0.15	2.73	3.83

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	7.31	0.00	4.36	17.50	24.00
2 - Mitchell Way (E)	0.79	0.00	0.00	1.94	2.94
3 - George Curl Way (S)	0.39	0.00	0.00	0.95	1.57
4 - Wide Lane (W)	1.79	0.00	0.62	4.33	5.83

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	32.85	5.75	30.43	56.00	64.25
2 - Mitchell Way (E)	1.28	0.00	0.38	2.84	3.68
3 - George Curl Way (S)	0.60	0.00	0.00	1.46	1.90
4 - Wide Lane (W)	3.75	0.00	1.89	9.00	12.50

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	55.38	14.50	53.75	86.60	97.50
2 - Mitchell Way (E)	1.13	0.00	0.17	2.80	3.88
3 - George Curl Way (S)	0.58	0.00	0.00	1.08	1.88
4 - Wide Lane (W)	3.27	0.00	1.76	6.78	10.17

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	38.11	1.30	35.00	73.00	83.25
2 - Mitchell Way (E)	0.84	0.00	0.00	1.84	2.65
3 - George Curl Way (S)	0.46	0.00	0.00	1.25	1.78
4 - Wide Lane (W)	1.63	0.00	0.54	3.89	5.64

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	12.39	0.00	4.40	36.00	45.50
2 - Mitchell Way (E)	0.77	0.00	0.00	1.79	2.56
3 - George Curl Way (S)	0.31	0.00	0.00	0.74	1.06
4 - Wide Lane (W)	1.06	0.00	0.08	2.38	3.36

