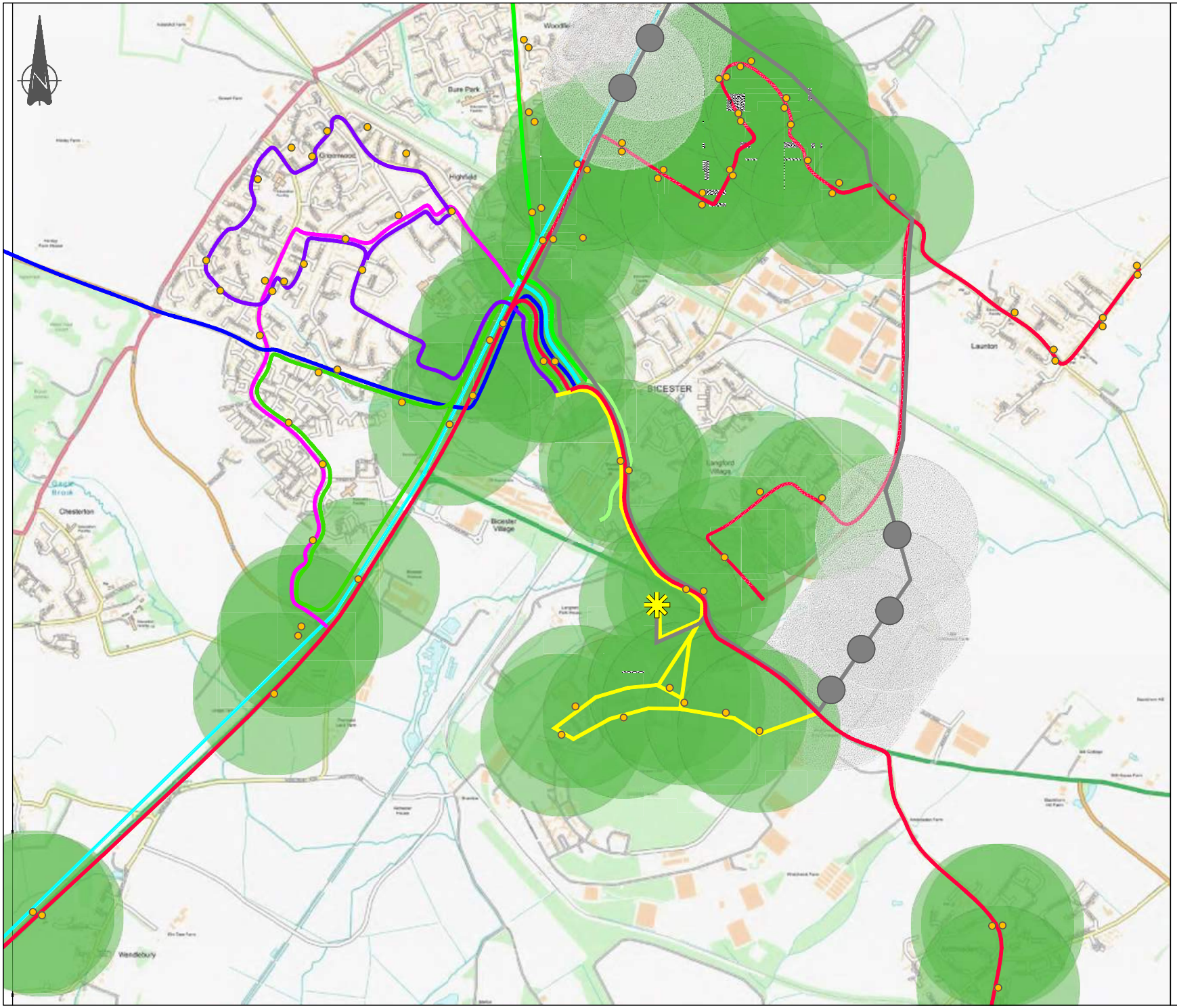
E. Graven Hill Bus Route



Rev	Date	Description	By
A01	26.06.20	FIRST ISSUE	LS

Amendments

Project
BICESTER HEALTH CARE HUB

Title
EXISTING BUS STOP LOCATIONS WITHIN BICESTER

Client
Apollo Capital Projects Development Ltd

Halifax House, Halifax Place, Nottingham, NG1 1QN
0115 9482612
mail@watermangroup.com www.watermangroup.com

Drawing Status
PRELIMINARY

Designed by	LS	Checked by	SS	Project No	16470
Drawn by	LS	Date	26.06.20		
Scales @ A3 work to figured dimensions only	NTS			Computer File No	WIE16470-SA-04-003_Bus Routes.dwg

Publisher	Zone	Category	Number	Revision
WIE	SA	04	003	A01

File Path \\s-bm\WIE\Projects\WIE16470_GH_Health Hub\1007_CAD\04_Sketch\

A3-Mat-S

F. TRICs Outputs

Calculation Reference: AUDIT-152301-190909-0904

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : G - GP SURGERIES
MULTI-MODAL VEHICLES

Selected regions and areas:

03	**SOUTH WEST**		
	SM	SOMERSET	1 days
05	**EAST MIDLANDS**		
	LN	LINCOLNSHIRE	1 days
	NT	NOTTINGHAMSHIRE	1 days
06	**WEST MIDLANDS**		
	WK	WARWICKSHIRE	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	2 days
08	**NORTH WEST**		
	CH	CHESHIRE	1 days
09	**NORTH**		
	TW	TYNE & WEAR	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 416 to 1592 (units: sqm)
Range Selected by User: 200 to 1592 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 29/04/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	2 days
Wednesday	3 days
Thursday	1 days
Friday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Edge of Town Centre	4
Suburban Area (PPS6 Out of Centre)	4

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	6
No Sub Category	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

D1	8 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	3 days
20,001 to 25,000	1 days
25,001 to 50,000	3 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	3 days
1.1 to 1.5	4 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	7 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	8 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 **CH-05-G-03** **GP SURGERY** **CHESHIRE**
HEATH LANE
CHESTER
BOUGHTON HEATH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 800 sqm
Survey date: TUESDAY *29/05/12* *Survey Type: MANUAL*

2 **LN-05-G-01** **GP SURGERY** **LINCOLNSHIRE**
95 MONKS ROAD
LINCOLN

Edge of Town Centre
Residential Zone
Total Gross floor area: 506 sqm
Survey date: TUESDAY *25/06/13* *Survey Type: MANUAL*

3 **NT-05-G-01** **GP SURGERY** **NOTTINGHAMSHIRE**
MANSFIELD ROAD
NOTTINGHAM

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 460 sqm
Survey date: WEDNESDAY *24/06/15* *Survey Type: MANUAL*

4 **NY-05-G-01** **GP SURGERY** **NORTH YORKSHIRE**
CHAPEL STREET
THIRSK

Edge of Town Centre
No Sub Category
Total Gross floor area: 900 sqm
Survey date: WEDNESDAY *12/10/11* *Survey Type: MANUAL*

5 **NY-05-G-02** **GP SURGERY** **NORTH YORKSHIRE**
ASH TREE ROAD
KNARESBOROUGH

Edge of Town Centre
Residential Zone
Total Gross floor area: 416 sqm
Survey date: WEDNESDAY *28/09/16* *Survey Type: MANUAL*

6 **SM-05-G-01** **GP SURGERY** **SOMERSET**
MANTLE STREET
NEAR TAUNTON
WELLINGTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1592 sqm
Survey date: FRIDAY *06/07/12* *Survey Type: MANUAL*

7 **TW-05-G-01** **GP SURGERY** **TYNE & WEAR**
DURHAM ROAD
SUNDERLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 600 sqm
Survey date: FRIDAY *30/11/12* *Survey Type: MANUAL*

8 **WK-05-G-01** **GP SURGERY** **WARWICKSHIRE**
COURT STREET
LEAMINGTON SPA

Edge of Town Centre
No Sub Category
Total Gross floor area: 530 sqm
Survey date: THURSDAY *25/10/12* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	821	1.197	6	821	0.325	6	821	1.522
08:00 - 09:00	8	726	3.532	8	726	1.568	8	726	5.100
09:00 - 10:00	**8**	**726**	**4.152**	8	726	3.515	8	726	7.667
10:00 - 11:00	8	726	4.066	**8**	**726**	**4.170**	**8**	**726**	**8.236**
11:00 - 12:00	8	726	3.205	8	726	3.722	8	726	6.927
12:00 - 13:00	8	726	2.412	8	726	2.912	8	726	5.324
13:00 - 14:00	8	726	1.447	8	726	1.602	8	726	3.049
14:00 - 15:00	8	726	2.653	8	726	2.343	8	726	4.996
15:00 - 16:00	8	726	3.463	8	726	3.153	8	726	6.616
16:00 - 17:00	8	726	2.843	8	726	3.549	8	726	6.392
17:00 - 18:00	8	726	1.740	8	726	2.550	8	726	4.290
18:00 - 19:00	7	770	0.167	7	770	1.244	7	770	1.411
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			30.877			30.653			61.530

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	416 - 1592 (units: sqm)
Survey date date range:	01/01/11 - 29/04/19
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

