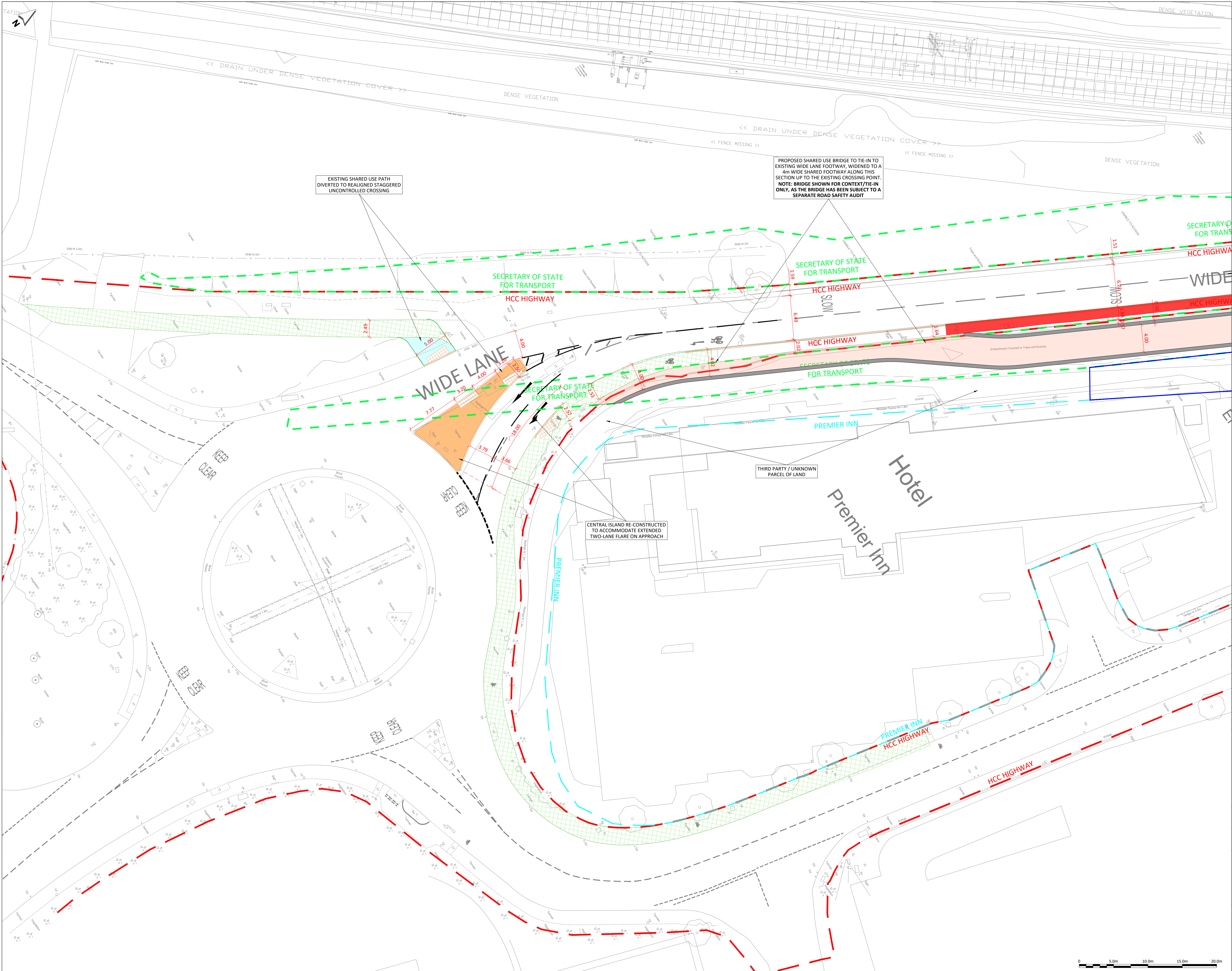


Appendix N - J04 Spitfire Roundabout –Mitigation Option 2a – Lane reallocation and Unsignalised Crossing – Conceptual Junction Layout and Modelling Results



NOTES:
1. THIS DRAWING IS BASED ON:
TOPOGRAPHIC SURVEYS:
'TOPOGRAPHIC SURVEY', GREENHATCH GROUP
DRAWING NO. 42270_T_UG REV3 DATED 06 OCT 2025.
'WideLane-Track Topo-survey SURV001', PROVIDED BY BLOC GROUP ON 22 NOV 2024.
'SPITFIRE ROUNDABOUT SOUTHAMPTON', BRUNEL SURVEYS LTD DRAWING NO. 17972-200-01 DATED JUNE 2017, PROVIDED BY BLOC GROUP ON 22 NOV 2024.
OS BASE MAPPING:
EMPASITE DRAWING NO.
OS_MasterMap_Topography_Layer_989487_1252669_OS_Mastermap, OS LICENCE NO. 0100031673, PROVIDED BY EMPASITE ON 05 DEC 2024.
HCC HIGHWAY BOUNDARY DRAWING:
DRAWING NO. 21754829_03, PROVIDED BY BLOC GROUP ON 28 OCT 2024.
BLOCWORK FREEHOLD OWNERSHIP:
HM LAND REGISTRY OFFICIAL PLAN, REF: TITLE HP882317, 25 MAY 2024.
AIRPORT FREEHOLD OWNERSHIP:
HM LAND REGISTRY OFFICIAL PLAN, REF: TITLE HP628421, TITLE HP411185. (PART)
BASED ON: SAVILLS 'PLAN 1', REF: APPENDIX 1 - AIRPORT SITE TITLE PLAN.
SoSt OWNERSHIP:
SECRETARY OF STATE FOR TRANSPORT LAND BASED ON HM LAND REGISTRY OFFICIAL PLAN, REF: TITLE HP774610.
BASED ON: SAVILLS 'PLAN 1', REF: APPENDIX 1 - AIRPORT SITE TITLE PLAN.
DO NOT SCALE FROM THIS DRAWING. IF IN DOUBT REFER TO THE PROJECT MANAGER FOR CLARIFICATION.
2.

KEY:
— EXISTING LAYOUT (TOPOGRAPHICAL SURVEY/OS BASE)
- - - HAMPSHIRE COUNTY COUNCIL HIGHWAY BOUNDARY
- - - SECRETARY OF STATE FOR TRANSPORT OWNERSHIP
— HSBC HOUSE OWNERSHIP
- - - PREMIER INN OWNERSHIP
— RED LINE PLANNING BOUNDARY
EXISTING SHARED-USE FOOTWAY
PROPOSED SHARED-USE FOOTWAY
PROPOSED ISLAND
PROPOSED PEDESTRIAN / CYCLE BRIDGE:
BRIDGE STRUCTURE
4m WIDE SHARED USE BRIDGE
INDICATIVE EXTENT OF FOOTWAY REQUIRING REMOVAL TO ACCOMMODATE TWO-WAY HGV FLOWS ON WIDE LANE BRIDGE (REFER TO BURROWS GRAHAM DRAWINGS FOR DETAILS)

PO	06NOV25	ORIGINAL ISSUE	CJM	CJM	MHU
REV	DATE	DESCRIPTION	DES	CHK	APP

www.steergroup.com

Client:
BLOCWORK (EASTLEIGH) LLP & SIAL

Project Title:
NAVIGATOR QUARTER, SOUTHAMPTON

Drawing Title:
PROPOSED SPITFIRE ROUNDABOUT MITIGATION & UNCONTROLLED CROSSING

Status:
FIT FOR INFORMATION

Size: **A1** | Scale: **1:250** | Suitability: **S2** | Rev: **P0**

Drawing No.
24733101-STR-HGN-100-SK-D-01301

Junctions 9
ARCADY 9 - Roundabout Module
Version: 9.5.0.6896 © Copyright TRL Limited, 2018
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk
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Filename: J04_SpitfireRbt_lanesim_Mit_13_v1.j9
Path: \\sdgworld.net\Data\London\Projects\247\3\31\01\Model\Junctions\03_Model\J04 junctions files
Report generation date: 10/11/2025 08:49:23

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

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	[Lane Simulation] - Base 2023							
1 - Wide Lane (N)	3.8	15.65		C	5.3	19.90		C
2 - Mitchell Way (E)	0.3	5.78		A	0.6	5.76		A
3 - George Curl Way (S)	0.2	5.96		A	0.5	8.27		A
4 - Wide Lane (W)	7.4	24.20		C	1.6	9.86		A
	[Lane Simulation] - FB 2025							
1 - Wide Lane (N)	4.0	14.92		B	5.8	22.35		C
2 - Mitchell Way (E)	0.4	5.70		A	0.6	6.32		A
3 - George Curl Way (S)	0.2	6.04		A	0.6	8.33		A
4 - Wide Lane (W)	9.4	31.12		D	1.8	9.82		A
	[Lane Simulation] - FB 2028							
1 - Wide Lane (N)	4.9	17.88		C	9.3	31.40		D
2 - Mitchell Way (E)	0.6	6.08		A	0.7	6.78		A
3 - George Curl Way (S)	0.2	6.35		A	0.6	9.26		A
4 - Wide Lane (W)	12.5	44.51		E	2.4	11.28		B
	[Lane Simulation] - DS 2028							
1 - Wide Lane (N)	8.1	21.88		C	10.2	31.09		D
2 - Mitchell Way (E)	1.4	9.71		A	3.0	13.20		B
3 - George Curl Way (S)	0.2	7.04		A	0.8	12.67		B
4 - Wide Lane (W)	22.1	68.11		F	3.7	17.47		C
	[Lane Simulation] - FB 2036							
1 - Wide Lane (N)	8.8	25.89		D	19.6	60.33		F
2 - Mitchell Way (E)	1.1	7.00		A	1.2	8.33		A
3 - George Curl Way (S)	0.2	6.94		A	0.8	11.21		B
4 - Wide Lane (W)	30.0	83.85		F	3.5	14.64		B
	[Lane Simulation] - DS 2036							
1 - Wide Lane (N)	16.2	39.88		E	22.4	61.25		F
2 - Mitchell Way (E)	2.3	11.22		B	6.1	23.76		C
3 - George Curl Way (S)	0.2	7.71		A	1.0	15.79		C
4 - Wide Lane (W)	52.2	137.61		F	5.4	23.76		C