Lane Results

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

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, (3)	183	748	0.245	183	185	0.0	0.3	6.464	A
			2	1, 3, 4	549	748	0.734	560	543	0.0	2.5	17.568	C
	Exit	1	1		775			775	778	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	106	877	0.121	107	105	0.0	0.1	4.774	A
			2	1, 2, (4)	275	877	0.314	275	274	0.0	0.5	6.232	A
	Exit	1	1		349			349	349	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	118	598	0.198	119	118	0.0	0.2	7.294	A
			2	(1), 2, 3	24	598	0.040	23	22	0.0	0.1	5.981	A
	Exit	1	1		47			47	46	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	396	854	0.463	396	399	0.0	0.9	7.959	A
			2	2, 3, 4	157	854	0.183	157	156	0.0	0.2	5.316	A
	Exit	1	1		649			649	628	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, (3)	221	739	0.299	221	221	0.3	0.4	7.129	A
			2	1, 3, 4	666	739	0.901	664	644	2.5	6.9	34.714	D
	Exit	1	1		925			925	930	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	122	840	0.145	122	124	0.1	0.1	5.080	A
			2	1, 2, (4)	328	840	0.391	328	328	0.5	0.7	7.098	A
	Exit	1	1		413			413	413	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	141	548	0.258	141	141	0.2	0.3	8.203	A
			2	(1), 2, 3	26	548	0.048	26	26	0.1	0.0	6.768	A
	Exit	1	1		54			54	54	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	476	829	0.574	473	477	0.9	1.5	10.095	B
			2	2, 3, 4	183	829	0.221	183	184	0.2	0.3	5.667	A
	Exit	1	1		767			767	748	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, (3)	281	726	0.387	281	276	0.4	0.8	8.451	A
			2	1, 3, 4	820	726	1.130	726	710	6.9	32.1	105.455	F
	Exit	1	1		1145			1145	1133	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	154	817	0.188	153	155	0.1	0.3	5.613	A
			2	1, 2, (4)	409	817	0.501	408	401	0.7	1.0	8.812	A
	Exit	1	1		516			516	510	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	170	498	0.342	170	172	0.3	0.5	10.451	B
			2	(1), 2, 3	33	498	0.066	33	35	0.0	0.1	7.491	A
	Exit	1	1		63			63	65	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	591	791	0.747	584	577	1.5	3.3	17.002	C
			2	2, 3, 4	226	791	0.286	226	225	0.3	0.5	6.657	A
	Exit	1	1		856			856	843	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, (3)	265	724	0.366	265	271	0.8	0.6	8.375	A
			2	1, 3, 4	819	724	1.131	718	721	32.1	54.8	220.606	F
	Exit	1	1		1149			1149	1141	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	157	819	0.192	157	154	0.3	0.2	5.498	A
			2	1, 2, (4)	406	819	0.496	410	404	1.0	0.9	9.217	A
	Exit	1	1		502			502	508	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	172	496	0.347	174	173	0.5	0.5	11.143	B
			2	(1), 2, 3	35	496	0.071	35	34	0.1	0.1	8.437	A
	Exit	1	1		60			60	61	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	580	789	0.735	583	584	3.3	2.9	17.594	C
			2	2, 3, 4	228	789	0.289	228	227	0.5	0.4	6.604	A
	Exit	1	1		859			859	858	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, (3)	224	738	0.303	223	228	0.6	0.4	7.287	A
			2	1, 3, 4	654	738	0.887	713	722	54.8	37.7	226.860	F
	Exit	1	1		932			932	944	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	122	823	0.149	122	124	0.2	0.2	5.361	A
			2	1, 2, (4)	323	823	0.393	323	324	0.9	0.6	7.615	A
	Exit	1	1		420			420	426	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	142	535	0.265	143	143	0.5	0.4	9.324	A
			2	(1), 2, 3	27	535	0.051	27	28	0.1	0.1	7.496	A
	Exit	1	1		57			57	59	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	477	829	0.576	480	486	2.9	1.4	11.526	B
			2	2, 3, 4	187	829	0.226	188	189	0.4	0.2	5.972	A
	Exit	1	1		809			809	815	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, (3)	190	750	0.253	190	190	0.4	0.4	6.862	A
			2	1, 3, 4	560	750	0.747	632	663	37.7	12.0	113.269	F
	Exit	1	1		792			792	796	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	105	851	0.124	106	105	0.2	0.2	5.140	A
			2	1, 2, (4)	277	851	0.326	276	277	0.6	0.6	6.635	A
	Exit	1	1		348			348	351	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	116	577	0.201	115	120	0.4	0.3	8.458	A
			2	(1), 2, 3	23	577	0.040	23	22	0.1	0.1	6.845	A
	Exit	1	1		50			50	53	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	404	852	0.474	405	404	1.4	0.8	8.435	A
			2	2, 3, 4	153	852	0.179	153	155	0.2	0.2	5.470	A
	Exit	1	1		710			710	738	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	0.29	0.00	0.00	0.73	1.06
			2	2.45	0.00	0.97	5.64	8.67
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.13	0.00	0.00	0.14	0.64
			2	0.47	0.00	0.00	1.13	1.83
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.20	0.00	0.00	0.48	0.80
			2	0.05	0.00	0.00	0.00	1.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	0.88	0.00	0.00	2.13	3.50
			2	0.25	0.00	0.00	0.59	0.94
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:00 - 17:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	0.44	0.00	0.00	0.98	1.86
			2	6.87	0.00	3.67	17.25	21.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.12	0.00	0.00	0.00	0.62
			2	0.66	0.00	0.00	1.64	2.61
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.34	0.00	0.00	0.88	1.50
			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	1.49	0.00	0.36	3.60	4.88
			2	0.30	0.00	0.00	0.68	0.88
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:15 - 17:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	0.80	0.00	0.00	1.96	2.79
			2	32.05	5.75	30.00	55.75	63.50
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.32	0.00	0.00	0.73	1.06
			2	0.96	0.00	0.00	2.23	3.07
	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	1.35	1.88
			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	3.25	0.00	1.43	7.50	12.25
			2	0.50	0.00	0.00	1.29	2.06
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:30 - 17:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	0.58	0.00	0.00	1.47	2.06
			2	54.80	14.33	52.88	87.00	98.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.23	0.00	0.00	0.58	0.86
			2	0.90	0.00	0.00	2.17	3.69
	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	0.92	1.65
			2	0.09	0.00	0.00	0.00	0.44
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	2.89	0.00	1.29	6.33	10.17
			2	0.38	0.00	0.00	0.90	1.46
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:45 - 18:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	0.44	0.00	0.00	0.96	1.61
			2	37.67	0.79	35.00	72.00	84.50
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.19	0.00	0.00	0.43	0.80
			2	0.65	0.00	0.00	1.50	2.25
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.40	0.00	0.00	1.00	1.70
			2	0.06	0.00	0.00	0.00	0.05
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	1.38	0.00	0.25	3.44	5.17
			2	0.25	0.00	0.00	0.69	2.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