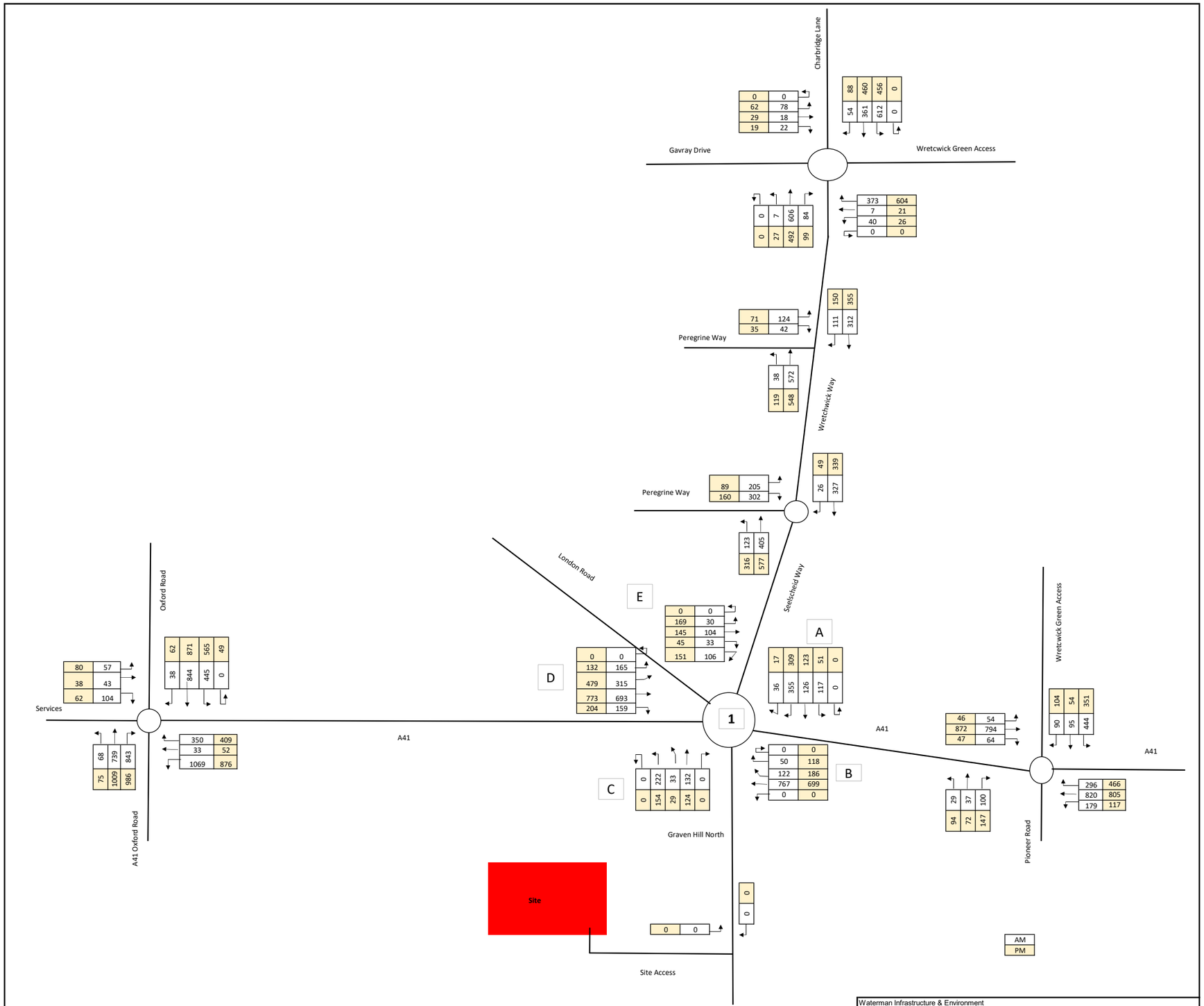
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	821	1.420	6	821	0.446	6	821	1.866
08:00 - 09:00	8	726	5.582	8	726	2.774	8	726	8.356
09:00 - 10:00	**8**	**726**	**7.288**	8	726	6.254	8	726	13.542
10:00 - 11:00	8	726	7.012	**8**	**726**	**7.081**	**8**	**726**	**14.093**
11:00 - 12:00	8	726	5.600	8	726	6.289	8	726	11.889
12:00 - 13:00	8	726	4.635	8	726	5.324	8	726	9.959
13:00 - 14:00	8	726	2.481	8	726	2.826	8	726	5.307
14:00 - 15:00	8	726	4.635	8	726	3.980	8	726	8.615
15:00 - 16:00	8	726	6.771	8	726	6.220	8	726	12.991
16:00 - 17:00	8	726	4.600	8	726	6.030	8	726	10.630
17:00 - 18:00	8	726	2.533	8	726	4.170	8	726	6.703
18:00 - 19:00	7	770	0.223	7	770	1.503	7	770	1.726
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			52.780			52.897			105.677

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

G. Traffic Flow Diagrams



Date	Approved	Project	Title	Figure No.	Rev.
11.3.21	NJH	Health Hub - Graven Hill	Base Flows Saturn 2026	Diagram 1	-

Waterman Infrastructure & Environment
5th Floor
One Cornwall Street
Birmingham B3 2DX
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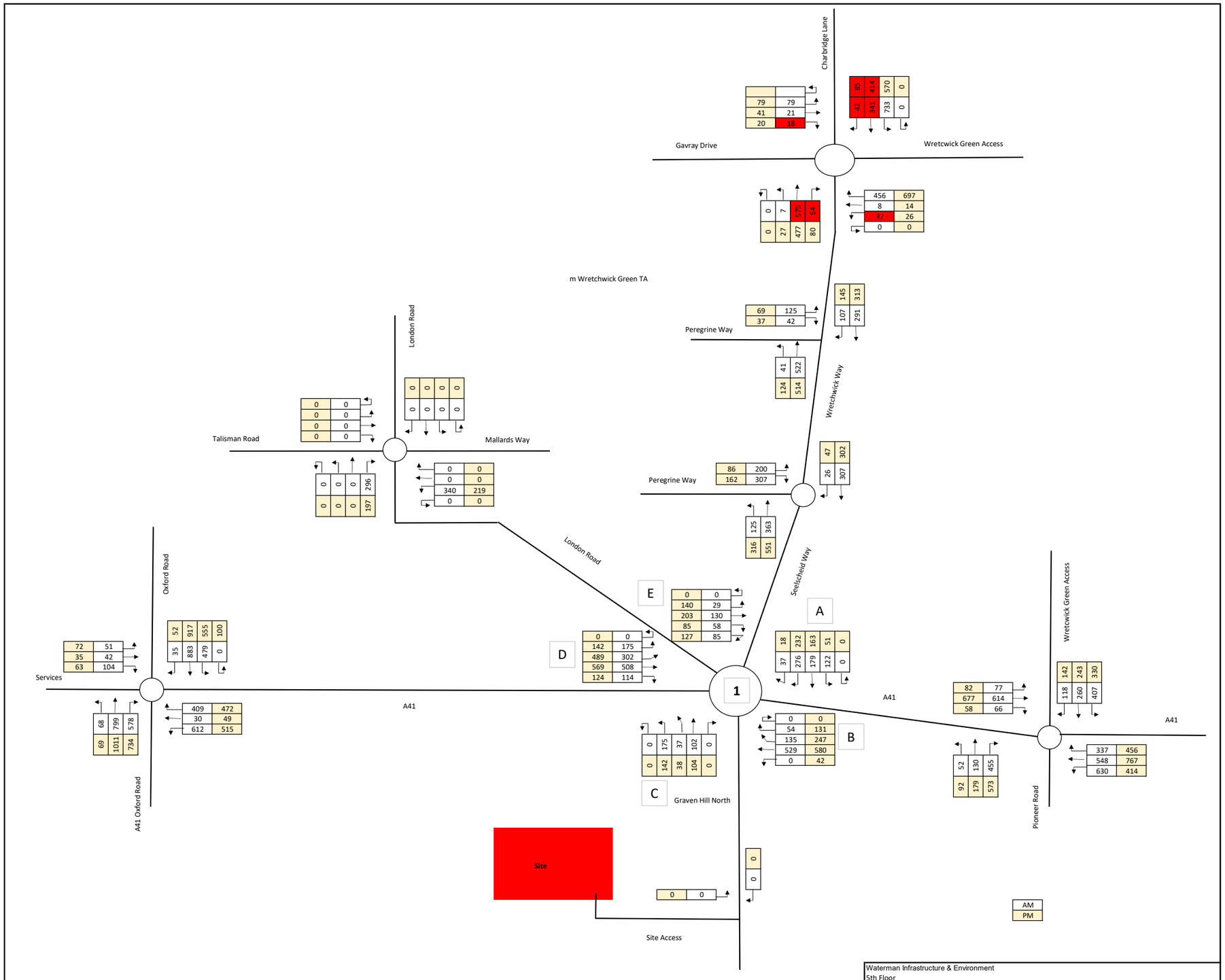

Date	Approved	Project	Title	Figure No.	Rev.
11.3.21	NJH	Health Hub - Graven Hill	Base Flows Saturn 2031 SEPR	Diagram 2	-

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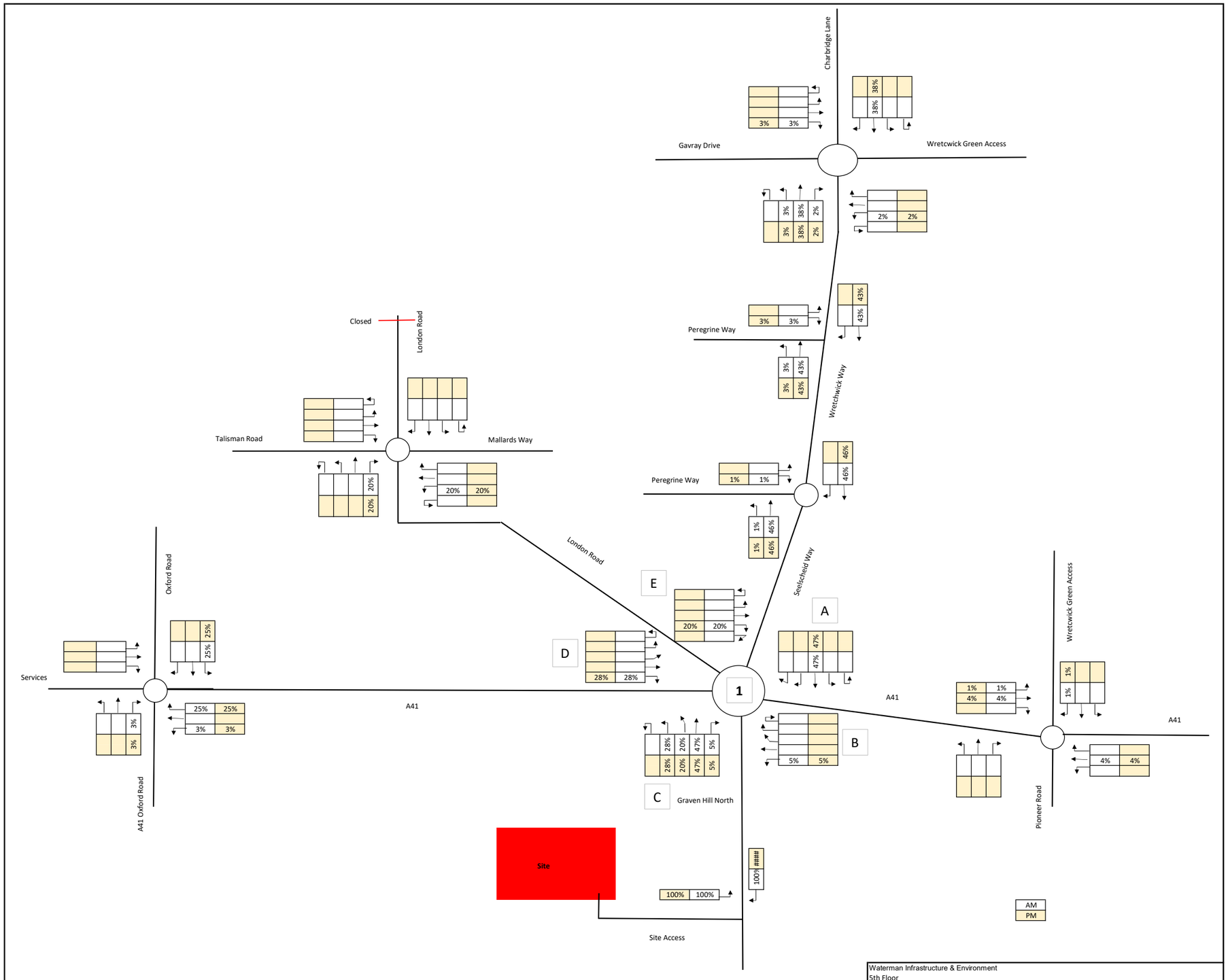