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

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

File summary

File Description

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

Units

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

Analysis Options

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

Lane Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Random seed	Results refresh speed (s)	Individual vehicle animation number of trials	Average animation capture interval (s)	Use quick response	Do flow sampling	Suppress automatic lane creation	Last run random seed	Last run number of trials	Last run time taken (s)
Delay	1.00	100000	100000	-1	3	1	60	✓			1379186727	86	5.35

Demand Set Summary

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

Analysis Set Details

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

Base 2023, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	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	18.24	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

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

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Wide Lane (N)	3.25	7.50	22.0	29.4	51.4	27.7	
2 - Mitchell Way (E)	5.38	8.06	11.9	16.7	51.4	20.1	
3 - George Curl Way (S)	5.08	7.40	4.7	18.8	51.4	40.3	
4 - Wide Lane (W)	5.00	7.10	11.5	16.4	51.4	18.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Wide Lane (N)	0.632	1823
2 - Mitchell Way (E)	0.694	2154
3 - George Curl Way (S)	0.599	1741
4 - Wide Lane (W)	0.663	1976

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

Lane Simulation: Arm options

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

Lanes

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

Entry Lane slope and intercept

Arm	Side	Lane level	Lane	Final slope	Final intercept (PCU/hr)
1 - Wide Lane (N)	Entry	1	2	0.316	911
			3	0.316	911
2 - Mitchell Way (E)	Entry	1	1	0.347	1077
			2	0.347	1077
3 - George Curl Way (S)	Entry	1	1	0.299	871
			2	0.299	871
4 - Wide Lane (W)	Entry	1	1	0.331	988
			2	0.331	988

Summary of Entry Lane allowed movements

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

Summary of Entry Lane allowed secondary movements

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

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (PCU/hr)

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

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wide Lane (N)	15.65	3.8	10.7	C	687	1030
2 - Mitchell Way (E)	5.78	0.3	1.2	A	149	224
3 - George Curl Way (S)	5.96	0.2	0.8	A	72	107
4 - Wide Lane (W)	24.20	7.4	23.5	C	759	1138

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)	555	139	92	557	562	644	0.0	1.2	8.099	A
2 - Mitchell Way (E)	117	29	479	118	122	170	0.0	0.2	4.904	A
3 - George Curl Way (S)	53	13	403	54	60	194	0.0	0.0	4.975	A
4 - Wide Lane (W)	616	154	117	619	623	340	0.0	1.2	8.402	A

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)	673	168	111	675	657	785	1.2	1.6	9.015	A
2 - Mitchell Way (E)	147	37	594	148	144	191	0.2	0.2	5.079	A
3 - George Curl Way (S)	68	17	495	68	68	246	0.0	0.1	5.305	A
4 - Wide Lane (W)	749	187	151	745	739	412	1.2	3.1	11.387	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)	838	210	142	837	818	959	1.6	3.8	14.917	B
2 - Mitchell Way (E)	188	47	738	187	179	241	0.2	0.3	5.464	A
3 - George Curl Way (S)	93	23	621	92	89	303	0.1	0.2	5.963	A
4 - Wide Lane (W)	902	226	188	913	907	525	3.1	5.0	20.727	C

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)	808	202	147	807	821	960	3.8	3.5	15.649	C
2 - Mitchell Way (E)	179	45	710	180	178	243	0.3	0.2	5.783	A
3 - George Curl Way (S)	85	21	599	85	88	291	0.2	0.1	5.634	A
4 - Wide Lane (W)	931	233	183	924	918	501	5.0	7.4	24.199	C

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)	679	170	112	675	687	766	3.5	2.0	10.915	B
2 - Mitchell Way (E)	143	36	579	145	143	207	0.2	0.2	5.242	A
3 - George Curl Way (S)	71	18	491	71	71	233	0.1	0.1	5.781	A
4 - Wide Lane (W)	730	183	145	733	763	417	7.4	2.6	15.359	C

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)	569	142	95	568	569	650	2.0	1.4	7.994	A
2 - Mitchell Way (E)	121	30	495	123	120	168	0.2	0.1	4.886	A
3 - George Curl Way (S)	60	15	410	61	61	208	0.1	0.1	4.956	A
4 - Wide Lane (W)	626	157	126	618	637	344	2.6	2.0	8.969	A

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

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	1.17	0.00	0.17	2.73	4.23
2 - Mitchell Way (E)	0.19	0.00	0.00	0.40	0.79
3 - George Curl Way (S)	0.02	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	1.23	0.00	0.22	3.08	3.90

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	1.59	0.00	0.68	3.28	4.35
2 - Mitchell Way (E)	0.24	0.00	0.00	0.60	1.23
3 - George Curl Way (S)	0.07	0.00	0.00	0.00	0.18
4 - Wide Lane (W)	3.10	0.00	1.36	8.35	9.85

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	3.78	0.00	2.33	8.60	10.70
2 - Mitchell Way (E)	0.26	0.00	0.00	0.63	0.91
3 - George Curl Way (S)	0.17	0.00	0.00	0.40	0.79
4 - Wide Lane (W)	4.98	0.00	3.40	9.20	13.10

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	3.50	0.00	2.00	7.80	10.70
2 - Mitchell Way (E)	0.19	0.00	0.00	0.44	0.87
3 - George Curl Way (S)	0.09	0.00	0.00	0.00	0.45
4 - Wide Lane (W)	7.37	0.00	3.56	20.20	23.50

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	2.01	0.00	0.94	4.73	5.85
2 - Mitchell Way (E)	0.16	0.00	0.00	0.30	0.84
3 - George Curl Way (S)	0.12	0.00	0.00	0.00	0.62
4 - Wide Lane (W)	2.63	0.00	1.33	6.20	8.90

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	1.35	0.00	0.18	2.87	4.35
2 - Mitchell Way (E)	0.07	0.00	0.00	0.00	1.00
3 - George Curl Way (S)	0.06	0.00	0.00	0.00	-0.10
4 - Wide Lane (W)	2.00	0.00	0.61	5.28	6.35