18:00 - 18:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	0.39	0.00	0.00	0.90	1.59
			2	12.00	0.00	3.64	36.00	45.50
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.15	0.00	0.00	0.23	0.70
			2	0.62	0.00	0.00	1.55	2.07
	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	0.61	0.92
			2	0.05	0.00	0.00	0.00	-0.06
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	0.81	0.00	0.00	1.88	2.83
			2	0.25	0.00	0.00	0.61	0.92
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

DS 2036, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wide Ln, Mitchell Way Rbt	Standard Roundabout		1, 2, 3, 4	96.44	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	DS 2036	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (PCU/hr)

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

Vehicle Mix

Heavy Vehicle Percentages

	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)	107.58	44.7	88.0	F	1153	1730
2 - Mitchell Way (E)	10.87	2.1	6.8	B	538	807
3 - George Curl Way (S)	7.69	0.2	0.9	A	79	119
4 - Wide Lane (W)	135.83	51.7	96.1	F	1021	1531

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	948	237	245	948	935	970	0.0	4.1	14.573	B
2 - Mitchell Way (E)	451	113	554	451	441	638	0.0	0.8	6.739	A
3 - George Curl Way (S)	64	16	780	64	66	226	0.0	0.1	6.106	A
4 - Wide Lane (W)	843	211	374	841	832	471	0.0	2.8	12.088	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1127	282	293	1118	1105	1145	4.1	8.6	23.774	C
2 - Mitchell Way (E)	529	132	655	530	521	755	0.8	1.4	7.905	A
3 - George Curl Way (S)	80	20	919	80	75	266	0.1	0.2	6.781	A
4 - Wide Lane (W)	989	247	441	996	990	558	2.8	6.1	21.227	C

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1390	348	360	1311	1287	1323	8.6	32.0	62.071	F
2 - Mitchell Way (E)	637	159	758	638	634	913	1.4	1.9	10.502	B
3 - George Curl Way (S)	96	24	1087	97	94	309	0.2	0.2	7.382	A
4 - Wide Lane (W)	1230	307	540	1143	1129	644	6.1	31.2	65.970	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1378	344	364	1344	1333	1335	32.0	44.7	107.581	F
2 - Mitchell Way (E)	650	162	775	652	649	933	1.9	2.1	10.872	B
3 - George Curl Way (S)	95	24	1116	94	94	312	0.2	0.2	7.687	A
4 - Wide Lane (W)	1234	308	544	1156	1148	666	31.2	51.7	135.834	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1134	284	287	1202	1252	1228	44.7	16.1	76.399	F
2 - Mitchell Way (E)	521	130	711	522	527	778	2.1	1.3	9.054	A
3 - George Curl Way (S)	77	19	951	77	79	283	0.2	0.1	7.193	A
4 - Wide Lane (W)	994	249	442	1073	1093	587	51.7	28.0	123.605	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	943	236	244	950	991	1007	16.1	4.8	23.314	C
2 - Mitchell Way (E)	438	110	559	439	441	635	1.3	0.9	7.069	A
3 - George Curl Way (S)	64	16	774	64	65	224	0.1	0.1	6.362	A
4 - Wide Lane (W)	835	209	369	881	929	469	28.0	4.8	42.750	E

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

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	4.14	0.00	2.94	7.93	10.21
2 - Mitchell Way (E)	0.81	0.00	0.00	1.90	2.78
3 - George Curl Way (S)	0.08	0.00	0.00	0.00	0.30
4 - Wide Lane (W)	2.81	0.00	1.36	6.39	7.69

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	8.59	0.23	6.69	16.50	21.17
2 - Mitchell Way (E)	1.37	0.00	0.40	3.17	4.35
3 - George Curl Way (S)	0.17	0.00	0.00	0.34	0.76
4 - Wide Lane (W)	6.15	0.00	3.86	14.00	18.50