Date	Approved	Project	Title	Figure No.	Rev.
11.3.21	NJH	Health Hub - Graven Hill	Distribution	Diagram 3	-

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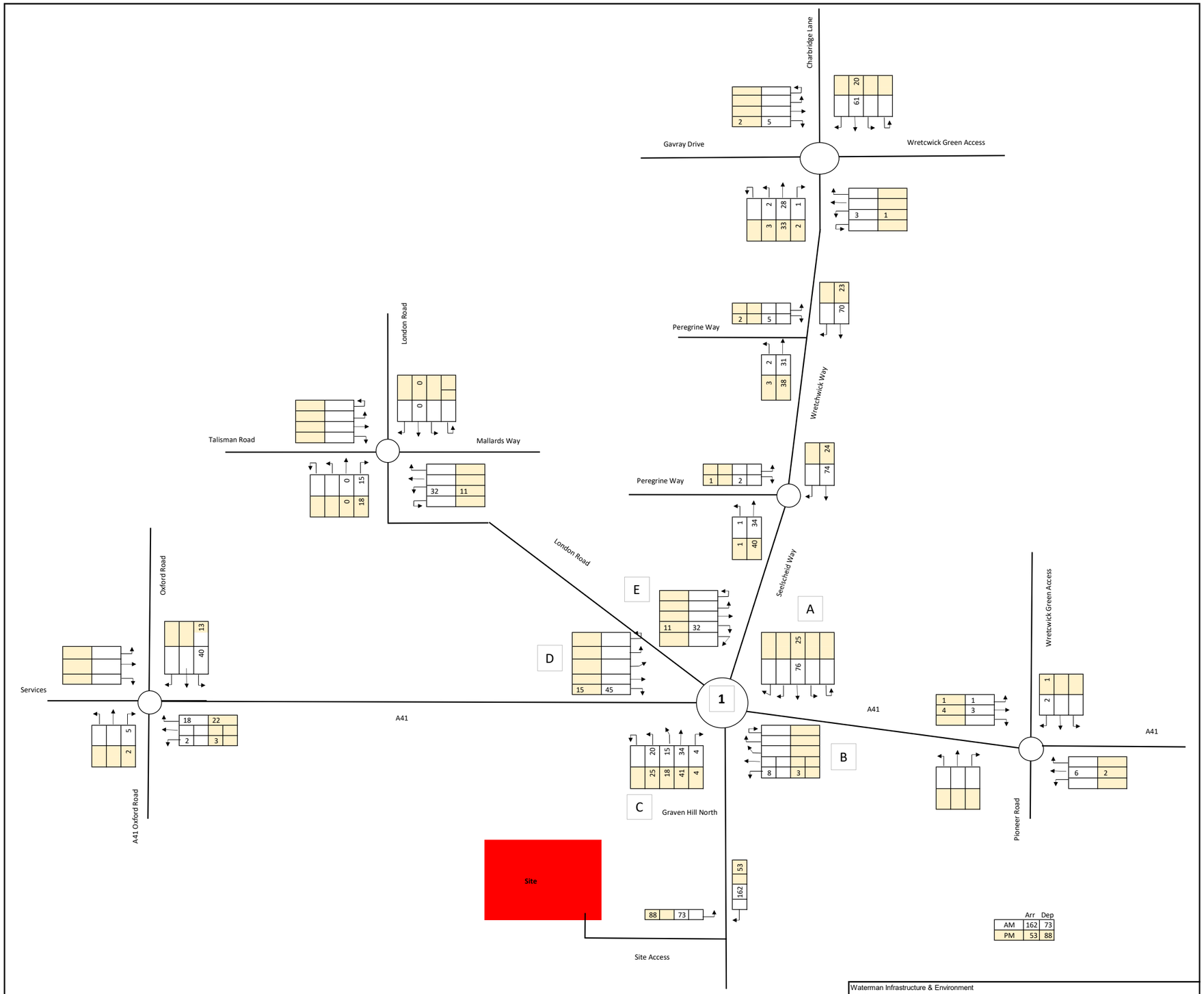

Date	Approved	Project	Title	Figure No.	Rev.
11.3.21	NJH	Health Hub - Graven Hill	Distribution	Diagram 4	-

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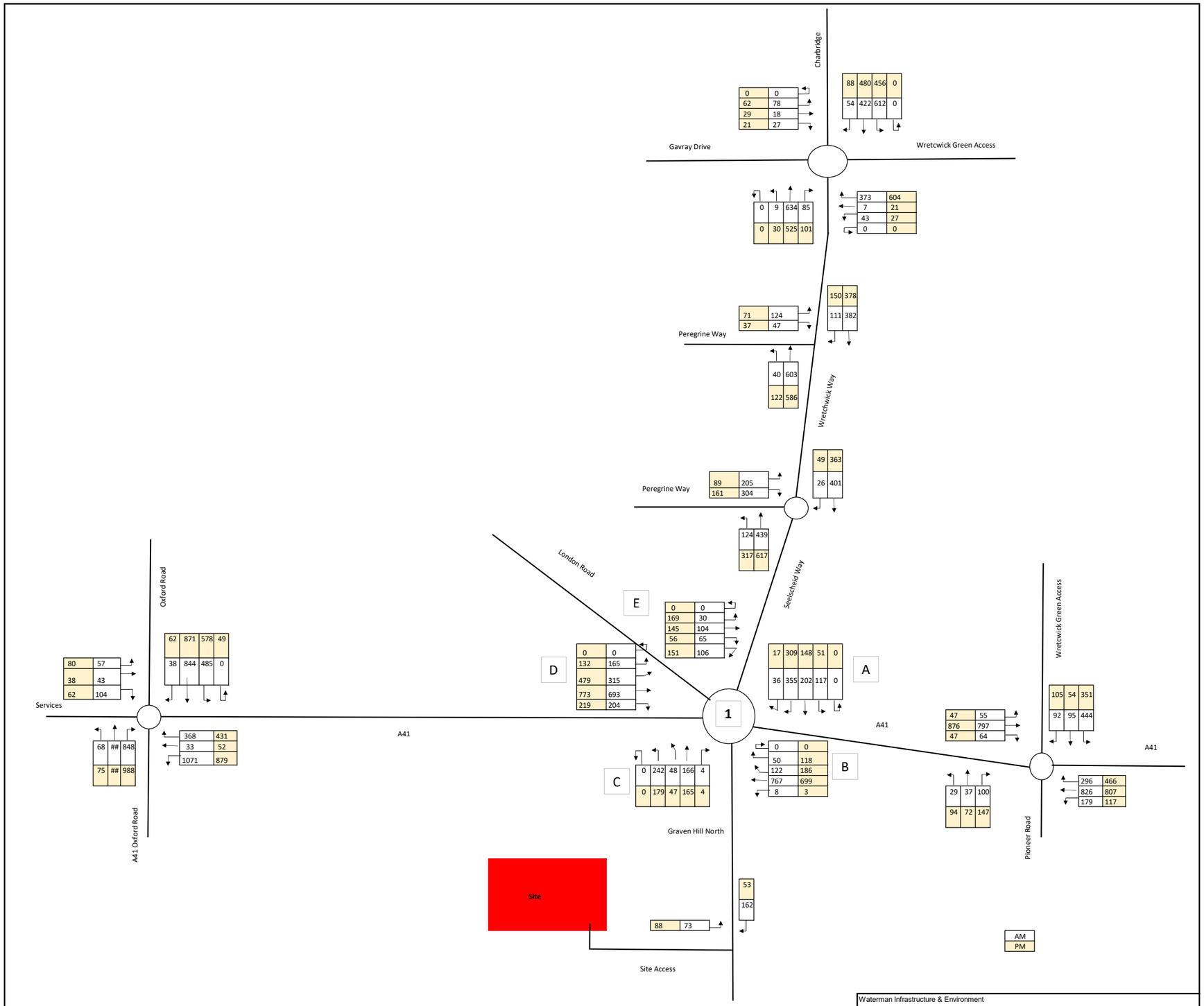

Date	Approved	Project	Title	Figure No.	Rev.
11.3.21	NJH	Health Hub - Graven Hill	Do Something 2026 (Saturn 2026 + Dev)	Diagram 5	-

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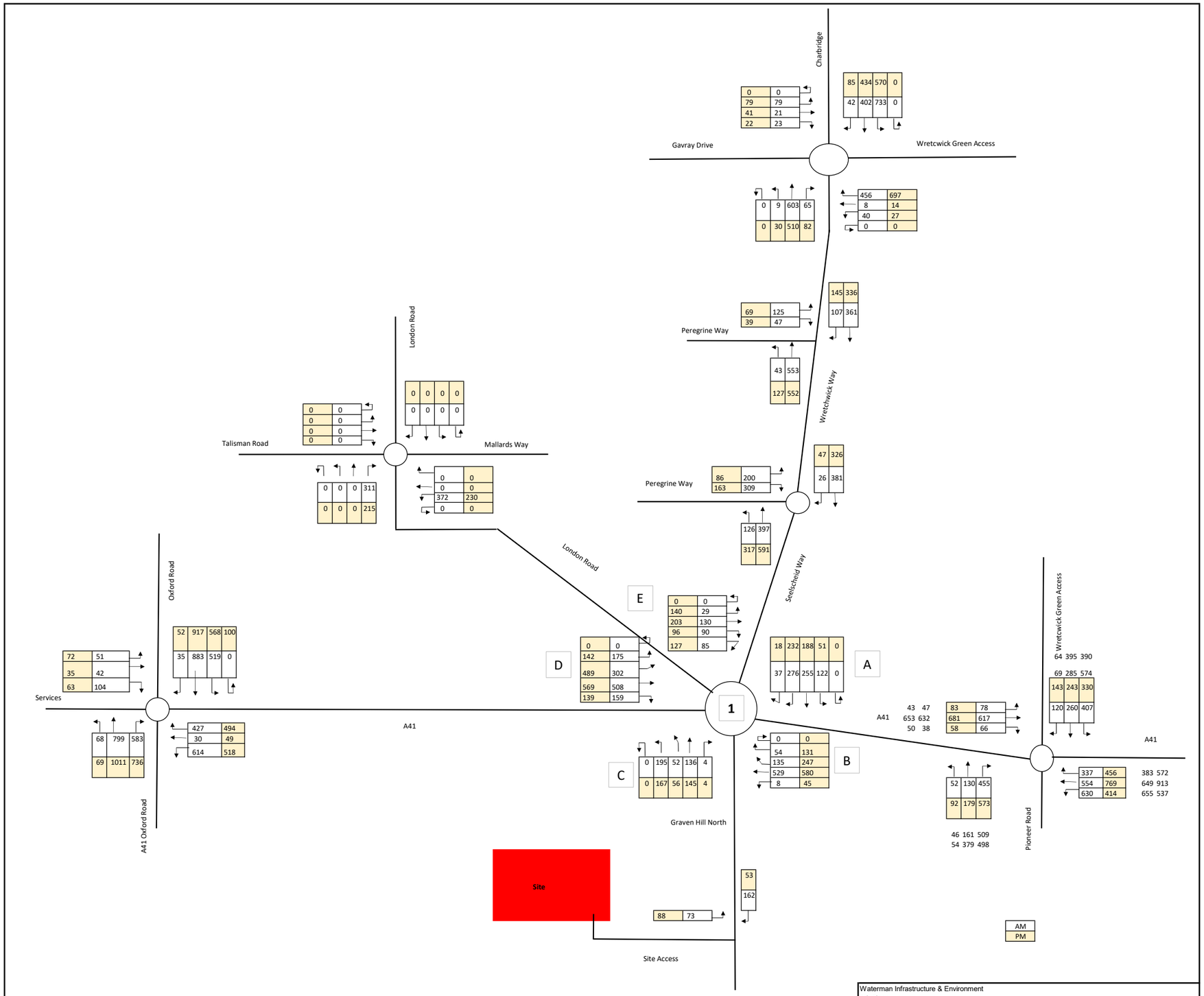