Lane Results

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

Lanes: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	2	2, (3)	127	882	0.144	128	123	0.0	0.2	5.357	A
			3	1, 3, 4	428	882	0.485	429	438	0.0	1.0	8.808	A
	Exit	1	1		644			644	650	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	36	911	0.040	38	39	0.0	0.0	5.069	A
			2	1, 2, (4)	81	911	0.089	81	83	0.0	0.2	4.831	A
	Exit	1	1		170			170	167	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	43	750	0.058	44	49	0.0	0.0	4.961	A
			2	(1), 2, 3	10	750	0.013	10	12	0.0	0.0	5.034	A
	Exit	1	1		194			194	198	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	534	949	0.563	537	538	0.0	1.2	9.051	A
			2	2, 3, 4	82	949	0.086	82	85	0.0	0.1	4.151	A
	Exit	1	1		340			340	352	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	2	2, (3)	145	876	0.165	146	141	0.2	0.2	5.294	A
			3	1, 3, 4	528	876	0.603	529	516	1.0	1.4	9.958	A
	Exit	1	1		785			785	775	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	45	871	0.052	44	43	0.0	0.2	5.359	A
			2	1, 2, (4)	102	871	0.117	103	101	0.2	0.1	4.967	A
	Exit	1	1		191			191	191	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	55	722	0.076	54	52	0.0	0.0	5.372	A
			2	(1), 2, 3	14	722	0.019	13	16	0.0	0.0	5.065	A
	Exit	1	1		246			246	239	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	651	938	0.694	647	641	1.2	2.9	12.407	B
			2	2, 3, 4	98	938	0.104	98	99	0.1	0.2	4.619	A
	Exit	1	1		412			412	404	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	2	2, (3)	181	866	0.209	181	180	0.2	0.4	5.908	A
			3	1, 3, 4	657	866	0.758	656	638	1.4	3.4	17.246	C
	Exit	1	1		959			959	947	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	61	821	0.074	61	56	0.2	0.1	5.504	A
			2	1, 2, (4)	127	821	0.155	126	123	0.1	0.2	5.447	A
	Exit	1	1		241			241	242	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	72	685	0.106	72	70	0.0	0.1	6.044	A
			2	(1), 2, 3	20	685	0.029	19	19	0.0	0.1	5.652	A
	Exit	1	1		303			303	294	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	780	926	0.842	789	781	2.9	4.9	23.219	C
			2	2, 3, 4	123	926	0.133	124	126	0.2	0.1	4.687	A
	Exit	1	1		525			525	510	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	2	2, (3)	182	865	0.210	181	184	0.4	0.3	5.896	A
			3	1, 3, 4	626	865	0.724	625	637	3.4	3.2	18.230	C
	Exit	1	1		960			960	957	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	56	830	0.067	56	56	0.1	0.0	5.306	A
			2	1, 2, (4)	123	830	0.148	123	122	0.2	0.1	5.989	A
	Exit	1	1		243			243	245	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	67	691	0.096	67	68	0.1	0.1	5.750	A
			2	(1), 2, 3	18	691	0.026	18	19	0.1	0.0	5.188	A
	Exit	1	1		291			291	293	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	801	927	0.864	794	790	4.9	7.2	27.267	D
			2	2, 3, 4	130	927	0.140	130	128	0.1	0.2	4.733	A
	Exit	1	1		501			501	510	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	2	2, (3)	160	876	0.183	159	155	0.3	0.3	5.569	A
			3	1, 3, 4	519	876	0.593	516	532	3.2	1.8	12.353	B
	Exit	1	1		766			766	796	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	46	876	0.053	48	45	0.0	0.0	5.203	A
			2	1, 2, (4)	97	876	0.110	97	98	0.1	0.2	5.260	A
	Exit	1	1		207			207	205	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	55	724	0.076	55	55	0.1	0.1	5.537	A
			2	(1), 2, 3	16	724	0.022	16	16	0.0	0.0	6.677	A
	Exit	1	1		233			233	246	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	634	940	0.675	636	663	7.2	2.6	17.034	C
			2	2, 3, 4	96	940	0.102	97	101	0.2	0.1	4.243	A
	Exit	1	1		417			417	417	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	2	2, (3)	127	881	0.144	127	127	0.3	0.2	5.591	A
			3	1, 3, 4	441	881	0.501	441	442	1.8	1.1	8.636	A
	Exit	1	1		650			650	665	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	38	905	0.042	39	37	0.0	0.0	4.787	A
			2	1, 2, (4)	83	905	0.092	83	83	0.2	0.1	4.927	A
	Exit	1	1		168			168	169	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	50	748	0.067	50	49	0.1	0.0	4.975	A
			2	(1), 2, 3	10	748	0.014	10	12	0.0	0.0	4.872	A
	Exit	1	1		208			208	207	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	541	946	0.572	533	550	2.6	1.9	9.663	A
			2	2, 3, 4	85	946	0.090	85	87	0.1	0.1	4.520	A
	Exit	1	1		344			344	347	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	2	0.17	0.00	0.00	0.38	0.86
			3	1.00	0.00	0.00	2.48	4.23
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.03	0.00	0.00	0.00	0.00
			2	0.15	0.00	0.00	0.24	0.67
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.01	0.00	0.00	0.00	0.00
			2	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	1.16	0.00	0.18	2.91	3.62
			2	0.07	0.00	0.00	0.00	0.18
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:00 - 08:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	2	0.19	0.00	0.00	0.43	2.00
			3	1.41	0.00	0.48	2.95	4.35
	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	0.00	0.90
			2	0.09	0.00	0.00	0.00	0.45
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.02	0.00	0.00	0.00	0.00
			2	0.05	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	2.91	0.00	1.13	7.80	9.85
			2	0.20	0.00	0.00	0.28	1.18
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:15 - 08:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	2	0.41	0.00	0.00	1.07	1.78
			3	3.37	0.00	1.57	8.13	9.70
	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	0.34
			2	0.17	0.00	0.00	0.34	0.77
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.10	0.00	0.00	1.00	1.00
			2	0.07	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	4.87	0.00	3.33	9.20	12.50
			2	0.10	0.00	0.00	0.00	0.54
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:30 - 08:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	2	0.31	0.00	0.00	0.76	1.57
			3	3.19	0.00	1.33	7.80	10.70
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.05	0.00	0.00	0.00	0.00
			2	0.14	0.00	0.00	0.18	0.71
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.08	0.00	0.00	0.00	1.00
			2	0.01	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	7.16	0.00	3.00	20.20	22.20
			2	0.21	0.00	0.00	0.53	0.79
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:45 - 09:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	2	0.27	0.00	0.00	0.67	1.23
			3	1.76	0.00	0.57	4.48	5.85
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.01	0.00	0.00	0.00	0.00
			2	0.15	0.00	0.00	0.20	0.81
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.08	0.00	0.00	0.00	0.34
			2	0.03	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	2.56	0.00	1.27	6.20	8.90
			2	0.07	0.00	0.00	0.00	0.18
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

09:00 - 09:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	2	0.24	0.00	0.00	0.49	1.23
			3	1.09	0.00	0.00	2.55	3.70
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.07	0.00	0.00	0.00	1.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.05	0.00	0.00	0.00	0.00
			2	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	1.90	0.00	0.40	5.23	5.70
			2	0.10	0.00	0.00	0.00	0.53
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

Base 2023, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	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	13.73	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

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

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

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wide Lane (N)	19.90	5.3	15.2	C	721	1081
2 - Mitchell Way (E)	5.76	0.6	1.9	A	198	298
3 - George Curl Way (S)	8.27	0.5	3.0	A	161	241
4 - Wide Lane (W)	9.86	1.6	5.2	A	514	771

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)	601	150	85	603	592	596	0.0	1.2	8.477	A
2 - Mitchell Way (E)	162	40	510	161	167	177	0.0	0.3	4.796	A
3 - George Curl Way (S)	142	35	631	141	136	41	0.0	0.3	6.192	A
4 - Wide Lane (W)	429	107	250	430	419	522	0.0	0.8	6.531	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)	708	177	110	700	703	693	1.2	2.3	10.582	B
2 - Mitchell Way (E)	193	48	593	192	194	216	0.3	0.3	5.307	A
3 - George Curl Way (S)	159	40	734	160	155	51	0.3	0.2	6.840	A
4 - Wide Lane (W)	518	130	286	517	500	608	0.8	1.2	7.659	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)	860	215	129	843	849	853	2.3	5.3	17.122	C
2 - Mitchell Way (E)	246	61	718	245	233	254	0.3	0.6	5.736	A
3 - George Curl Way (S)	186	46	902	186	187	60	0.2	0.3	7.123	A
4 - Wide Lane (W)	617	154	363	620	621	725	1.2	1.5	9.635	A

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)	861	215	126	864	849	831	5.3	4.9	19.901	C
2 - Mitchell Way (E)	241	60	723	238	239	266	0.6	0.6	5.759	A
3 - George Curl Way (S)	188	47	905	187	187	57	0.3	0.5	8.267	A
4 - Wide Lane (W)	605	151	351	605	610	741	1.5	1.6	9.860	A

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)	709	177	102	703	712	682	4.9	2.5	12.284	B
2 - Mitchell Way (E)	190	47	602	191	198	203	0.6	0.2	5.359	A
3 - George Curl Way (S)	156	39	741	154	156	52	0.5	0.4	6.930	A
4 - Wide Lane (W)	498	124	289	495	500	605	1.6	1.2	7.889	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)	586	147	87	585	596	580	2.5	1.1	8.750	A
2 - Mitchell Way (E)	159	40	490	159	159	181	0.2	0.3	5.077	A
3 - George Curl Way (S)	135	34	612	136	132	38	0.4	0.1	6.052	A
4 - Wide Lane (W)	420	105	246	420	414	502	1.2	0.7	6.123	A

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

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	1.20	0.00	0.30	2.84	3.82
2 - Mitchell Way (E)	0.30	0.00	0.00	0.74	1.15
3 - George Curl Way (S)	0.27	0.00	0.00	0.69	1.15
4 - Wide Lane (W)	0.85	0.00	0.00	1.97	3.45

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	2.35	0.00	0.86	5.23	7.35
2 - Mitchell Way (E)	0.27	0.00	0.00	0.68	0.96
3 - George Curl Way (S)	0.24	0.00	0.00	0.59	0.95
4 - Wide Lane (W)	1.16	0.00	0.31	2.63	3.61

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	5.25	0.00	3.17	12.60	15.15
2 - Mitchell Way (E)	0.56	0.00	0.00	1.27	1.78
3 - George Curl Way (S)	0.32	0.00	0.00	0.76	1.15
4 - Wide Lane (W)	1.46	0.00	0.58	2.97	4.23

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	4.87	0.00	2.42	12.45	14.23
2 - Mitchell Way (E)	0.59	0.00	0.00	1.41	1.92
3 - George Curl Way (S)	0.51	0.00	0.00	1.48	3.00
4 - Wide Lane (W)	1.59	0.00	0.53	3.63	5.23

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	2.55	0.00	1.75	4.90	7.73
2 - Mitchell Way (E)	0.20	0.00	0.00	0.43	0.83
3 - George Curl Way (S)	0.42	0.00	0.00	0.98	1.69
4 - Wide Lane (W)	1.23	0.00	0.08	2.82	3.61

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	1.15	0.00	0.08	2.58	3.73
2 - Mitchell Way (E)	0.25	0.00	0.00	0.62	0.84
3 - George Curl Way (S)	0.14	0.00	0.00	-0.02	0.69
4 - Wide Lane (W)	0.69	0.00	0.00	1.74	2.48