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	31.95	5.25	30.33	56.33	63.17
2 - Mitchell Way (E)	1.94	0.00	0.87	4.42	6.07
3 - George Curl Way (S)	0.20	0.00	0.00	0.51	0.88
4 - Wide Lane (W)	31.22	2.92	28.80	58.00	67.50

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	44.75	7.38	43.25	75.33	88.00
2 - Mitchell Way (E)	2.06	0.00	0.73	5.12	6.75
3 - George Curl Way (S)	0.22	0.00	0.00	0.54	0.89
4 - Wide Lane (W)	51.73	8.25	50.33	87.20	96.13

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	16.13	0.36	10.20	39.50	51.50
2 - Mitchell Way (E)	1.32	0.00	0.23	2.98	4.19
3 - George Curl Way (S)	0.13	0.00	0.00	0.22	0.64
4 - Wide Lane (W)	28.01	0.39	19.14	64.50	75.25

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	4.79	0.00	2.91	9.13	12.17
2 - Mitchell Way (E)	0.89	0.00	0.00	2.00	2.89
3 - George Curl Way (S)	0.11	0.00	0.00	0.00	0.54
4 - Wide Lane (W)	4.85	0.00	1.59	9.25	21.50

Lane Results

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

Lanes: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, (3)	450	730	0.617	451	444	0.0	1.9	13.777	B
			2	1, 3, 4	498	730	0.683	497	491	0.0	2.2	15.268	C
	Exit	1	1		970			970	957	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	118	885	0.133	118	114	0.0	0.2	4.811	A
			2	1, 2, (4)	333	885	0.377	333	327	0.0	0.6	7.487	A
	Exit	1	1		638			638	630	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	52	637	0.081	52	53	0.0	0.1	6.205	A
			2	(1), 2, 3	12	637	0.019	12	13	0.0	0.0	5.684	A
	Exit	1	1		226			226	222	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	611	864	0.707	611	604	0.0	2.4	14.441	B
			2	2, 3, 4	232	864	0.268	230	228	0.0	0.5	5.879	A
	Exit	1	1		471			471	465	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, (3)	533	715	0.745	533	530	1.9	3.3	20.963	C
			2	1, 3, 4	594	715	0.830	585	576	2.2	5.3	26.235	D
	Exit	1	1		1145			1145	1129	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	139	850	0.163	139	137	0.2	0.2	5.297	A
			2	1, 2, (4)	390	850	0.459	391	384	0.6	1.2	8.933	A
	Exit	1	1		755			755	753	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	64	596	0.107	63	60	0.1	0.1	6.869	A
			2	(1), 2, 3	17	596	0.028	17	15	0.0	0.0	6.414	A
	Exit	1	1		266			266	263	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	715	842	0.849	721	714	2.4	5.7	26.954	D
			2	2, 3, 4	275	842	0.326	275	276	0.5	0.4	6.287	A
	Exit	1	1		558			558	546	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, (3)	663	695	0.954	642	625	3.3	11.9	49.239	E
			2	1, 3, 4	727	695	1.045	669	663	5.3	20.1	73.333	F
	Exit	1	1		1323			1323	1300	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	163	814	0.200	163	166	0.2	0.3	5.681	A
			2	1, 2, (4)	474	814	0.582	475	469	1.2	1.7	12.384	B
	Exit	1	1		913			913	896	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	77	545	0.141	76	75	0.1	0.2	7.425	A
			2	(1), 2, 3	20	545	0.036	20	19	0.0	0.0	7.204	A
	Exit	1	1		309			309	307	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	886	809	1.095	801	787	5.7	30.3	88.785	F
			2	2, 3, 4	344	809	0.426	342	343	0.4	0.9	7.943	A
	Exit	1	1		644			644	642	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, (3)	668	694	0.962	658	650	11.9	15.2	77.660	F
			2	1, 3, 4	710	694	1.023	686	683	20.1	29.5	134.061	F
	Exit	1	1		1335			1335	1326	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	170	808	0.211	170	170	0.3	0.3	5.913	A
			2	1, 2, (4)	480	808	0.594	482	478	1.7	1.7	12.839	B
	Exit	1	1		933			933	922	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	75	537	0.141	75	75	0.2	0.2	7.728	A
			2	(1), 2, 3	19	537	0.036	19	19	0.0	0.1	7.517	A
	Exit	1	1		312			312	316	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	886	808	1.096	808	802	30.3	51.0	186.055	F
			2	2, 3, 4	348	808	0.431	347	345	0.9	0.8	8.114	A