Date	Approved	Project	Title	Figure No.	Rev.
11.3.21	NJH	Health Hub - Graven Hill	Do Something 2031 (Saturn 2031 + Dev)	Diagram 6	-

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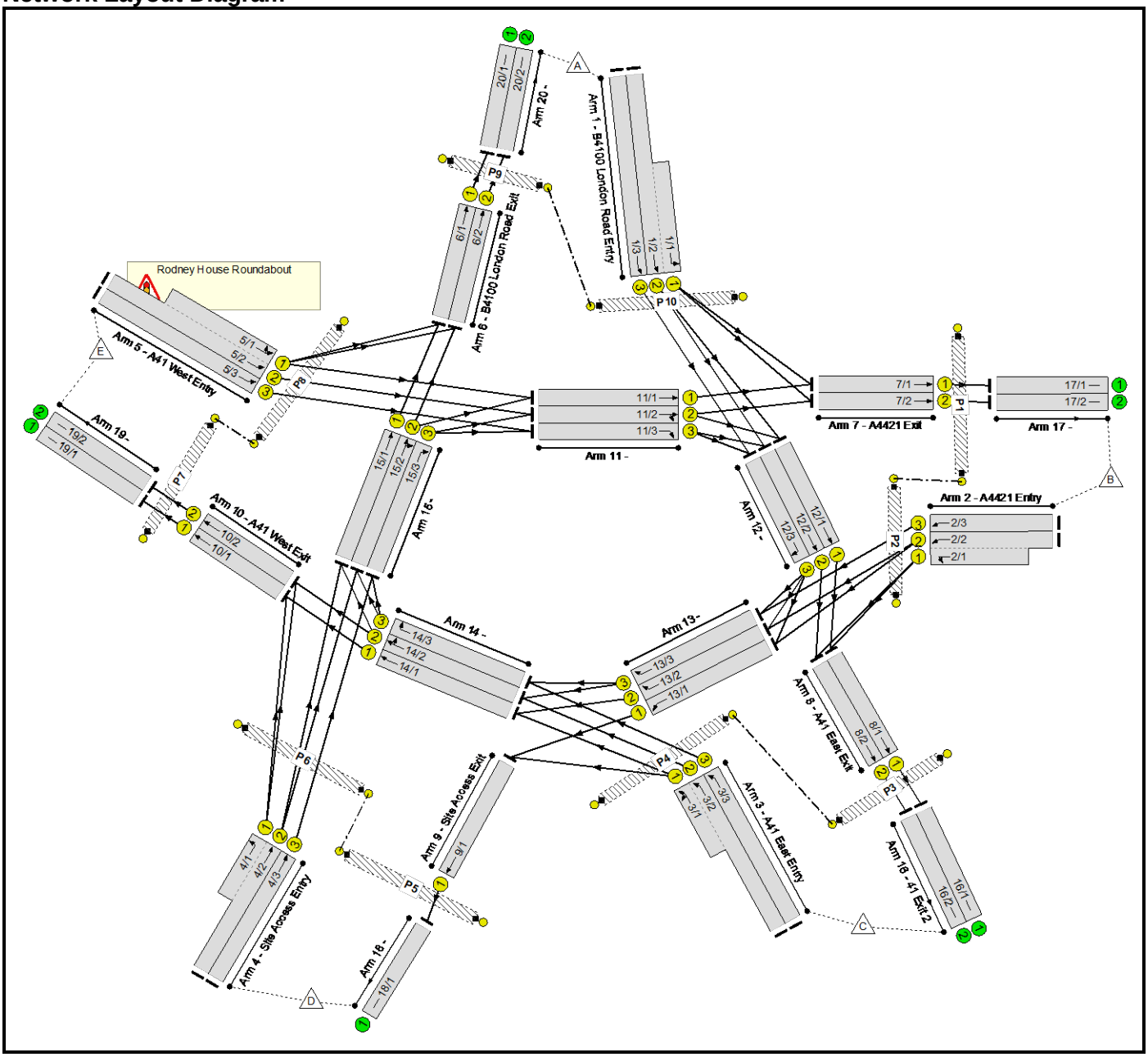
H. Junction Modelling

Full Input Data And Results

User and Project Details

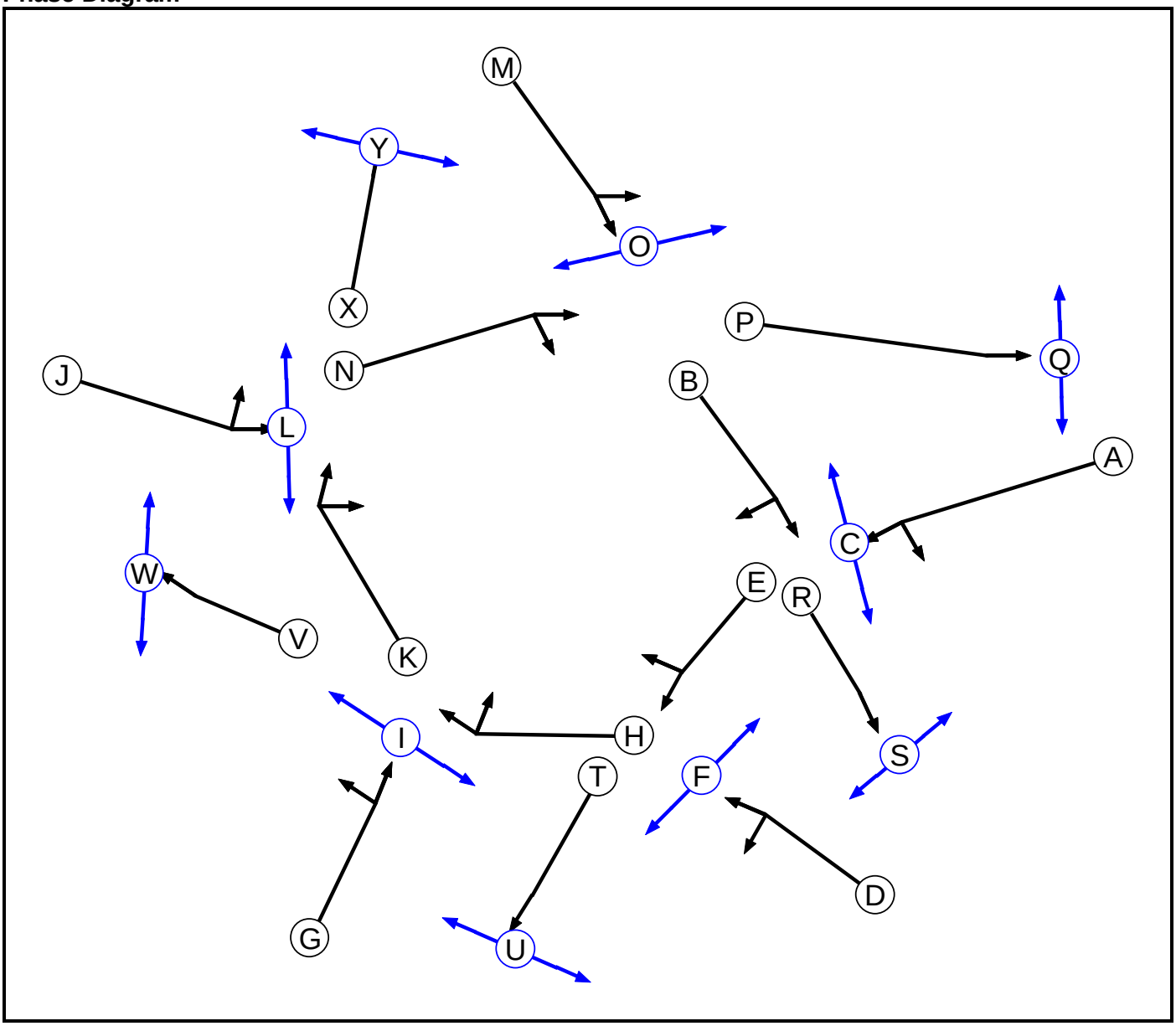
Project:	**Health & Wellbeing Hub, Graven Hill, Bicester**
Title:	**A41 Rodney House Roundabout**
Location:	A41/London Road/A4421/Graven Hill Road (N)
Additional detail:	
File name:	A41 Rodney House Roundabout LinSig Model.lsg3x
Author:	David Prior
Company:	Waterman
Address:	Halifax House, Halifax Place, The Lace Market, Nottingham, NG1 1QN

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	0
C	Pedestrian	1		11	11
D	Traffic	2		7	7
E	Traffic	2		7	0
F	Pedestrian	2		12	12
G	Traffic	3		7	7
H	Traffic	3		7	0
I	Pedestrian	3		11	11
J	Traffic	4		7	7
K	Traffic	4		7	0
L	Pedestrian	4		12	12
M	Traffic	5		7	7
N	Traffic	5		7	0
O	Pedestrian	5		11	11
P	Traffic	6		7	7
Q	Pedestrian	6		8	8
R	Traffic	7		7	7
S	Pedestrian	7		7	7
T	Traffic	8		7	7
U	Pedestrian	8		7	7
V	Traffic	9		7	7
W	Pedestrian	9		8	8
X	Traffic	10		7	7
Y	Pedestrian	10		8	8

Full Input Data And Results

Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y
A		5	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
B	5		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
C	12	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
D	-	-	-		5	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
E	-	-	-	5		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F	-	-	-	12	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
G	-	-	-	-	-	-		5	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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S	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9		-	-	-	-	-	-
T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		5	-	-	-	-
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X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		5
Y	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	