Lane Results

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

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	2	2, (3)	108	884	0.122	107	106	0.0	0.2	4.800	A
			3	1, 3, 4	493	884	0.557	496	487	0.0	1.0	9.243	A
	Exit	1	1		596			596	579	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	46	900	0.051	46	43	0.0	0.1	4.439	A
			2	1, 2, (4)	116	900	0.128	115	124	0.0	0.2	4.916	A
	Exit	1	1		177			177	182	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	116	682	0.170	116	111	0.0	0.2	6.382	A
			2	(1), 2, 3	26	682	0.038	26	25	0.0	0.0	5.352	A
	Exit	1	1		41			41	40	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	365	905	0.404	369	354	0.0	0.6	6.828	A
			2	2, 3, 4	63	905	0.070	62	65	0.0	0.2	4.821	A
	Exit	1	1		522			522	512	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	2	2, (3)	128	877	0.146	124	128	0.2	0.3	4.984	A
			3	1, 3, 4	580	877	0.662	576	575	1.0	2.0	11.775	B
	Exit	1	1		693			693	685	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	52	871	0.060	53	52	0.1	0.1	4.828	A
			2	1, 2, (4)	140	871	0.161	139	142	0.2	0.2	5.478	A
	Exit	1	1		216			216	214	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	132	651	0.203	133	130	0.2	0.2	6.989	A
			2	(1), 2, 3	27	651	0.042	27	25	0.0	0.0	6.075	A
	Exit	1	1		51			51	49	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	436	893	0.488	433	420	0.6	1.1	8.162	A
			2	2, 3, 4	83	893	0.093	84	80	0.2	0.1	4.766	A
	Exit	1	1		608			608	604	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	2	2, (3)	146	871	0.168	148	149	0.3	0.2	5.370	A
			3	1, 3, 4	714	871	0.820	695	700	2.0	5.1	19.464	C
	Exit	1	1		853			853	843	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	64	828	0.077	64	61	0.1	0.1	4.825	A
			2	1, 2, (4)	182	828	0.219	180	172	0.2	0.5	6.045	A
	Exit	1	1		254			254	257	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	153	601	0.254	152	155	0.2	0.3	7.397	A
			2	(1), 2, 3	33	601	0.055	34	32	0.0	0.0	5.807	A
	Exit	1	1		60			60	58	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	519	868	0.598	520	521	1.1	1.4	10.410	B
			2	2, 3, 4	98	868	0.113	100	100	0.1	0.1	5.289	A
	Exit	1	1		725			725	732	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	2	2, (3)	157	872	0.180	158	150	0.2	0.2	5.377	A
			3	1, 3, 4	704	872	0.808	706	699	5.1	4.7	22.922	C
	Exit	1	1		831			831	844	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	62	826	0.075	63	59	0.1	0.1	5.423	A
			2	1, 2, (4)	179	826	0.217	176	181	0.5	0.5	5.864	A
	Exit	1	1		266			266	257	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	156	600	0.260	156	154	0.3	0.4	8.599	A
			2	(1), 2, 3	32	600	0.054	32	33	0.0	0.1	6.760	A
	Exit	1	1		57			57	57	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	508	872	0.583	509	515	1.4	1.4	10.731	B
			2	2, 3, 4	97	872	0.111	96	95	0.1	0.2	4.842	A
	Exit	1	1		741			741	728	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	2	2, (3)	121	879	0.137	120	121	0.2	0.3	5.068	A
			3	1, 3, 4	589	879	0.669	583	590	4.7	2.3	13.739	B
	Exit	1	1		682			682	692	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	45	868	0.052	45	49	0.1	0.1	4.886	A
			2	1, 2, (4)	145	868	0.167	146	149	0.5	0.1	5.513	A
	Exit	1	1		203			203	209	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	131	649	0.203	130	129	0.4	0.3	7.188	A
			2	(1), 2, 3	25	649	0.038	23	27	0.1	0.1	5.719	A
	Exit	1	1		52			52	50	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	416	892	0.466	414	419	1.4	1.1	8.440	A
			2	2, 3, 4	82	892	0.092	81	81	0.2	0.1	4.826	A
	Exit	1	1		605			605	615	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	2	2, (3)	106	884	0.120	107	104	0.3	0.1	4.827	A
			3	1, 3, 4	480	884	0.543	479	492	2.3	1.0	9.550	A
	Exit	1	1		580			580	571	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	42	907	0.047	42	43	0.1	0.1	5.062	A
			2	1, 2, (4)	117	907	0.129	117	116	0.1	0.2	5.083	A
	Exit	1	1		181			181	177	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	113	687	0.164	113	111	0.3	0.1	6.233	A
			2	(1), 2, 3	22	687	0.032	22	22	0.1	0.0	5.131	A
	Exit	1	1		38			38	41	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	352	906	0.388	354	348	1.1	0.5	6.372	A
			2	2, 3, 4	68	906	0.075	66	66	0.1	0.2	4.712	A
	Exit	1	1		502			502	513	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	2	0.20	0.00	0.00	0.43	0.83
			3	1.00	0.00	-0.03	2.65	3.73
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.07	0.00	0.00	0.00	1.00
			2	0.23	0.00	0.00	0.54	0.94
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.23	0.00	0.00	0.61	2.00
			2	0.04	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	0.62	0.00	0.00	1.49	1.93
			2	0.21	0.00	0.00	0.32	0.91
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:00 - 17:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	2	0.34	0.00	0.00	0.78	1.15
			3	2.00	0.00	0.46	4.73	6.90
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.06	0.00	0.00	0.00	1.00
			2	0.21	0.00	0.00	0.54	0.94
	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	0.49	0.85
			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	0.21	2.63	3.49
			2	0.07	0.00	0.00	0.00	0.15
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:15 - 17:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	2	0.15	0.00	0.00	0.27	0.78
			3	5.10	0.00	3.10	12.60	15.15
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.07	0.00	0.00	0.00	1.00
			2	0.49	0.00	0.00	1.24	1.68
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.31	0.00	0.00	0.74	1.15
			2	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	1.41	0.00	0.53	2.97	4.23
			2	0.06	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:30 - 17:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	2	0.18	0.00	0.00	0.36	0.81
			3	4.69	0.00	2.36	11.90	14.23
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.07	0.00	0.00	0.00	0.15
			2	0.52	0.00	0.00	1.32	1.91
	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	0.98	1.69
			2	0.08	0.00	0.00	0.00	0.36
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	1.44	0.00	0.43	3.30	5.23
			2	0.15	0.00	0.00	0.15	0.74
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:45 - 18:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	2	0.28	0.00	0.00	0.72	1.15
			3	2.27	0.00	1.27	4.90	7.73
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.07	0.00	0.00	0.00	0.00
			2	0.13	0.00	0.00	1.00	1.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.28	0.00	0.00	0.69	1.23
			2	0.14	0.00	0.00	0.15	0.74
	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	2.70	3.48
			2	0.10	0.00	0.00	0.00	0.49
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

18:00 - 18:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	2	0.10	0.00	0.00	1.00	1.00
			3	1.05	0.00	0.00	2.48	3.73
	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	1.00	1.00
			2	0.15	0.00	0.00	0.32	0.72
	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	0.58
			2	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	0.54	0.00	0.00	1.27	1.78
			2	0.15	0.00	0.00	0.27	0.78
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

FB 2025, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wide Ln, Mitchell Way Rbt	Standard Roundabout		1, 2, 3, 4	20.89	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

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

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

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wide Lane (N)	14.92	4.0	12.2	B	723	1085
2 - Mitchell Way (E)	5.70	0.4	1.6	A	182	273
3 - George Curl Way (S)	6.04	0.2	0.8	A	75	112
4 - Wide Lane (W)	31.12	9.4	27.3	D	800	1200

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)	594	149	109	593	588	678	0.0	1.3	8.019	A
2 - Mitchell Way (E)	153	38	505	154	153	197	0.0	0.2	4.709	A
3 - George Curl Way (S)	60	15	449	60	62	209	0.0	0.1	5.255	A
4 - Wide Lane (W)	646	161	143	644	653	365	0.0	1.9	8.984	A

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)	693	173	131	688	699	821	1.3	2.2	9.462	A
2 - Mitchell Way (E)	174	43	584	174	175	234	0.2	0.3	4.909	A
3 - George Curl Way (S)	76	19	519	75	71	238	0.1	0.1	5.471	A
4 - Wide Lane (W)	789	197	168	784	780	426	1.9	3.2	13.377	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)	874	218	161	875	861	1004	2.2	3.5	14.847	B
2 - Mitchell Way (E)	218	55	745	219	219	291	0.3	0.3	5.698	A
3 - George Curl Way (S)	88	22	657	88	88	307	0.1	0.1	5.943	A
4 - Wide Lane (W)	966	241	215	950	942	530	3.2	9.0	27.397	D

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)	870	218	163	864	861	993	3.5	4.0	14.924	B
2 - Mitchell Way (E)	218	55	735	218	215	293	0.3	0.4	5.619	A
3 - George Curl Way (S)	92	23	649	92	89	303	0.1	0.2	6.044	A
4 - Wide Lane (W)	965	241	210	946	951	532	9.0	9.4	31.120	D

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)	716	179	128	718	719	815	4.0	1.9	10.357	B
2 - Mitchell Way (E)	176	44	613	177	178	232	0.4	0.3	5.248	A
3 - George Curl Way (S)	69	17	544	69	73	246	0.2	0.1	5.452	A
4 - Wide Lane (W)	777	194	169	774	807	444	9.4	3.0	16.657	C