	Exit	1	1		666			666	661	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, (3)	541	717	0.755	562	588	15.2	4.6	47.513	E
			2	1, 3, 4	593	717	0.827	640	664	29.5	11.6	101.915	F
	Exit	1	1		1228			1228	1241	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	132	830	0.159	132	138	0.3	0.2	5.643	A
			2	1, 2, (4)	389	830	0.468	390	389	1.7	1.1	10.386	B
	Exit	1	1		778			778	806	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	61	586	0.103	61	63	0.2	0.1	7.269	A
			2	(1), 2, 3	16	586	0.028	16	16	0.1	0.0	6.872	A
	Exit	1	1		283			283	292	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	722	842	0.858	801	814	51.0	27.5	169.150	F
			2	2, 3, 4	272	842	0.324	272	279	0.8	0.5	6.716	A
	Exit	1	1		587			587	610	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, (3)	450	730	0.616	448	463	4.6	2.0	16.222	C
			2	1, 3, 4	494	730	0.677	502	527	11.6	2.8	29.603	D
	Exit	1	1		1007			1007	1054	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	113	883	0.128	113	114	0.2	0.1	5.035	A
			2	1, 2, (4)	326	883	0.369	326	327	1.1	0.8	7.861	A
	Exit	1	1		635			635	649	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	52	639	0.081	52	52	0.1	0.1	6.396	A
			2	(1), 2, 3	12	639	0.019	13	13	0.0	0.0	6.214	A
	Exit	1	1		224			224	233	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	606	866	0.700	652	699	27.5	4.5	57.161	F
			2	2, 3, 4	229	866	0.264	229	231	0.5	0.3	5.639	A
	Exit	1	1		469			469	491	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	1.93	0.00	0.74	4.56	6.19
			2	2.20	0.00	1.07	5.00	6.69
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.17	0.00	0.00	0.30	0.79
			2	0.64	0.00	0.00	1.62	2.39
	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	0.18
			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	2.36	0.00	0.75	5.94	7.08
			2	0.45	0.00	0.00	1.03	1.68
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:00 - 08:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	3.34	0.00	1.55	8.41	10.19
			2	5.25	0.00	3.20	11.64	15.50
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.21	0.00	0.00	0.51	0.85
			2	1.16	0.00	0.02	2.88	4.06
	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	0.18	0.70
			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	5.72	0.00	3.47	13.00	17.83
			2	0.43	0.00	0.00	1.00	1.72
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:15 - 08:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	11.85	0.00	8.29	25.25	29.63
			2	20.10	1.14	17.67	37.50	42.50
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.26	0.00	0.00	0.66	0.96
			2	1.68	0.00	0.47	4.13	5.72
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.17	0.00	0.00	0.39	0.79
			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	30.32	2.13	27.92	56.50	66.25
			2	0.90	0.00	0.00	1.98	2.80
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:30 - 08:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	15.21	-0.02	11.53	33.33	41.75
			2	29.54	2.90	26.57	55.00	61.13
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.32	0.00	0.00	0.81	1.30
			2	1.74	0.00	0.26	4.43	5.94
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.16	0.00	0.00	0.33	0.75
			2	0.06	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	50.98	7.50	48.86	87.00	94.75
			2	0.76	0.00	0.00	1.88	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	1	4.56	0.00	1.95	10.25	16.13
			2	11.57	0.00	6.07	31.67	42.83
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.22	0.00	0.00	0.54	0.90
			2	1.10	0.00	0.00	2.65	3.71
	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	0.03	0.54
			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	27.49	0.03	18.67	64.50	74.50
			2	0.51	0.00	0.00	1.13	1.94
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