Phases in Stage

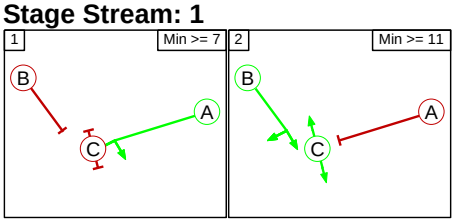
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B C
2	1	D
2	2	E F
3	1	G
3	2	H I
4	1	J
4	2	K L
5	1	M

Full Input Data And Results

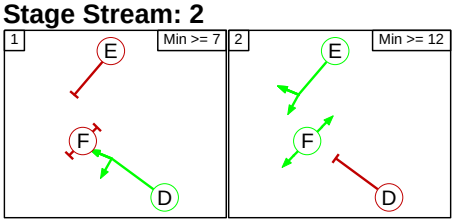
5	2	N O
6	1	P
6	2	Q
7	1	R
7	2	S
8	1	T
8	2	U
9	1	V
9	2	W
10	1	X
10	2	Y

Stage Diagram

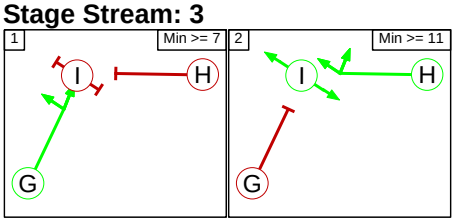
Stage Stream: 1



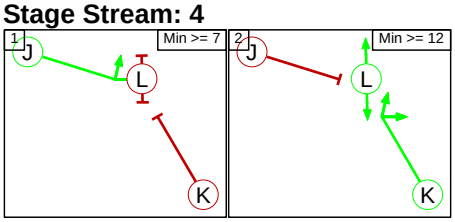
Stage Stream: 2



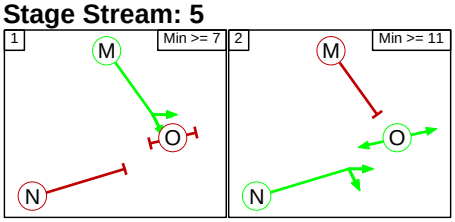
Stage Stream: 3



Stage Stream: 4

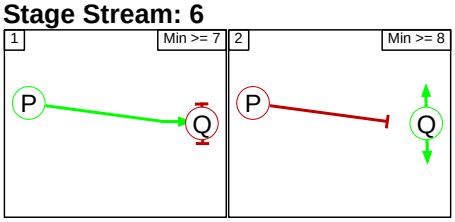


Stage Stream: 5

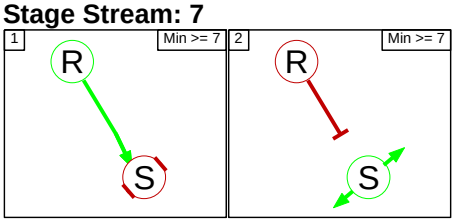


Full Input Data And Results

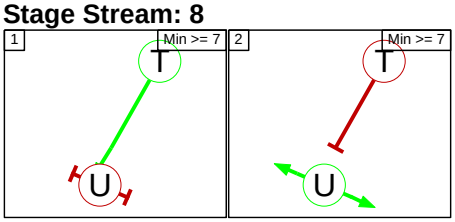
Stage Stream: 6



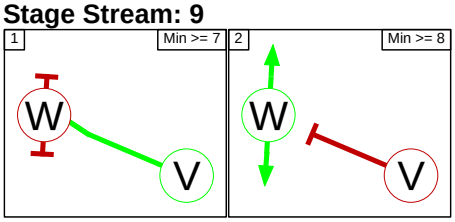
Stage Stream: 7



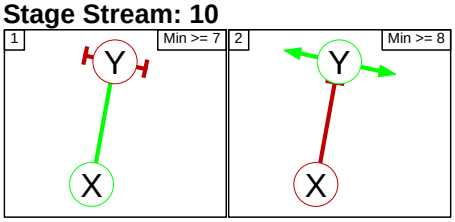
Stage Stream: 8



Stage Stream: 9



Stage Stream: 10



Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
2	1	B	Losing	7	7

Stage Stream: 2

Term. Stage	Start Stage	Phase	Type	Value	Cont value
2	1	E	Losing	7	7

Stage Stream: 3

Term. Stage	Start Stage	Phase	Type	Value	Cont value
2	1	H	Losing	7	7

Stage Stream: 4

Term. Stage	Start Stage	Phase	Type	Value	Cont value
2	1	K	Losing	7	7

Full Input Data And Results

Stage Stream: 5

Term. Stage	Start Stage	Phase	Type	Value	Cont value
2	1	N	Losing	7	7

Stage Stream: 6

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Stage Stream: 7

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Stage Stream: 8

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Stage Stream: 9

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Stage Stream: 10

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

Stage Stream: 1

	To Stage		
From Stage		1	2
	1		5
	2	12	

Stage Stream: 2

	To Stage		
From Stage		1	2
	1		5
	2	12	

Stage Stream: 3

	To Stage		
From Stage		1	2
	1		5
	2	12	

Full Input Data And Results

Stage Stream: 4

	To Stage		
		1	2
From Stage	1		5
	2	12	

Stage Stream: 5

	To Stage		
		1	2
From Stage	1		5
	2	12	

Stage Stream: 6

	To Stage		
		1	2
From Stage	1		5
	2	8	

Stage Stream: 7

	To Stage		
		1	2
From Stage	1		5
	2	9	

Stage Stream: 8

	To Stage		
		1	2
From Stage	1		5
	2	9	

Stage Stream: 9

	To Stage		
		1	2
From Stage	1		5
	2	8	

Stage Stream: 10

	To Stage		
		1	2
From Stage	1		5
	2	9	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Rodney House Roundabout
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Rodney House Roundabout												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (B4100 London Road Entry)	U	M	2	3	9.9	Geom	-	3.50	0.00	Y	Arm 7 Left	25.00
1/2 (B4100 London Road Entry)	U	M	2	3	60.0	Geom	-	3.30	0.00	N	Arm 12 Ahead	Inf
1/3 (B4100 London Road Entry)	U	M	2	3	60.0	Geom	-	3.50	0.00	N	Arm 12 Ahead	Inf
2/1 (A4421 Entry)	U	A	2	3	11.1	Geom	-	3.25	0.00	Y	Arm 8 Left	22.00
2/2 (A4421 Entry)	U	A	2	3	60.0	Geom	-	3.25	0.00	N	Arm 13 Ahead	Inf
2/3 (A4421 Entry)	U	A	2	3	60.0	Geom	-	3.25	0.00	N	Arm 13 Ahead	Inf
3/1 (A41 East Entry)	U	D	2	3	6.8	Geom	-	3.14	0.00	Y	Arm 9 Left	23.00
											Arm 14 Ahead	Inf
3/2 (A41 East Entry)	U	D	2	3	60.0	Geom	-	3.07	0.00	N	Arm 14 Ahead	Inf
3/3 (A41 East Entry)	U	D	2	3	60.0	Geom	-	3.14	0.00	N	Arm 14 Ahead	Inf
4/1 (Site Access Entry)	U	G	2	3	6.1	Geom	-	3.50	0.00	Y	Arm 10 Left	25.00
4/2 (Site Access Entry)	U	G	2	3	60.0	Geom	-	3.50	0.00	N	Arm 15 Ahead	Inf
4/3 (Site Access Entry)	U	G	2	3	3.7	Geom	-	3.50	0.00	N	Arm 15 Ahead	Inf
5/1 (A41 West Entry)	U	J	2	3	10.8	Geom	-	2.80	0.00	Y	Arm 6 Left	27.00
											Arm 11 Ahead	Inf
5/2 (A41 West Entry)	U	J	2	3	60.0	Geom	-	3.00	0.00	N	Arm 11 Ahead	Inf
5/3 (A41 West Entry)	U	J	2	3	60.0	Geom	-	3.00	0.00	N	Arm 11 Ahead	Inf

Full Input Data And Results

6/1 (B4100 London Road Exit)	U	X	2	3	8.1	Geom	-	3.65	0.00	Y	Arm 20 Ahead	Inf
6/2 (B4100 London Road Exit)	U	X	2	3	8.2	Geom	-	3.65	0.00	N	Arm 20 Ahead	Inf
7/1 (A4421 Exit)	U	P	2	3	8.5	Geom	-	3.60	0.00	Y	Arm 17 Ahead	Inf
7/2 (A4421 Exit)	U	P	2	3	8.7	Geom	-	3.60	0.00	N	Arm 17 Ahead	Inf
8/1 (A41 East Exit)	U	R	2	3	8.0	Geom	-	3.50	0.00	Y	Arm 16 Ahead	Inf
8/2 (A41 East Exit)	U	R	2	3	8.2	Geom	-	3.50	0.00	N	Arm 16 Ahead	Inf
9/1 (Site Access Exit)	U	T	2	3	7.8	Geom	-	3.25	0.00	Y	Arm 18 Ahead	Inf
10/1 (A41 West Exit)	U	V	2	3	9.7	Geom	-	3.65	0.00	Y	Arm 19 Ahead	Inf
10/2 (A41 West Exit)	U	V	2	3	9.7	Geom	-	3.65	0.00	N	Arm 19 Ahead	Inf
11/1	U	N	2	3	7.3	Geom	-	4.20	0.00	Y	Arm 7 Ahead	Inf
11/2	U	N	2	3	6.4	Geom	-	4.20	0.00	N	Arm 7 Ahead Arm 12 Right	Inf 30.00
11/3	U	N	2	3	5.6	Geom	-	4.20	0.00	N	Arm 12 Right	27.00
12/1	U	B	2	3	7.0	Geom	-	4.20	0.00	Y	Arm 8 Ahead	Inf
12/2	U	B	2	3	6.2	Geom	-	4.20	0.00	N	Arm 8 Ahead	Inf
12/3	U	B	2	3	5.4	Geom	-	4.20	0.00	N	Arm 13 Right	27.00
13/1	U	E	2	3	7.5	Geom	-	4.20	0.00	Y	Arm 9 Ahead	Inf
13/2	U	E	2	3	6.8	Geom	-	4.20	0.00	N	Arm 14 Right	30.00
13/3	U	E	2	3	5.8	Geom	-	4.20	0.00	N	Arm 14 Right	27.00
14/1	U	H	2	3	7.0	Geom	-	4.20	0.00	Y	Arm 10 Ahead	Inf
14/2	U	H	2	3	6.1	Geom	-	4.20	0.00	N	Arm 10 Ahead Arm 15 Right	Inf 30.00