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)	592	148	110	594	595	691	1.9	1.2	8.030	A
2 - Mitchell Way (E)	153	38	510	153	153	194	0.3	0.3	4.829	A
3 - George Curl Way (S)	63	16	456	63	61	207	0.1	0.1	5.187	A
4 - Wide Lane (W)	659	165	146	655	659	373	3.0	2.0	9.421	A

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

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	1.25	0.00	0.16	2.95	4.91
2 - Mitchell Way (E)	0.20	0.00	0.00	0.46	0.95
3 - George Curl Way (S)	0.13	0.00	0.00	0.09	0.69
4 - Wide Lane (W)	1.89	0.00	0.80	3.95	5.22

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	2.21	0.00	0.85	5.26	6.83
2 - Mitchell Way (E)	0.26	0.00	0.00	0.65	0.94
3 - George Curl Way (S)	0.15	0.00	0.00	0.30	0.70
4 - Wide Lane (W)	3.20	0.00	1.92	7.33	8.91

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	3.46	0.00	1.83	8.26	9.83
2 - Mitchell Way (E)	0.30	0.00	0.00	0.81	1.47
3 - George Curl Way (S)	0.13	0.00	0.00	0.14	0.63
4 - Wide Lane (W)	9.00	0.00	5.86	21.65	25.95

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	3.98	0.00	2.46	8.43	12.22
2 - Mitchell Way (E)	0.36	0.00	0.00	0.87	1.58
3 - George Curl Way (S)	0.17	0.00	0.00	0.40	0.77
4 - Wide Lane (W)	9.41	0.00	5.73	21.66	27.30

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	1.90	0.00	0.72	4.47	5.78
2 - Mitchell Way (E)	0.25	0.00	0.00	0.64	0.94
3 - George Curl Way (S)	0.15	0.00	0.00	0.22	0.78
4 - Wide Lane (W)	3.01	0.00	1.21	7.77	10.65

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	1.19	0.00	0.20	2.81	3.57
2 - Mitchell Way (E)	0.26	0.00	0.00	0.67	0.94
3 - George Curl Way (S)	0.10	0.00	0.00	0.00	0.51
4 - Wide Lane (W)	1.96	0.00	0.86	4.55	6.13

Lane Results

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

Lanes: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	2	2, (3)	141	877	0.160	141	141	0.0	0.1	5.446	A
			3	1, 3, 4	453	877	0.517	452	447	0.0	1.1	8.776	A
	Exit	1	1		678			678	688	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	50	902	0.056	51	49	0.0	0.0	4.519	A
			2	1, 2, (4)	103	902	0.114	103	104	0.0	0.2	4.796	A
	Exit	1	1		197			197	196	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	48	736	0.065	48	49	0.0	0.1	5.246	A
			2	(1), 2, 3	12	736	0.016	12	13	0.0	0.1	5.291	A
	Exit	1	1		209			209	207	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	547	940	0.582	546	555	0.0	1.8	9.727	A
			2	2, 3, 4	99	940	0.105	98	98	0.0	0.1	4.635	A
	Exit	1	1		365			365	365	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	2	2, (3)	170	870	0.196	169	170	0.1	0.3	5.534	A
			3	1, 3, 4	523	870	0.602	519	530	1.1	1.9	10.640	B
	Exit	1	1		821			821	814	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	57	874	0.066	58	57	0.0	0.0	4.863	A
			2	1, 2, (4)	116	874	0.133	115	118	0.2	0.2	4.930	A
	Exit	1	1		234			234	235	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	60	715	0.084	59	56	0.1	0.1	5.502	A
			2	(1), 2, 3	16	715	0.023	16	16	0.1	0.0	5.351	A
	Exit	1	1		238			238	247	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	674	932	0.723	668	662	1.8	3.1	14.894	B
			2	2, 3, 4	115	932	0.123	115	118	0.1	0.1	4.563	A
	Exit	1	1		426			426	430	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	2	2, (3)	214	861	0.249	213	207	0.3	0.3	6.091	A
			3	1, 3, 4	660	861	0.767	662	654	1.9	3.1	17.410	C
	Exit	1	1		1004			1004	994	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	66	818	0.080	66	68	0.0	0.1	5.407	A
			2	1, 2, (4)	152	818	0.186	153	151	0.2	0.1	5.824	A
	Exit	1	1		291			291	283	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	69	674	0.102	69	69	0.1	0.1	5.899	A
			2	(1), 2, 3	19	674	0.028	18	19	0.0	0.0	6.116	A
	Exit	1	1		307			307	302	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	822	917	0.896	806	800	3.1	8.8	31.222	D
			2	2, 3, 4	144	917	0.157	144	143	0.1	0.2	4.944	A
	Exit	1	1		530			530	530	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	2	2, (3)	211	860	0.245	211	210	0.3	0.4	6.117	A
			3	1, 3, 4	659	860	0.767	653	651	3.1	3.6	17.559	C
	Exit	1	1		993			993	996	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	68	822	0.083	68	69	0.1	0.1	5.312	A
			2	1, 2, (4)	150	822	0.182	150	146	0.1	0.2	5.758	A
	Exit	1	1		293			293	286	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	74	676	0.110	74	70	0.1	0.1	5.984	A
			2	(1), 2, 3	18	676	0.026	18	19	0.0	0.1	6.285	A
	Exit	1	1		303			303	301	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	819	918	0.892	800	807	8.8	9.2	35.688	E
			2	2, 3, 4	145	918	0.158	147	144	0.2	0.2	4.863	A
	Exit	1	1		532			532	533	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	2	2, (3)	172	871	0.197	174	173	0.4	0.2	5.680	A
			3	1, 3, 4	544	871	0.625	544	546	3.6	1.7	11.752	B
	Exit	1	1		815			815	849	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	55	864	0.063	55	56	0.1	0.1	5.101	A
			2	1, 2, (4)	122	864	0.141	122	122	0.2	0.2	5.311	A
	Exit	1	1		232			232	236	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	55	708	0.077	55	57	0.1	0.1	5.413	A
			2	(1), 2, 3	14	708	0.020	14	16	0.1	0.0	5.603	A
	Exit	1	1		246			246	246	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	662	932	0.711	659	691	9.2	2.9	18.674	C
			2	2, 3, 4	115	932	0.124	115	115	0.2	0.1	4.713	A
	Exit	1	1		444			444	446	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	2	2, (3)	140	876	0.160	140	141	0.2	0.3	5.367	A
			3	1, 3, 4	452	876	0.516	454	454	1.7	0.9	8.807	A
	Exit	1	1		691			691	697	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	47	900	0.053	48	48	0.1	0.1	4.738	A
			2	1, 2, (4)	105	900	0.117	105	105	0.2	0.2	4.869	A
	Exit	1	1		194			194	194	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	51	734	0.070	51	48	0.1	0.1	5.131	A
			2	(1), 2, 3	11	734	0.015	11	12	0.0	0.0	5.421	A
	Exit	1	1		207			207	204	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	559	940	0.595	556	564	2.9	1.8	10.243	B
			2	2, 3, 4	100	940	0.107	99	95	0.1	0.2	4.514	A
	Exit	1	1		373			373	372	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	2	0.12	0.00	0.00	0.02	0.58
			3	1.13	0.00	0.00	2.85	3.65
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.04	0.00	0.00	0.00	0.00
			2	0.16	0.00	0.00	0.21	2.00
	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	0.33
			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	1.75	0.00	0.69	3.88	4.74
			2	0.14	0.00	0.00	0.23	0.67
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:00 - 08:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	2	0.33	0.00	0.00	0.90	1.60
			3	1.88	0.00	0.58	4.55	6.73
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.05	0.00	0.00	0.00	0.00
			2	0.21	0.00	0.00	0.49	0.93
	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	0.29	0.67
			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	3.12	0.00	1.73	7.33	8.81
			2	0.08	0.00	0.00	0.00	0.27
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:15 - 08:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	2	0.34	0.00	0.00	0.78	1.33
			3	3.12	0.00	1.46	7.30	9.55
	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	0.00	0.83
			2	0.15	0.00	0.00	0.22	0.78
	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	0.39
			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	8.80	0.00	5.85	21.15	25.95
			2	0.20	0.00	0.00	0.49	0.89
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:30 - 08:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	2	0.41	0.00	0.00	0.98	1.85
			3	3.57	0.00	2.08	8.10	10.33
	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	0.15	0.71
			2	0.22	0.00	0.00	0.56	0.94
	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	0.08	0.60
			2	0.05	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	9.24	0.00	5.55	21.58	27.30
			2	0.17	0.00	0.00	0.29	0.76
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:45 - 09:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	2	0.19	0.00	0.00	0.40	0.79
			3	1.71	0.00	0.54	4.06	5.61
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.07	0.00	0.00	0.00	0.21
			2	0.18	0.00	0.00	0.41	0.87
	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	0.64
			2	0.03	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	2.87	0.00	0.95	7.77	10.65
			2	0.14	0.00	0.00	0.25	0.65
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

09:00 - 09:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	2	0.26	0.00	0.00	0.75	1.33
			3	0.92	0.00	0.00	2.05	3.33
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.07	0.00	0.00	0.00	0.09
			2	0.20	0.00	0.00	0.49	0.85
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.09	0.00	0.00	0.00	0.42
			2	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	1.80	0.00	0.70	4.41	5.73
			2	0.16	0.00	0.00	0.36	0.72
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

FB 2025, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wide Ln, Mitchell Way Rbt	Standard Roundabout		1, 2, 3, 4	14.80	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