09:00 - 09:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	2.00	0.00	0.66	5.19	6.59
			2	2.79	0.00	0.94	5.83	9.10
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.14	0.00	0.00	0.10	0.75
			2	0.75	0.00	0.00	1.88	2.63
	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	0.45
			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	4.52	0.00	1.20	9.00	21.50
			2	0.33	0.00	0.00	0.83	1.33
	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.
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	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	79.60	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (PCU/hr)

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

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wide Lane (N)	170.71	57.8	102.0	F	1035	1553
2 - Mitchell Way (E)	20.55	4.8	13.1	C	734	1101
3 - George Curl Way (S)	15.59	1.0	3.4	C	173	260
4 - Wide Lane (W)	22.33	5.6	16.2	C	697	1045

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	838	210	190	839	837	970	0.0	3.6	14.910	B
2 - Mitchell Way (E)	607	152	560	608	606	468	0.0	1.5	8.220	A
3 - George Curl Way (S)	143	36	1124	144	147	44	0.0	0.3	8.233	A
4 - Wide Lane (W)	571	143	588	572	560	679	0.0	1.4	8.630	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1006	251	231	999	991	1151	3.6	8.8	27.251	D
2 - Mitchell Way (E)	716	179	668	713	721	562	1.5	2.2	10.398	B
3 - George Curl Way (S)	168	42	1323	169	168	58	0.3	0.5	10.244	B
4 - Wide Lane (W)	687	172	689	692	678	804	1.4	1.8	11.443	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1253	313	289	1152	1138	1397	8.8	34.3	76.267	F
2 - Mitchell Way (E)	880	220	732	873	870	710	2.2	4.8	17.470	C
3 - George Curl Way (S)	208	52	1540	208	208	65	0.5	0.8	13.797	B
4 - Wide Lane (W)	840	210	844	841	814	903	1.8	5.4	21.395	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1245	311	273	1169	1159	1417	34.3	57.8	160.601	F
2 - Mitchell Way (E)	881	220	746	896	883	696	4.8	4.4	20.551	C
3 - George Curl Way (S)	209	52	1577	207	205	65	0.8	1.0	15.590	C
4 - Wide Lane (W)	834	209	862	828	828	923	5.4	5.6	22.331	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	1009	252	225	1066	1081	1138	57.8	43.0	170.706	F
2 - Mitchell Way (E)	715	179	731	715	729	560	4.4	2.6	12.491	B
3 - George Curl Way (S)	170	42	1385	169	171	62	1.0	0.5	11.689	B
4 - Wide Lane (W)	677	169	691	672	688	862	5.6	2.4	13.912	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	861	215	184	941	978	981	43.0	12.8	83.287	F
2 - Mitchell Way (E)	605	151	657	606	609	468	2.6	1.3	9.151	A
3 - George Curl Way (S)	140	35	1211	140	147	52	0.5	0.3	9.199	A
4 - Wide Lane (W)	572	143	592	573	570	759	2.4	1.4	8.945	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)	3.56	0.00	2.41	7.28	8.24
2 - Mitchell Way (E)	1.46	0.00	0.49	3.04	4.20
3 - George Curl Way (S)	0.30	0.00	0.00	0.70	1.03
4 - Wide Lane (W)	1.36	0.00	0.38	2.90	3.80

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	8.84	0.10	6.67	18.13	24.07
2 - Mitchell Way (E)	2.16	0.00	1.08	4.82	7.15
3 - George Curl Way (S)	0.48	0.00	0.00	1.02	1.60
4 - Wide Lane (W)	1.79	0.00	0.54	4.45	6.05

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	34.32	8.40	33.00	57.20	65.20
2 - Mitchell Way (E)	4.83	0.00	2.96	10.28	12.73
3 - George Curl Way (S)	0.85	0.00	0.00	2.28	3.13
4 - Wide Lane (W)	5.39	0.00	3.50	12.34	15.20

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	57.83	15.60	56.50	86.88	102.00
2 - Mitchell Way (E)	4.40	0.00	2.44	10.80	13.10
3 - George Curl Way (S)	1.02	0.00	0.02	2.42	3.37
4 - Wide Lane (W)	5.64	0.00	3.60	12.10	16.20