Full Input Data And Results

14/3	U	H	2	3	5.5	Geom	-	4.20	0.00	N	Arm 15 Right	27.00
15/1	U	K	2	3	9.1	Geom	-	4.20	0.00	Y	Arm 6 Ahead	Inf
15/2	U	K	2	3	8.0	Geom	-	4.20	0.00	N	Arm 6 Ahead	Inf
											Arm 11 Right	30.00
15/3	U	K	2	3	6.9	Geom	-	4.20	0.00	N	Arm 11 Right	27.00
16/1 (41 Exit 2)	U		2	3	60.0	Inf	-	-	-	-	-	-
16/2 (41 Exit 2)	U		2	3	60.0	Inf	-	-	-	-	-	-
17/1	U		2	3	60.0	Geom	-	3.63	0.00	Y		
17/2	U		2	3	60.0	Geom	-	3.63	0.00	Y		
18/1	U		2	3	60.0	Geom	-	4.00	0.00	Y		
19/1	U		2	3	60.0	Geom	-	3.65	0.00	Y		
19/2	U		2	3	60.0	Geom	-	3.65	0.00	Y		
20/1	U		2	3	60.0	Geom	-	3.65	0.00	Y		
20/2	U		2	3	60.0	Geom	-	3.65	0.00	Y		

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM Base 2026'	08:00	09:00	01:00	
2: 'PM Base 2026'	17:00	18:00	01:00	
3: 'AM Base 2031'	08:00	09:00	01:00	
4: 'PM Base 2031'	17:00	18:00	01:00	
5: 'AM Base +Dev 2026'	08:00	09:00	01:00	
6: 'PM Base + Dev 2026'	17:00	18:00	01:00	
7: 'AM Base + Dev 2031'	08:00	09:00	01:00	
8: 'PM Base + Dev 2031'	17:00	18:00	01:00	

Scenario 1: 'AM Base 2026' (FG1: 'AM Base 2026', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	30	104	33	106	273
	B	36	0	117	126	355	634
	C	122	50	0	0	767	939
	D	33	132	0	0	222	387
	E	165	315	693	159	0	1332
	Tot.	356	527	914	318	1450	3565

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: AM Base 2026
Junction: Rodney House Roundabout	
1/1 (short)	30
1/2 (with short)	134(In) 104(Out)
1/3	139
2/1 (short)	117
2/2 (with short)	372(In) 255(Out)
2/3	262
3/1 (short)	378
3/2 (with short)	769(In) 391(Out)
3/3	170
4/1 (short)	222
4/2 (with short)	271(In) 49(Out)
4/3	116
5/1 (short)	405
5/2 (with short)	848(In) 443(Out)
5/3	484
6/1	139
6/2	217
7/1	275
7/2	252
8/1	450
8/2	464
9/1	318
10/1	683
10/2	767
11/1	262
11/2	603
11/3	484
12/1	402
12/2	395
12/3	298
13/1	318
13/2	193
13/3	304

Full Input Data And Results

14/1	571
14/2	660
14/3	205
15/1	33
15/2	180
15/3	160
16/1	450
16/2	464
17/1	275
17/2	252
18/1	318
19/1	683
19/2	767
20/1	139
20/2	217

Full Input Data And Results

Lane Saturation Flows

Junction: Rodney House Roundabout								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B4100 London Road Entry)	3.50	0.00	Y	Arm 7 Left	25.00	100.0 %	1854	1854
1/2 (B4100 London Road Entry)	3.30	0.00	N	Arm 12 Ahead	Inf	100.0 %	2085	2085
1/3 (B4100 London Road Entry)	3.50	0.00	N	Arm 12 Ahead	Inf	100.0 %	2105	2105
2/1 (A4421 Entry)	3.25	0.00	Y	Arm 8 Left	22.00	100.0 %	1816	1816
2/2 (A4421 Entry)	3.25	0.00	N	Arm 13 Ahead	Inf	100.0 %	2080	2080
2/3 (A4421 Entry)	3.25	0.00	N	Arm 13 Ahead	Inf	100.0 %	2080	2080
3/1 (A41 East Entry)	3.14	0.00	Y	Arm 9 Left Arm 14 Ahead	23.00 Inf	0.0 % 100.0 %	1929	1929
3/2 (A41 East Entry)	3.07	0.00	N	Arm 14 Ahead	Inf	100.0 %	2062	2062
3/3 (A41 East Entry)	3.14	0.00	N	Arm 14 Ahead	Inf	100.0 %	2069	2069
4/1 (Site Access Entry)	3.50	0.00	Y	Arm 10 Left	25.00	100.0 %	1854	1854
4/2 (Site Access Entry)	3.50	0.00	N	Arm 15 Ahead	Inf	100.0 %	2105	2105
4/3 (Site Access Entry)	3.50	0.00	N	Arm 15 Ahead	Inf	100.0 %	2105	2105
5/1 (A41 West Entry)	2.80	0.00	Y	Arm 6 Left Arm 11 Ahead	27.00 Inf	40.7 % 59.3 %	1853	1853
5/2 (A41 West Entry)	3.00	0.00	N	Arm 11 Ahead	Inf	100.0 %	2055	2055
5/3 (A41 West Entry)	3.00	0.00	N	Arm 11 Ahead	Inf	100.0 %	2055	2055
6/1 (B4100 London Road Exit)	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980
6/2 (B4100 London Road Exit)	3.65	0.00	N	Arm 20 Ahead	Inf	100.0 %	2120	2120
7/1 (A4421 Exit)	3.60	0.00	Y	Arm 17 Ahead	Inf	100.0 %	1975	1975
7/2 (A4421 Exit)	3.60	0.00	N	Arm 17 Ahead	Inf	100.0 %	2115	2115
8/1 (A41 East Exit)	3.50	0.00	Y	Arm 16 Ahead	Inf	100.0 %	1965	1965
8/2 (A41 East Exit)	3.50	0.00	N	Arm 16 Ahead	Inf	100.0 %	2105	2105
9/1 (Site Access Exit)	3.25	0.00	Y	Arm 18 Ahead	Inf	100.0 %	1940	1940

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10/1 (A41 West Exit)	3.65	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1980	1980
10/2 (A41 West Exit)	3.65	0.00	N	Arm 19 Ahead	Inf	100.0 %	2120	2120
11/1	4.20	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2035	2035
11/2	4.20	0.00	N	Arm 7 Ahead	Inf	39.0 %	2111	2111
				Arm 12 Right	30.00	61.0 %		
11/3	4.20	0.00	N	Arm 12 Right	27.00	100.0 %	2061	2061
12/1	4.20	0.00	Y	Arm 8 Ahead	Inf	100.0 %	2035	2035
12/2	4.20	0.00	N	Arm 8 Ahead	Inf	100.0 %	2175	2175
12/3	4.20	0.00	N	Arm 13 Right	27.00	100.0 %	2061	2061
13/1	4.20	0.00	Y	Arm 9 Ahead	Inf	100.0 %	2035	2035
13/2	4.20	0.00	N	Arm 14 Right	30.00	100.0 %	2071	2071
13/3	4.20	0.00	N	Arm 14 Right	27.00	100.0 %	2061	2061
14/1	4.20	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2035	2035
14/2	4.20	0.00	N	Arm 10 Ahead	Inf	99.5 %	2175	2175
				Arm 15 Right	30.00	0.5 %		
14/3	4.20	0.00	N	Arm 15 Right	27.00	100.0 %	2061	2061
15/1	4.20	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2035	2035
15/2	4.20	0.00	N	Arm 6 Ahead	Inf	87.8 %	2162	2162
				Arm 11 Right	30.00	12.2 %		
15/3	4.20	0.00	N	Arm 11 Right	27.00	100.0 %	2061	2061
16/1 (41 Exit 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
16/2 (41 Exit 2 Lane 2)	Infinite Saturation Flow						Inf	Inf
17/1	3.63	0.00	Y				1978	1978
17/2	3.63	0.00	Y				1978	1978
18/1	4.00	0.00	Y				2015	2015
19/1	3.65	0.00	Y				1980	1980
19/2	3.65	0.00	Y				1980	1980
20/1	3.65	0.00	Y				1980	1980
20/2	3.65	0.00	Y				1980	1980

Full Input Data And Results

Scenario 2: 'PM Base 2026' (FG2: 'PM Base 2026', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	169	145	45	151	510
	B	17	0	51	123	309	500
	C	186	118	0	0	699	1003
	D	29	124	0	0	154	307
	E	132	479	773	204	0	1588
	Tot.	364	890	969	372	1313	3908

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: PM Base 2026
Junction: Rodney House Roundabout	
1/1 (short)	169
1/2 (with short)	314(In) 145(Out)
1/3	196
2/1 (short)	51
2/2 (with short)	309(In) 258(Out)
2/3	191
3/1 (short)	386
3/2 (with short)	738(In) 352(Out)
3/3	265
4/1 (short)	154
4/2 (with short)	224(In) 70(Out)
4/3	83
5/1 (short)	482
5/2 (with short)	1003(In) 521(Out)
5/3	585
6/1	148
6/2	216
7/1	480
7/2	410
8/1	472
8/2	497
9/1	372
10/1	599
10/2	714
11/1	393
11/2	720
11/3	585
12/1	442
12/2	476
12/3	400
13/1	372
13/2	135
13/3	342

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14/1	521
14/2	686
14/3	273
15/1	75
15/2	200
15/3	199
16/1	472
16/2	497
17/1	480
17/2	410
18/1	372
19/1	599
19/2	714
20/1	148
20/2	216

Full Input Data And Results

Lane Saturation Flows

Junction: Rodney House Roundabout								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B4100 London Road Entry)	3.50	0.00	Y	Arm 7 Left	25.00	100.0 %	1854	1854
1/2 (B4100 London Road Entry)	3.30	0.00	N	Arm 12 Ahead	Inf	100.0 %	2085	2085
1/3 (B4100 London Road Entry)	3.50	0.00	N	Arm 12 Ahead	Inf	100.0 %	2105	2105
2/1 (A4421 Entry)	3.25	0.00	Y	Arm 8 Left	22.00	100.0 %	1816	1816
2/2 (A4421 Entry)	3.25	0.00	N	Arm 13 Ahead	Inf	100.0 %	2080	2080
2/3 (A4421 Entry)	3.25	0.00	N	Arm 13 Ahead	Inf	100.0 %	2080	2080
3/1 (A41 East Entry)	3.14	0.00	Y	Arm 9 Left Arm 14 Ahead	23.00 Inf	0.0 % 100.0 %	1929	1929
3/2 (A41 East Entry)	3.07	0.00	N	Arm 14 Ahead	Inf	100.0 %	2062	2062
3/3 (A41 East Entry)	3.14	0.00	N	Arm 14 Ahead	Inf	100.0 %	2069	2069
4/1 (Site Access Entry)	3.50	0.00	Y	Arm 10 Left	25.00	100.0 %	1854	1854
4/2 (Site Access Entry)	3.50	0.00	N	Arm 15 Ahead	Inf	100.0 %	2105	2105
4/3 (Site Access Entry)	3.50	0.00	N	Arm 15 Ahead	Inf	100.0 %	2105	2105
5/1 (A41 West Entry)	2.80	0.00	Y	Arm 6 Left Arm 11 Ahead	27.00 Inf	27.4 % 72.6 %	1867	1867
5/2 (A41 West Entry)	3.00	0.00	N	Arm 11 Ahead	Inf	100.0 %	2055	2055
5/3 (A41 West Entry)	3.00	0.00	N	Arm 11 Ahead	Inf	100.0 %	2055	2055
6/1 (B4100 London Road Exit)	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980
6/2 (B4100 London Road Exit)	3.65	0.00	N	Arm 20 Ahead	Inf	100.0 %	2120	2120
7/1 (A4421 Exit)	3.60	0.00	Y	Arm 17 Ahead	Inf	100.0 %	1975	1975
7/2 (A4421 Exit)	3.60	0.00	N	Arm 17 Ahead	Inf	100.0 %	2115	2115
8/1 (A41 East Exit)	3.50	0.00	Y	Arm 16 Ahead	Inf	100.0 %	1965	1965
8/2 (A41 East Exit)	3.50	0.00	N	Arm 16 Ahead	Inf	100.0 %	2105	2105
9/1 (Site Access Exit)	3.25	0.00	Y	Arm 18 Ahead	Inf	100.0 %	1940	1940