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

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

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wide Lane (N)	22.35	5.8	15.2	C	755	1133
2 - Mitchell Way (E)	6.32	0.6	2.1	A	239	359
3 - George Curl Way (S)	8.33	0.6	2.4	A	160	240
4 - Wide Lane (W)	9.82	1.8	6.3	A	528	792

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)	629	157	96	626	617	600	0.0	1.5	8.631	A
2 - Mitchell Way (E)	197	49	520	195	193	202	0.0	0.4	4.941	A
3 - George Curl Way (S)	131	33	672	132	131	43	0.0	0.2	6.423	A
4 - Wide Lane (W)	430	108	265	432	435	539	0.0	0.7	6.179	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)	731	183	114	722	732	735	1.5	2.9	11.998	B
2 - Mitchell Way (E)	228	57	609	228	239	227	0.4	0.3	5.233	A
3 - George Curl Way (S)	160	40	786	161	155	51	0.2	0.3	7.062	A
4 - Wide Lane (W)	524	131	326	523	531	621	0.7	1.2	7.582	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)	910	228	146	901	886	888	2.9	5.3	19.144	C
2 - Mitchell Way (E)	289	72	748	289	285	300	0.3	0.5	5.889	A
3 - George Curl Way (S)	192	48	983	193	188	54	0.3	0.4	8.275	A
4 - Wide Lane (W)	645	161	393	642	633	783	1.2	1.8	9.816	A

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)	908	227	145	910	896	878	5.3	5.8	22.346	C
2 - Mitchell Way (E)	300	75	758	300	290	297	0.5	0.6	6.322	A
3 - George Curl Way (S)	190	48	992	188	191	65	0.4	0.6	8.331	A
4 - Wide Lane (W)	626	157	396	627	629	785	1.8	1.6	9.700	A

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)	749	187	113	752	763	734	5.8	2.5	14.023	B
2 - Mitchell Way (E)	230	58	627	230	232	239	0.6	0.4	5.612	A
3 - George Curl Way (S)	158	40	804	157	167	52	0.6	0.4	7.103	A
4 - Wide Lane (W)	518	129	325	522	530	636	1.6	1.0	8.278	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)	603	151	101	603	619	589	2.5	1.4	8.813	A
2 - Mitchell Way (E)	191	48	500	190	194	204	0.4	0.3	4.946	A
3 - George Curl Way (S)	130	32	647	131	131	42	0.4	0.2	6.400	A
4 - Wide Lane (W)	424	106	268	422	439	511	1.0	0.9	6.400	A

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

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	1.55	0.00	0.37	3.90	4.69
2 - Mitchell Way (E)	0.43	0.00	0.00	0.97	1.59
3 - George Curl Way (S)	0.20	0.00	0.00	0.44	0.85
4 - Wide Lane (W)	0.70	0.00	0.00	1.72	2.79

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	2.92	0.00	1.39	6.88	7.83
2 - Mitchell Way (E)	0.27	0.00	0.00	0.71	2.00
3 - George Curl Way (S)	0.29	0.00	0.00	0.68	0.91
4 - Wide Lane (W)	1.22	0.00	0.33	2.86	4.05

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	5.34	0.00	3.17	12.30	15.15
2 - Mitchell Way (E)	0.45	0.00	0.00	0.97	1.59
3 - George Curl Way (S)	0.35	0.00	0.00	0.83	1.72
4 - Wide Lane (W)	1.75	0.00	0.79	4.26	4.79

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	5.82	0.00	4.38	11.30	14.72
2 - Mitchell Way (E)	0.57	0.00	0.00	0.97	2.08
3 - George Curl Way (S)	0.59	0.00	0.00	1.38	2.38
4 - Wide Lane (W)	1.64	0.00	0.48	4.43	6.29

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	2.54	0.00	1.40	5.58	7.08
2 - Mitchell Way (E)	0.37	0.00	0.00	0.96	1.59
3 - George Curl Way (S)	0.35	0.00	0.00	0.84	1.43
4 - Wide Lane (W)	1.04	0.00	0.18	2.29	2.89

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	1.35	0.00	0.22	3.86	5.05
2 - Mitchell Way (E)	0.27	0.00	0.00	0.75	1.36
3 - George Curl Way (S)	0.16	0.00	0.00	0.38	0.73
4 - Wide Lane (W)	0.90	0.00	0.00	2.05	2.86

Lane Results

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

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	2	2, (3)	119	881	0.135	120	119	0.0	0.2	5.169	A
			3	1, 3, 4	510	881	0.579	506	498	0.0	1.4	9.421	A
	Exit	1	1		600			600	598	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	52	897	0.058	52	52	0.0	0.1	4.679	A
			2	1, 2, (4)	146	897	0.162	143	141	0.0	0.4	5.037	A
	Exit	1	1		202			202	204	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	110	669	0.164	110	108	0.0	0.2	6.671	A
			2	(1), 2, 3	21	669	0.031	22	23	0.0	0.0	5.266	A
	Exit	1	1		43			43	42	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	355	900	0.395	355	356	0.0	0.6	6.484	A
			2	2, 3, 4	75	900	0.083	76	79	0.0	0.1	4.736	A
	Exit	1	1		539			539	532	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	2	2, (3)	131	875	0.150	130	140	0.2	0.3	5.185	A
			3	1, 3, 4	600	875	0.686	592	592	1.4	2.6	13.544	B
	Exit	1	1		735			735	741	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	52	865	0.060	52	59	0.1	0.1	4.748	A
			2	1, 2, (4)	175	865	0.203	176	180	0.4	0.2	5.389	A
	Exit	1	1		227			227	239	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	137	635	0.216	138	130	0.2	0.3	7.243	A
			2	(1), 2, 3	23	635	0.036	23	24	0.0	0.0	6.109	A
	Exit	1	1		51			51	53	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	431	880	0.490	430	436	0.6	1.1	8.175	A
			2	2, 3, 4	93	880	0.105	92	95	0.1	0.1	4.727	A
	Exit	1	1		621			621	622	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	2	2, (3)	174	865	0.201	173	169	0.3	0.4	5.487	A
			3	1, 3, 4	736	865	0.851	728	716	2.6	5.0	22.205	C
	Exit	1	1		888			888	872	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	78	817	0.095	78	74	0.1	0.1	5.082	A
			2	1, 2, (4)	211	817	0.258	211	210	0.2	0.4	6.167	A
	Exit	1	1		300			300	294	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	161	576	0.279	161	156	0.3	0.3	8.680	A
			2	(1), 2, 3	31	576	0.055	32	31	0.0	0.0	6.261	A
	Exit	1	1		54			54	60	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	528	858	0.615	525	517	1.1	1.5	10.785	B
			2	2, 3, 4	117	858	0.137	117	116	0.1	0.2	5.318	A
	Exit	1	1		783			783	765	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	2	2, (3)	171	866	0.197	173	171	0.4	0.2	5.470	A
			3	1, 3, 4	738	866	0.852	738	725	5.0	5.7	26.162	D
	Exit	1	1		878			878	878	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	81	814	0.100	81	76	0.1	0.2	5.348	A
			2	1, 2, (4)	219	814	0.269	219	214	0.4	0.4	6.668	A
	Exit	1	1		297			297	295	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	156	573	0.272	154	156	0.3	0.5	8.756	A
			2	(1), 2, 3	34	573	0.059	34	35	0.0	0.0	6.465	A
	Exit	1	1		65			65	63	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	514	857	0.600	516	517	1.5	1.4	10.629	B
			2	2, 3, 4	112	857	0.131	111	112	0.2	0.2	5.213	A
	Exit	1	1		785			785	770	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	2	2, (3)	143	875	0.163	143	143	0.2	0.2	5.491	A
			3	1, 3, 4	606	875	0.693	610	620	5.7	2.3	15.950	C
	Exit	1	1		734			734	747	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	59	859	0.068	58	59	0.2	0.1	4.925	A
			2	1, 2, (4)	172	859	0.200	172	173	0.4	0.3	5.844	A
	Exit	1	1		239			239	242	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	129	630	0.205	128	139	0.5	0.3	7.245	A
			2	(1), 2, 3	29	630	0.046	28	28	0.0	0.1	6.415	A
	Exit	1	1		52			52	53	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	429	880	0.488	434	440	1.4	0.9	8.941	A
			2	2, 3, 4	88	880	0.100	88	91	0.2	0.2	4.916	A
	Exit	1	1		636			636	650	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	2	2, (3)	118	880	0.134	118	121	0.2	0.2	5.100	A
			3	1, 3, 4	485	880	0.552	486	498	2.3	1.2	9.687	A
	Exit	1	1		589			589	607	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	52	904	0.058	52	53	0.1	0.1	4.770	A
			2	1, 2, (4)	138	904	0.153	138	142	0.3	0.2	5.010	A
	Exit	1	1		204			204	208	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	108	677	0.160	109	110	0.3	0.1	6.648	A
			2	(1), 2, 3	22	677	0.032	22	21	0.1	0.0	5.124	A
	Exit	1	1		42			42	43	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	345	899	0.384	344	358	0.9	0.7	6.780	A
			2	2, 3, 4	79	899	0.087	79	81	0.2	0.2	4.653	A
	Exit	1	1		511			511	526	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	2	0.16	0.00	0.00	0.33	0.82
			3	1.38	0.00	0.25	3.55	4.54
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.06	0.00	0.00	0.00	1.00
			2	0.37	0.00	0.00	0.96	1.52
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.18	0.00	0.00	0.33	0.82
			2	0.02	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	0.61	0.00	0.00	1.46	2.54
			2	0.09	0.00	0.00	0.00	0.36
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:00 - 17:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	2	0.28	0.00	0.00	0.59	0.94
			3	2.64	0.00	0.98	6.47	7.58
	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	0.36
			2	0.19	0.00	0.00	0.45	0.80
	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	0.65	0.90
			2	0.02	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	1.08	0.00	0.18	2.58	3.79
			2	0.13	0.00	0.00	0.00	0.69
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:15 - 17:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	2	0.35	0.00	0.00	0.95	1.59
			3	5.00	0.00	2.69	12.30	14.38
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.06	0.00	0.00	0.00	0.04
			2	0.39	0.00	0.00	0.88	1.43
	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	0.82	1.72
			2	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	1.53	0.00	0.48	4.04	4.74
			2	0.23	0.00	0.00	0.55	0.88
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:30 - 17:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	2	0.16	0.00	0.00	0.14	0.68
			3	5.66	0.00	3.95	11.30	14.72
	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	0.72
			2	0.41	0.00	0.00	0.77	1.15
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.55	0.00	0.00	1.38	2.38
			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	1.41	0.00	0.08	4.26	5.46
			2	0.23	0.00	0.00	0.54	1.23
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:45 - 18:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	2	0.20	0.00	0.00	0.49	0.81
			3	2.34	0.00	1.21	5.15	7.05
	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	0.43
			2	0.28	0.00	0.00	0.69	1.05
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.28	0.00	0.00	0.69	1.29
			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	0.89	0.00	0.00	1.94	2.83
			2	0.15	0.00	0.00	0.19	0.88
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