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	43.01	2.56	40.33	84.13	90.40
2 - Mitchell Way (E)	2.59	0.00	1.25	5.73	7.60
3 - George Curl Way (S)	0.53	0.00	0.00	1.29	1.95
4 - Wide Lane (W)	2.37	0.00	1.24	5.31	6.44

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	12.76	0.00	4.63	38.40	47.40
2 - Mitchell Way (E)	1.29	0.00	0.40	2.86	3.72
3 - George Curl Way (S)	0.33	0.00	0.00	0.84	1.35
4 - Wide Lane (W)	1.43	0.00	0.47	3.14	4.40

Lane Results

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

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, (3)	290	746	0.389	292	295	0.0	0.8	9.233	A
			2	1, 3, 4	548	746	0.735	547	542	0.0	2.8	17.591	C
	Exit	1	1		970			970	960	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	151	882	0.171	151	149	0.0	0.3	5.024	A
			2	1, 2, (4)	456	882	0.516	457	457	0.0	1.2	9.286	A
	Exit	1	1		468			468	472	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	121	534	0.227	121	123	0.0	0.3	8.458	A
			2	(1), 2, 3	22	534	0.041	23	24	0.0	0.0	7.094	A
	Exit	1	1		44			44	44	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	406	793	0.512	406	395	0.0	1.1	9.727	A
			2	2, 3, 4	166	793	0.209	166	166	0.0	0.3	5.999	A
	Exit	1	1		679			679	674	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, (3)	349	734	0.476	353	356	0.8	1.1	11.960	B
			2	1, 3, 4	656	734	0.895	647	635	2.8	7.7	34.544	D
	Exit	1	1		1151			1151	1147	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	180	845	0.212	179	181	0.3	0.3	5.394	A
			2	1, 2, (4)	536	845	0.634	534	540	1.2	1.9	12.126	B
	Exit	1	1		562			562	558	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	140	474	0.295	141	141	0.3	0.4	10.615	B
			2	(1), 2, 3	28	474	0.060	28	27	0.0	0.1	8.298	A
	Exit	1	1		58			58	56	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	485	760	0.638	489	480	1.1	1.5	13.457	B
			2	2, 3, 4	202	760	0.266	204	197	0.3	0.3	6.487	A
	Exit	1	1		804			804	796	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, (3)	446	716	0.622	446	437	1.1	2.1	15.806	C
			2	1, 3, 4	808	716	1.128	706	701	7.7	32.3	105.329	F
	Exit	1	1		1397			1397	1380	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	222	823	0.269	221	220	0.3	0.4	6.121	A
			2	1, 2, (4)	659	823	0.800	652	650	1.9	4.4	21.361	C
	Exit	1	1		710			710	689	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	174	410	0.424	173	174	0.4	0.8	14.637	B
			2	(1), 2, 3	35	410	0.085	35	33	0.1	0.1	9.412	A
	Exit	1	1		65			65	62	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	584	708	0.825	584	570	1.5	4.8	27.047	D
			2	2, 3, 4	256	708	0.362	257	245	0.3	0.6	7.983	A
	Exit	1	1		903			903	899	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, (3)	441	721	0.611	447	443	2.1	1.9	16.592	C
			2	1, 3, 4	804	721	1.115	722	716	32.3	55.9	229.190	F
	Exit	1	1		1417			1417	1404	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	224	818	0.274	225	221	0.4	0.4	6.209	A
			2	1, 2, (4)	656	818	0.803	671	662	4.4	4.0	25.475	D
	Exit	1	1		696			696	693	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	174	398	0.438	174	172	0.8	0.9	16.738	C
			2	(1), 2, 3	34	398	0.086	34	33	0.1	0.1	9.671	A
	Exit	1	1		65			65	63	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	588	702	0.837	583	584	4.8	5.0	28.322	D
			2	2, 3, 4	246	702	0.351	245	244	0.6	0.6	7.966	A
	Exit	1	1		923			923	914	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, (3)	359	735	0.488	356	361	1.9	1.4	12.319	B
			2	1, 3, 4	650	735	0.884	710	719	55.9	41.6	245.801	F
	Exit	1	1		1138			1138	1174	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	180	823	0.219	180	180	0.4	0.3	5.937	A
			2	1, 2, (4)	535	823	0.650	535	550	4.0	2.3	14.729	B
	Exit	1	1		560			560	566	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	141	456	0.309	140	143	0.9	0.5	12.288	B
			2	(1), 2, 3	29	456	0.063	29	28	0.1	0.1	8.664	A