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10/1 (A41 West Exit)	3.65	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1980	1980
10/2 (A41 West Exit)	3.65	0.00	N	Arm 19 Ahead	Inf	100.0 %	2120	2120
11/1	4.20	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2035	2035
11/2	4.20	0.00	N	Arm 7 Ahead	Inf	45.6 %	2117	2117
				Arm 12 Right	30.00	54.4 %		
11/3	4.20	0.00	N	Arm 12 Right	27.00	100.0 %	2061	2061
12/1	4.20	0.00	Y	Arm 8 Ahead	Inf	100.0 %	2035	2035
12/2	4.20	0.00	N	Arm 8 Ahead	Inf	100.0 %	2175	2175
12/3	4.20	0.00	N	Arm 13 Right	27.00	100.0 %	2061	2061
13/1	4.20	0.00	Y	Arm 9 Ahead	Inf	100.0 %	2035	2035
13/2	4.20	0.00	N	Arm 14 Right	30.00	100.0 %	2071	2071
13/3	4.20	0.00	N	Arm 14 Right	27.00	100.0 %	2061	2061
14/1	4.20	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2035	2035
14/2	4.20	0.00	N	Arm 10 Ahead	Inf	93.0 %	2167	2167
				Arm 15 Right	30.00	7.0 %		
14/3	4.20	0.00	N	Arm 15 Right	27.00	100.0 %	2061	2061
15/1	4.20	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2035	2035
15/2	4.20	0.00	N	Arm 6 Ahead	Inf	78.5 %	2152	2152
				Arm 11 Right	30.00	21.5 %		
15/3	4.20	0.00	N	Arm 11 Right	27.00	100.0 %	2061	2061
16/1 (41 Exit 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
16/2 (41 Exit 2 Lane 2)	Infinite Saturation Flow						Inf	Inf
17/1	3.63	0.00	Y				1978	1978
17/2	3.63	0.00	Y				1978	1978
18/1	4.00	0.00	Y				2015	2015
19/1	3.65	0.00	Y				1980	1980
19/2	3.65	0.00	Y				1980	1980
20/1	3.65	0.00	Y				1980	1980
20/2	3.65	0.00	Y				1980	1980

Full Input Data And Results

Scenario 3: 'AM Base 2031' (FG3: 'AM Base 2031', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	29	130	58	85	302
	B	37	0	122	179	276	614
	C	135	54	0	0	529	718
	D	37	102	0	0	175	314
	E	175	302	508	114	0	1099
	Tot.	384	487	760	351	1065	3047

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: AM Base 2031
Junction: Rodney House Roundabout	
1/1 (short)	29
1/2 (with short)	159(In) 130(Out)
1/3	143
2/1 (short)	122
2/2 (with short)	370(In) 248(Out)
2/3	244
3/1 (short)	280
3/2 (with short)	555(In) 275(Out)
3/3	163
4/1 (short)	175
4/2 (with short)	217(In) 42(Out)
4/3	97
5/1 (short)	359
5/2 (with short)	717(In) 358(Out)
5/3	382
6/1	170
6/2	214
7/1	205
7/2	282
8/1	375
8/2	385
9/1	351
10/1	484
10/2	581
11/1	199
11/2	499
11/3	382
12/1	317
12/2	321
12/3	257
13/1	351
13/2	124
13/3	274

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14/1	404
14/2	513
14/3	199
15/1	61
15/2	163
15/3	141
16/1	375
16/2	385
17/1	205
17/2	282
18/1	351
19/1	484
19/2	581
20/1	170
20/2	214

Full Input Data And Results

Lane Saturation Flows

Junction: Rodney House Roundabout								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B4100 London Road Entry)	3.50	0.00	Y	Arm 7 Left	25.00	100.0 %	1854	1854
1/2 (B4100 London Road Entry)	3.30	0.00	N	Arm 12 Ahead	Inf	100.0 %	2085	2085
1/3 (B4100 London Road Entry)	3.50	0.00	N	Arm 12 Ahead	Inf	100.0 %	2105	2105
2/1 (A4421 Entry)	3.25	0.00	Y	Arm 8 Left	22.00	100.0 %	1816	1816
2/2 (A4421 Entry)	3.25	0.00	N	Arm 13 Ahead	Inf	100.0 %	2080	2080
2/3 (A4421 Entry)	3.25	0.00	N	Arm 13 Ahead	Inf	100.0 %	2080	2080
3/1 (A41 East Entry)	3.14	0.00	Y	Arm 9 Left Arm 14 Ahead	23.00 Inf	0.0 % 100.0 %	1929	1929
3/2 (A41 East Entry)	3.07	0.00	N	Arm 14 Ahead	Inf	100.0 %	2062	2062
3/3 (A41 East Entry)	3.14	0.00	N	Arm 14 Ahead	Inf	100.0 %	2069	2069
4/1 (Site Access Entry)	3.50	0.00	Y	Arm 10 Left	25.00	100.0 %	1854	1854
4/2 (Site Access Entry)	3.50	0.00	N	Arm 15 Ahead	Inf	100.0 %	2105	2105
4/3 (Site Access Entry)	3.50	0.00	N	Arm 15 Ahead	Inf	100.0 %	2105	2105
5/1 (A41 West Entry)	2.80	0.00	Y	Arm 6 Left Arm 11 Ahead	27.00 Inf	48.7 % 51.3 %	1845	1845
5/2 (A41 West Entry)	3.00	0.00	N	Arm 11 Ahead	Inf	100.0 %	2055	2055
5/3 (A41 West Entry)	3.00	0.00	N	Arm 11 Ahead	Inf	100.0 %	2055	2055
6/1 (B4100 London Road Exit)	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980
6/2 (B4100 London Road Exit)	3.65	0.00	N	Arm 20 Ahead	Inf	100.0 %	2120	2120
7/1 (A4421 Exit)	3.60	0.00	Y	Arm 17 Ahead	Inf	100.0 %	1975	1975
7/2 (A4421 Exit)	3.60	0.00	N	Arm 17 Ahead	Inf	100.0 %	2115	2115
8/1 (A41 East Exit)	3.50	0.00	Y	Arm 16 Ahead	Inf	100.0 %	1965	1965
8/2 (A41 East Exit)	3.50	0.00	N	Arm 16 Ahead	Inf	100.0 %	2105	2105
9/1 (Site Access Exit)	3.25	0.00	Y	Arm 18 Ahead	Inf	100.0 %	1940	1940

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10/1 (A41 West Exit)	3.65	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1980	1980
10/2 (A41 West Exit)	3.65	0.00	N	Arm 19 Ahead	Inf	100.0 %	2120	2120
11/1	4.20	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2035	2035
11/2	4.20	0.00	N	Arm 7 Ahead	Inf	51.9 %	2124	2124
				Arm 12 Right	30.00	48.1 %		
11/3	4.20	0.00	N	Arm 12 Right	27.00	100.0 %	2061	2061
12/1	4.20	0.00	Y	Arm 8 Ahead	Inf	100.0 %	2035	2035
12/2	4.20	0.00	N	Arm 8 Ahead	Inf	100.0 %	2175	2175
12/3	4.20	0.00	N	Arm 13 Right	27.00	100.0 %	2061	2061
13/1	4.20	0.00	Y	Arm 9 Ahead	Inf	100.0 %	2035	2035
13/2	4.20	0.00	N	Arm 14 Right	30.00	100.0 %	2071	2071
13/3	4.20	0.00	N	Arm 14 Right	27.00	100.0 %	2061	2061
14/1	4.20	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2035	2035
14/2	4.20	0.00	N	Arm 10 Ahead	Inf	94.7 %	2169	2169
				Arm 15 Right	30.00	5.3 %		
14/3	4.20	0.00	N	Arm 15 Right	27.00	100.0 %	2061	2061
15/1	4.20	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2035	2035
15/2	4.20	0.00	N	Arm 6 Ahead	Inf	90.8 %	2165	2165
				Arm 11 Right	30.00	9.2 %		
15/3	4.20	0.00	N	Arm 11 Right	27.00	100.0 %	2061	2061
16/1 (41 Exit 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
16/2 (41 Exit 2 Lane 2)	Infinite Saturation Flow						Inf	Inf
17/1	3.63	0.00	Y				1978	1978
17/2	3.63	0.00	Y				1978	1978
18/1	4.00	0.00	Y				2015	2015
19/1	3.65	0.00	Y				1980	1980
19/2	3.65	0.00	Y				1980	1980
20/1	3.65	0.00	Y				1980	1980
20/2	3.65	0.00	Y				1980	1980

Full Input Data And Results

Scenario 4: 'PM Base 2031' (FG4: 'PM Base 2031', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	140	203	85	127	555
	B	18	0	51	163	232	464
	C	247	131	0	42	580	1000
	D	38	104	0	0	142	284
	E	142	489	569	124	0	1324
	Tot.	445	864	823	414	1081	3627

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: PM Base 2031
Junction: Rodney House Roundabout	
1/1 (short)	140
1/2 (with short)	343(In) 203(Out)
1/3	212
2/1 (short)	51
2/2 (with short)	270(In) 219(Out)
2/3	194
3/1 (short)	352
3/2 (with short)	698(In) 346(Out)
3/3	302
4/1 (short)	142
4/2 (with short)	187(In) 45(Out)
4/3	97
5/1 (short)	426
5/2 (with short)	855(In) 429(Out)
5/3	469
6/1	222
6/2	223
7/1	399
7/2	465
8/1	388
8/2	435
9/1	414
10/1	504
10/2	577
11/1	341
11/2	607
11/3	469
12/1	359
12/2	413
12/3	336
13/1	372
13/2	132
13/3	245