18:00 - 18:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	2	0.16	0.00	0.00	0.19	0.88
			3	1.19	0.00	0.02	3.10	4.54
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.09	0.00	0.00	0.00	0.38
			2	0.18	0.00	0.00	0.29	0.89
	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	0.28	0.68
			2	0.02	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	0.72	0.00	0.00	1.72	2.29
			2	0.18	0.00	0.00	0.29	0.89
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

FB 2028, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wide Ln, Mitchell Way Rbt	Standard Roundabout		1, 2, 3, 4	27.40	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

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

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

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wide Lane (N)	17.88	4.9	13.9	C	791	1186
2 - Mitchell Way (E)	6.08	0.6	1.9	A	254	380
3 - George Curl Way (S)	6.35	0.2	0.7	A	77	116
4 - Wide Lane (W)	44.51	12.5	36.7	E	852	1277

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)	652	163	136	651	646	754	0.0	1.5	8.267	A
2 - Mitchell Way (E)	209	52	527	209	208	260	0.0	0.3	4.800	A
3 - George Curl Way (S)	66	17	528	65	66	207	0.0	0.1	5.426	A
4 - Wide Lane (W)	704	176	187	704	695	407	0.0	1.7	9.120	A

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)	772	193	159	772	778	895	1.5	2.2	10.426	B
2 - Mitchell Way (E)	246	61	620	245	249	312	0.3	0.4	5.321	A
3 - George Curl Way (S)	76	19	618	76	76	247	0.1	0.1	5.677	A
4 - Wide Lane (W)	834	209	217	836	824	476	1.7	3.3	13.848	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)	953	238	196	955	941	1071	2.2	4.9	17.083	C
2 - Mitchell Way (E)	298	75	776	299	298	375	0.4	0.5	5.858	A
3 - George Curl Way (S)	93	23	761	92	92	313	0.1	0.2	6.096	A
4 - Wide Lane (W)	1022	255	266	1002	983	588	3.3	12.1	33.656	D

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)	945	236	192	947	948	1089	4.9	4.9	17.876	C
2 - Mitchell Way (E)	306	76	769	305	303	370	0.5	0.6	6.082	A
3 - George Curl Way (S)	92	23	767	91	92	307	0.2	0.1	6.347	A
4 - Wide Lane (W)	1015	254	266	1015	1016	593	12.1	12.5	44.506	E

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)	760	190	162	761	779	908	4.9	2.4	10.963	B
2 - Mitchell Way (E)	255	64	614	254	252	309	0.6	0.5	5.424	A
3 - George Curl Way (S)	74	19	619	74	75	249	0.1	0.2	5.847	A
4 - Wide Lane (W)	840	210	220	851	867	472	12.5	3.7	23.359	C

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)	664	166	137	662	660	738	2.4	1.7	8.460	A
2 - Mitchell Way (E)	208	52	538	208	211	261	0.5	0.3	5.005	A
3 - George Curl Way (S)	62	16	527	62	63	219	0.2	0.1	5.504	A
4 - Wide Lane (W)	696	174	178	697	707	410	3.7	1.8	10.412	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)	1.54	0.00	0.61	3.37	4.63
2 - Mitchell Way (E)	0.33	0.00	0.00	0.76	1.19
3 - George Curl Way (S)	0.10	0.00	0.00	0.00	0.51
4 - Wide Lane (W)	1.73	0.00	0.66	4.34	5.43

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	2.20	0.00	1.00	5.34	7.68
2 - Mitchell Way (E)	0.42	0.00	0.00	0.91	1.62
3 - George Curl Way (S)	0.14	0.00	0.00	0.25	0.66
4 - Wide Lane (W)	3.27	0.00	1.73	8.20	9.74

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	4.88	0.00	3.04	11.07	13.93
2 - Mitchell Way (E)	0.48	0.00	0.00	1.07	1.74
3 - George Curl Way (S)	0.16	0.00	0.00	0.36	0.72
4 - Wide Lane (W)	12.06	0.00	8.82	26.70	33.23

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	4.90	0.00	3.16	10.88	13.74
2 - Mitchell Way (E)	0.55	0.00	0.00	1.28	1.86
3 - George Curl Way (S)	0.14	0.00	0.00	0.21	0.72
4 - Wide Lane (W)	12.46	0.00	7.33	29.80	36.70

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	2.35	0.00	1.26	4.83	6.24
2 - Mitchell Way (E)	0.52	0.00	0.00	1.46	1.92
3 - George Curl Way (S)	0.16	0.00	0.00	0.37	0.71
4 - Wide Lane (W)	3.69	0.00	2.11	7.55	10.23

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	1.68	0.00	0.69	4.03	4.96
2 - Mitchell Way (E)	0.30	0.00	0.00	0.75	1.06
3 - George Curl Way (S)	0.11	0.00	0.00	0.02	0.55
4 - Wide Lane (W)	1.77	0.00	0.66	4.14	5.78