	Exit	1	1		62			62	58	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	480	759	0.633	477	491	5.0	1.9	16.793	C
			2	2, 3, 4	196	759	0.259	195	197	0.6	0.4	6.866	A
	Exit	1	1		862			862	870	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	1	2, (3)	303	747	0.405	301	305	1.4	0.9	10.098	B
			2	1, 3, 4	558	747	0.747	640	673	41.6	11.9	119.566	F
	Exit	1	1		981			981	981	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	148	849	0.174	148	150	0.3	0.2	5.411	A
			2	1, 2, (4)	456	849	0.538	459	460	2.3	1.1	10.420	B
	Exit	1	1		468			468	478	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	119	508	0.234	119	123	0.5	0.3	9.527	A
			2	(1), 2, 3	21	508	0.041	21	23	0.1	0.0	7.491	A
	Exit	1	1		52			52	52	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	410	792	0.517	411	406	1.9	1.1	10.174	B
			2	2, 3, 4	163	792	0.205	162	164	0.4	0.3	5.916	A
	Exit	1	1		759			759	793	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	0.77	0.00	0.00	1.86	2.69
			2	2.79	0.00	1.61	5.95	7.64
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.26	0.00	0.00	0.65	0.95
			2	1.20	0.00	0.00	2.74	4.20
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.27	0.00	0.00	0.63	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	1.09	0.00	0.09	2.37	2.86
			2	0.28	0.00	0.00	0.73	1.32
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:00 - 17:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	1.14	0.00	0.02	2.76	4.30
			2	7.71	0.00	5.57	16.88	22.73
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.27	0.00	0.00	0.74	1.29
			2	1.89	0.00	0.75	4.57	6.55
	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	0.90	1.40
			2	0.07	0.00	0.00	0.00	1.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	1.48	0.00	0.26	3.80	4.91
			2	0.31	0.00	0.00	0.76	1.46
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:15 - 17:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	2.07	0.00	0.69	5.13	6.80
			2	32.25	6.90	31.17	53.88	61.40
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.38	0.00	0.00	0.84	1.36
			2	4.45	0.00	2.55	9.88	12.60
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.76	0.00	0.00	2.20	3.03
			2	0.09	0.00	0.00	0.00	0.44
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	4.84	0.00	2.76	11.63	14.13
			2	0.55	0.00	0.00	1.46	2.28
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:30 - 17:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	1.92	0.00	0.44	4.93	6.84
			2	55.91	14.60	54.80	86.47	97.93
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.39	0.00	0.00	0.89	1.47
			2	4.02	0.00	1.88	10.49	13.20
	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	1.94	2.91
			2	0.14	0.00	0.00	0.21	0.68
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	5.03	0.00	2.87	12.08	15.60
			2	0.61	0.00	0.00	1.57	2.15
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:45 - 18:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	1.43	0.00	0.00	3.74	5.70
			2	41.58	2.45	39.00	82.20	89.40
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.34	0.00	0.00	0.79	1.46
			2	2.25	0.00	0.81	5.20	7.20
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.47	0.00	0.00	1.11	1.86
			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	1.93	0.00	0.71	4.57	5.60
			2	0.44	0.00	0.00	0.96	1.68
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

18:00 - 18:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	1	0.90	0.00	0.00	2.31	3.37
			2	11.86	0.00	3.44	37.10	45.80
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.23	0.00	0.00	0.53	0.87
			2	1.06	0.00	0.06	2.54	3.58
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.29	0.00	0.00	0.77	1.29
			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	1.13	0.00	0.00	2.69	4.10
			2	0.30	0.00	0.00	0.74	1.02
	Exit	1	1	0.00	0.00	0.00	0.00	0.00