Lane Results

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

Lanes: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	2	2, (3)	183	868	0.211	183	183	0.0	0.3	5.944	A
			3	1, 3, 4	470	868	0.541	468	464	0.0	1.2	9.141	A
	Exit	1	1		754			754	745	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	66	894	0.074	66	66	0.0	0.1	4.471	A
			2	1, 2, (4)	143	894	0.160	142	143	0.0	0.2	4.948	A
	Exit	1	1		260			260	261	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	52	713	0.073	52	52	0.0	0.1	5.459	A
			2	(1), 2, 3	14	713	0.019	14	13	0.0	0.0	5.285	A
	Exit	1	1		207			207	210	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	582	926	0.628	582	571	0.0	1.5	10.087	B
			2	2, 3, 4	122	926	0.132	122	124	0.0	0.2	4.586	A
	Exit	1	1		407			407	400	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	2	2, (3)	220	861	0.255	222	221	0.3	0.3	6.150	A
			3	1, 3, 4	552	861	0.641	551	557	1.2	1.9	12.041	B
	Exit	1	1		895			895	881	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	78	862	0.090	78	80	0.1	0.1	5.072	A
			2	1, 2, (4)	168	862	0.195	167	169	0.2	0.3	5.437	A
	Exit	1	1		312			312	312	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	61	686	0.089	61	60	0.1	0.1	5.658	A
			2	(1), 2, 3	15	686	0.022	15	15	0.0	0.0	5.755	A
	Exit	1	1		247			247	251	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	690	916	0.754	692	678	1.5	3.1	15.770	C
			2	2, 3, 4	144	916	0.157	144	146	0.2	0.2	4.807	A
	Exit	1	1		476			476	482	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	2	2, (3)	269	849	0.317	268	268	0.3	0.6	6.730	A
			3	1, 3, 4	683	849	0.805	686	673	1.9	4.3	20.981	C
	Exit	1	1		1071			1071	1053	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	98	808	0.121	97	97	0.1	0.1	5.315	A
			2	1, 2, (4)	201	808	0.248	201	201	0.3	0.3	6.112	A
	Exit	1	1		375			375	374	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	72	643	0.113	72	72	0.1	0.1	6.204	A
			2	(1), 2, 3	20	643	0.031	20	19	0.0	0.0	5.671	A
	Exit	1	1		313			313	308	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	844	900	0.938	824	807	3.1	11.8	39.580	E
			2	2, 3, 4	178	900	0.198	178	176	0.2	0.3	5.173	A
	Exit	1	1		588			588	579	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	2	2, (3)	263	851	0.309	264	267	0.6	0.5	6.653	A
			3	1, 3, 4	683	851	0.803	684	681	4.3	4.4	22.101	C
	Exit	1	1		1089			1089	1085	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	101	810	0.125	101	99	0.1	0.2	5.576	A
			2	1, 2, (4)	204	810	0.252	205	205	0.3	0.4	6.320	A
	Exit	1	1		370			370	375	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	76	641	0.118	75	74	0.1	0.1	6.423	A
			2	(1), 2, 3	16	641	0.025	16	18	0.0	0.0	6.012	A
	Exit	1	1		307			307	308	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	837	900	0.931	838	836	11.8	12.1	52.877	F
			2	2, 3, 4	177	900	0.197	176	180	0.3	0.3	5.252	A
	Exit	1	1		593			593	590	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	2	2, (3)	214	860	0.248	216	216	0.5	0.3	6.062	A
			3	1, 3, 4	546	860	0.635	545	562	4.4	2.0	12.797	B
	Exit	1	1		908			908	922	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	83	864	0.096	83	83	0.2	0.2	5.189	A
			2	1, 2, (4)	173	864	0.200	171	169	0.4	0.4	5.537	A
	Exit	1	1		309			309	310	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	59	685	0.086	58	60	0.1	0.1	5.836	A
			2	(1), 2, 3	15	685	0.022	15	15	0.0	0.0	5.893	A
	Exit	1	1		249			249	254	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	692	915	0.756	704	719	12.1	3.5	27.333	D
			2	2, 3, 4	148	915	0.162	147	148	0.3	0.2	4.767	A
	Exit	1	1		472			472	486	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (N)	Entry	1	2	2, (3)	186	868	0.214	185	184	0.3	0.4	5.697	A
			3	1, 3, 4	478	868	0.551	477	476	2.0	1.3	9.486	A
	Exit	1	1		738			738	754	0.0	0.0	0.000	A
2 - Mitchell Way (E)	Entry	1	1	3, 4	69	890	0.078	69	70	0.2	0.1	4.795	A
			2	1, 2, (4)	138	890	0.155	139	141	0.4	0.2	5.106	A
	Exit	1	1		261			261	261	0.0	0.0	0.000	A
3 - George Curl Way (S)	Entry	1	1	1, 4	49	713	0.069	49	50	0.1	0.1	5.497	A
			2	(1), 2, 3	13	713	0.018	13	13	0.0	0.0	5.533	A
	Exit	1	1		219			219	218	0.0	0.0	0.000	A
4 - Wide Lane (W)	Entry	1	1	1, (2)	571	929	0.615	572	583	3.5	1.6	11.656	B
			2	2, 3, 4	125	929	0.134	125	124	0.2	0.2	4.602	A
	Exit	1	1		410			410	409	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	2	0.32	0.00	0.00	0.79	1.44
			3	1.23	0.00	0.24	2.88	4.12
	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	0.31
			2	0.25	0.00	0.00	0.58	0.96
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.09	0.00	0.00	0.00	0.43
			2	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	1.55	0.00	0.43	3.85	4.95
			2	0.18	0.00	0.00	0.39	0.80
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:00 - 08:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	2	0.33	0.00	0.00	0.83	1.52
			3	1.87	0.00	0.61	4.57	6.93
	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	0.30	0.00	0.00	0.69	1.09
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3 - George Curl Way (S)	Entry	1	1	0.10	0.00	0.00	1.00	1.00
			2	0.04	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	3.08	0.00	1.39	8.04	9.74
			2	0.19	0.00	0.00	0.38	0.82
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:15 - 08:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	2	0.56	0.00	0.00	1.45	2.08
			3	4.32	0.00	2.44	10.80	13.39
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.14	0.00	0.00	0.07	0.74
			2	0.34	0.00	0.00	0.81	1.31
	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	0.15	0.61
			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	11.80	0.00	8.40	26.70	33.23
			2	0.26	0.00	0.00	0.65	0.95
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:30 - 08:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	2	0.52	0.00	0.00	1.23	1.93
			3	4.38	0.00	2.61	10.07	13.35
	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	0.35	0.79
			2	0.38	0.00	0.00	0.91	1.54
	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	0.17	0.68
			2	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4 - Wide Lane (W)	Entry	1	1	12.14	0.00	7.13	29.40	36.35
			2	0.32	0.00	0.00	0.86	1.43
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:45 - 09:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	2	0.33	0.00	0.00	0.87	1.51
			3	2.03	0.00	0.90	4.43	5.78
	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	0.14	0.92
			2	0.37	0.00	0.00	0.98	1.67
	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	0.17	0.60
			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	3.50	0.00	1.93	7.49	10.23
			2	0.19	0.00	0.00	0.42	0.81
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

09:00 - 09:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	Entry	1	2	0.37	0.00	0.00	0.88	1.55
			3	1.31	0.00	0.22	3.46	4.57
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
2 - Mitchell Way (E)	Entry	1	1	0.10	0.00	0.00	0.00	0.46
			2	0.20	0.00	0.00	0.50	0.82
	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	0.39
			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	1.60	0.00	0.40	3.95	5.62
			2	0.17	0.00	0.00	0.26	0.74
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

FB 2028, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wide Ln, Mitchell Way Rbt	Standard Roundabout		1, 2, 3, 4	19.00	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (PCU/hr)

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

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wide Lane (N)	31.40	9.3	25.5	D	813	1220
2 - Mitchell Way (E)	6.78	0.7	2.4	A	319	478
3 - George Curl Way (S)	9.26	0.6	2.2	A	166	249
4 - Wide Lane (W)	11.28	2.4	7.0	B	593	889

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)	658	164	133	662	654	672	0.0	1.6	9.014	A
2 - Mitchell Way (E)	258	65	535	257	259	259	0.0	0.5	5.067	A
3 - George Curl Way (S)	135	34	748	135	137	45	0.0	0.3	6.578	A
4 - Wide Lane (W)	490	123	314	491	485	568	0.0	1.0	6.868	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)	798	200	159	803	798	806	1.6	3.0	13.829	B
2 - Mitchell Way (E)	322	80	651	322	316	311	0.5	0.5	5.694	A
3 - George Curl Way (S)	162	40	919	160	161	54	0.3	0.5	7.432	A
4 - Wide Lane (W)	581	145	383	582	586	696	1.0	1.5	8.413	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)	967	242	189	954	948	976	3.0	8.4	25.952	D
2 - Mitchell Way (E)	372	93	763	372	381	380	0.5	0.7	6.546	A
3 - George Curl Way (S)	201	50	1072	201	197	63	0.5	0.6	9.130	A
4 - Wide Lane (W)	706	176	460	704	709	813	1.5	2.4	11.115	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)	989	247	192	977	974	981	8.4	9.3	31.398	D
2 - Mitchell Way (E)	384	96	782	383	383	387	0.7	0.7	6.779	A
3 - George Curl Way (S)	203	51	1100	203	199	66	0.6	0.4	9.258	A
4 - Wide Lane (W)	708	177	467	707	710	835	2.4	2.1	11.275	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)	792	198	155	794	818	794	9.3	2.7	17.583	C
2 - Mitchell Way (E)	308	77	645	308	316	304	0.7	0.5	5.987	A
3 - George Curl Way (S)	157	39	901	157	163	52	0.4	0.4	7.940	A
4 - Wide Lane (W)	580	145	370	579	581	688	2.1	1.4	8.300	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)	676	169	132	678	673	681	2.7	1.7	9.249	A
2 - Mitchell Way (E)	267	67	547	267	267	263	0.5	0.4	5.194	A
3 - George Curl Way (S)	139	35	770	139	137	44	0.4	0.3	6.721	A
4 - Wide Lane (W)	490	123	319	493	493	590	1.4	0.8	7.033	A

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

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	1.58	0.00	0.65	3.58	4.39
2 - Mitchell Way (E)	0.46	0.00	0.00	1.15	1.81
3 - George Curl Way (S)	0.32	0.00	0.00	0.78	1.26
4 - Wide Lane (W)	1.01	0.00	0.04	2.35	3.35

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	3.00	0.00	1.35	7.17	10.05
2 - Mitchell Way (E)	0.49	0.00	0.00	1.25	1.72
3 - George Curl Way (S)	0.47	0.00	0.00	1.08	1.74
4 - Wide Lane (W)	1.47	0.00	0.54	3.18	4.02

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	8.40	0.00	5.14	18.10	25.10
2 - Mitchell Way (E)	0.68	0.00	0.00	1.51	2.02
3 - George Curl Way (S)	0.55	0.00	0.00	0.95	2.23
4 - Wide Lane (W)	2.42	0.00	1.04	5.69	7.03

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	9.33	0.00	5.50	21.40	25.53
2 - Mitchell Way (E)	0.67	0.00	0.00	1.61	2.41
3 - George Curl Way (S)	0.44	0.00	0.00	0.96	1.74
4 - Wide Lane (W)	2.14	0.00	0.91	4.89	7.01

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	2.67	0.00	1.29	5.93	7.78
2 - Mitchell Way (E)	0.45	0.00	0.00	1.21	1.71
3 - George Curl Way (S)	0.37	0.00	0.00	0.83	1.21
4 - Wide Lane (W)	1.45	0.00	0.51	3.22	4.35

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1 - Wide Lane (N)	1.67	0.00	0.73	3.56	5.03
2 - Mitchell Way (E)	0.41	0.00	0.00	0.93	1.59
3 - George Curl Way (S)	0.25	0.00	0.00	0.63	0.92
4 - Wide Lane (W)	0.77	0.00	0.03	1.65	2.01