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14/1	442
14/2	584
14/3	309
15/1	124
15/2	236
15/3	178
16/1	388
16/2	435
17/1	399
17/2	465
18/1	414
19/1	504
19/2	577
20/1	222
20/2	223

Full Input Data And Results

Lane Saturation Flows

Junction: Rodney House Roundabout								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B4100 London Road Entry)	3.50	0.00	Y	Arm 7 Left	25.00	100.0 %	1854	1854
1/2 (B4100 London Road Entry)	3.30	0.00	N	Arm 12 Ahead	Inf	100.0 %	2085	2085
1/3 (B4100 London Road Entry)	3.50	0.00	N	Arm 12 Ahead	Inf	100.0 %	2105	2105
2/1 (A4421 Entry)	3.25	0.00	Y	Arm 8 Left	22.00	100.0 %	1816	1816
2/2 (A4421 Entry)	3.25	0.00	N	Arm 13 Ahead	Inf	100.0 %	2080	2080
2/3 (A4421 Entry)	3.25	0.00	N	Arm 13 Ahead	Inf	100.0 %	2080	2080
3/1 (A41 East Entry)	3.14	0.00	Y	Arm 9 Left Arm 14 Ahead	23.00 Inf	11.9 % 88.1 %	1914	1914
3/2 (A41 East Entry)	3.07	0.00	N	Arm 14 Ahead	Inf	100.0 %	2062	2062
3/3 (A41 East Entry)	3.14	0.00	N	Arm 14 Ahead	Inf	100.0 %	2069	2069
4/1 (Site Access Entry)	3.50	0.00	Y	Arm 10 Left	25.00	100.0 %	1854	1854
4/2 (Site Access Entry)	3.50	0.00	N	Arm 15 Ahead	Inf	100.0 %	2105	2105
4/3 (Site Access Entry)	3.50	0.00	N	Arm 15 Ahead	Inf	100.0 %	2105	2105
5/1 (A41 West Entry)	2.80	0.00	Y	Arm 6 Left Arm 11 Ahead	27.00 Inf	33.3 % 66.7 %	1861	1861
5/2 (A41 West Entry)	3.00	0.00	N	Arm 11 Ahead	Inf	100.0 %	2055	2055
5/3 (A41 West Entry)	3.00	0.00	N	Arm 11 Ahead	Inf	100.0 %	2055	2055
6/1 (B4100 London Road Exit)	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980
6/2 (B4100 London Road Exit)	3.65	0.00	N	Arm 20 Ahead	Inf	100.0 %	2120	2120
7/1 (A4421 Exit)	3.60	0.00	Y	Arm 17 Ahead	Inf	100.0 %	1975	1975
7/2 (A4421 Exit)	3.60	0.00	N	Arm 17 Ahead	Inf	100.0 %	2115	2115
8/1 (A41 East Exit)	3.50	0.00	Y	Arm 16 Ahead	Inf	100.0 %	1965	1965
8/2 (A41 East Exit)	3.50	0.00	N	Arm 16 Ahead	Inf	100.0 %	2105	2105
9/1 (Site Access Exit)	3.25	0.00	Y	Arm 18 Ahead	Inf	100.0 %	1940	1940

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10/1 (A41 West Exit)	3.65	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1980	1980
10/2 (A41 West Exit)	3.65	0.00	N	Arm 19 Ahead	Inf	100.0 %	2120	2120
11/1	4.20	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2035	2035
11/2	4.20	0.00	N	Arm 7 Ahead	Inf	63.1 %	2136	2136
				Arm 12 Right	30.00	36.9 %		
11/3	4.20	0.00	N	Arm 12 Right	27.00	100.0 %	2061	2061
12/1	4.20	0.00	Y	Arm 8 Ahead	Inf	100.0 %	2035	2035
12/2	4.20	0.00	N	Arm 8 Ahead	Inf	100.0 %	2175	2175
12/3	4.20	0.00	N	Arm 13 Right	27.00	100.0 %	2061	2061
13/1	4.20	0.00	Y	Arm 9 Ahead	Inf	100.0 %	2035	2035
13/2	4.20	0.00	N	Arm 14 Right	30.00	100.0 %	2071	2071
13/3	4.20	0.00	N	Arm 14 Right	27.00	100.0 %	2061	2061
14/1	4.20	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2035	2035
14/2	4.20	0.00	N	Arm 10 Ahead	Inf	85.1 %	2159	2159
				Arm 15 Right	30.00	14.9 %		
14/3	4.20	0.00	N	Arm 15 Right	27.00	100.0 %	2061	2061
15/1	4.20	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2035	2035
15/2	4.20	0.00	N	Arm 6 Ahead	Inf	75.8 %	2149	2149
				Arm 11 Right	30.00	24.2 %		
15/3	4.20	0.00	N	Arm 11 Right	27.00	100.0 %	2061	2061
16/1 (41 Exit 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
16/2 (41 Exit 2 Lane 2)	Infinite Saturation Flow						Inf	Inf
17/1	3.63	0.00	Y				1978	1978
17/2	3.63	0.00	Y				1978	1978
18/1	4.00	0.00	Y				2015	2015
19/1	3.65	0.00	Y				1980	1980
19/2	3.65	0.00	Y				1980	1980
20/1	3.65	0.00	Y				1980	1980
20/2	3.65	0.00	Y				1980	1980

Scenario 5: 'AM Base + Dev 2026' (FG5: 'AM Base +Dev 2026', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	30	104	65	106	305
	B	36	0	117	202	355	710
	C	122	50	0	8	767	947
	D	48	166	4	0	242	460
	E	165	315	693	204	0	1377
	Tot.	371	561	918	479	1470	3799

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Traffic Lane Flows

Lane	Scenario 5: AM Base + Dev 2026
Junction: Rodney House Roundabout	
1/1 (short)	30
1/2 (with short)	134(In) 104(Out)
1/3	171
2/1 (short)	117
2/2 (with short)	418(In) 301(Out)
2/3	292
3/1 (short)	396
3/2 (with short)	776(In) 380(Out)
3/3	171
4/1 (short)	242
4/2 (with short)	317(In) 75(Out)
4/3	143
5/1 (short)	412
5/2 (with short)	872(In) 460(Out)
5/3	505
6/1	148
6/2	223
7/1	295
7/2	266
8/1	477
8/2	441
9/1	479
10/1	680
10/2	790
11/1	281
11/2	643
11/3	508
12/1	431
12/2	370
12/3	375
13/1	471
13/2	169
13/3	328

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14/1	557
14/2	673
14/3	206
15/1	47
15/2	193
15/3	186
16/1	477
16/2	441
17/1	295
17/2	266
18/1	479
19/1	680
19/2	790
20/1	148
20/2	223

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Lane Saturation Flows

Junction: Rodney House Roundabout								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B4100 London Road Entry)	3.50	0.00	Y	Arm 7 Left	25.00	100.0 %	1854	1854
1/2 (B4100 London Road Entry)	3.30	0.00	N	Arm 12 Ahead	Inf	100.0 %	2085	2085
1/3 (B4100 London Road Entry)	3.50	0.00	N	Arm 12 Ahead	Inf	100.0 %	2105	2105
2/1 (A4421 Entry)	3.25	0.00	Y	Arm 8 Left	22.00	100.0 %	1816	1816
2/2 (A4421 Entry)	3.25	0.00	N	Arm 13 Ahead	Inf	100.0 %	2080	2080
2/3 (A4421 Entry)	3.25	0.00	N	Arm 13 Ahead	Inf	100.0 %	2080	2080
3/1 (A41 East Entry)	3.14	0.00	Y	Arm 9 Left Arm 14 Ahead	23.00 Inf	2.0 % 98.0 %	1926	1926
3/2 (A41 East Entry)	3.07	0.00	N	Arm 14 Ahead	Inf	100.0 %	2062	2062
3/3 (A41 East Entry)	3.14	0.00	N	Arm 14 Ahead	Inf	100.0 %	2069	2069
4/1 (Site Access Entry)	3.50	0.00	Y	Arm 10 Left	25.00	100.0 %	1854	1854
4/2 (Site Access Entry)	3.50	0.00	N	Arm 15 Ahead	Inf	100.0 %	2105	2105
4/3 (Site Access Entry)	3.50	0.00	N	Arm 15 Ahead	Inf	100.0 %	2105	2105
5/1 (A41 West Entry)	2.80	0.00	Y	Arm 6 Left Arm 11 Ahead	27.00 Inf	40.0 % 60.0 %	1854	1854
5/2 (A41 West Entry)	3.00	0.00	N	Arm 11 Ahead	Inf	100.0 %	2055	2055
5/3 (A41 West Entry)	3.00	0.00	N	Arm 11 Ahead	Inf	100.0 %	2055	2055
6/1 (B4100 London Road Exit)	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980
6/2 (B4100 London Road Exit)	3.65	0.00	N	Arm 20 Ahead	Inf	100.0 %	2120	2120
7/1 (A4421 Exit)	3.60	0.00	Y	Arm 17 Ahead	Inf	100.0 %	1975	1975
7/2 (A4421 Exit)	3.60	0.00	N	Arm 17 Ahead	Inf	100.0 %	2115	2115
8/1 (A41 East Exit)	3.50	0.00	Y	Arm 16 Ahead	Inf	100.0 %	1965	1965
8/2 (A41 East Exit)	3.50	0.00	N	Arm 16 Ahead	Inf	100.0 %	2105	2105
9/1 (Site Access Exit)	3.25	0.00	Y	Arm 18 Ahead	Inf	100.0 %	1940	1940

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10/1 (A41 West Exit)	3.65	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1980	1980
10/2 (A41 West Exit)	3.65	0.00	N	Arm 19 Ahead	Inf	100.0 %	2120	2120
11/1	4.20	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2035	2035
11/2	4.20	0.00	N	Arm 7 Ahead	Inf	38.9 %	2111	2111
				Arm 12 Right	30.00	61.1 %		
11/3	4.20	0.00	N	Arm 12 Right	27.00	100.0 %	2061	2061
12/1	4.20	0.00	Y	Arm 8 Ahead	Inf	100.0 %	2035	2035
12/2	4.20	0.00	N	Arm 8 Ahead	Inf	100.0 %	2175	2175
12/3	4.20	0.00	N	Arm 13 Right	27.00	100.0 %	2061	2061
13/1	4.20	0.00	Y	Arm 9 Ahead	Inf	100.0 %	2035	2035
13/2	4.20	0.00	N	Arm 14 Right	30.00	100.0 %	2071	2071
13/3	4.20	0.00	N	Arm 14 Right	27.00	100.0 %	2061	2061
14/1	4.20	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2035	2035
14/2	4.20	0.00	N	Arm 10 Ahead	Inf	99.7 %	2175	2175
				Arm 15 Right	30.00	0.3 %		
14/3	4.20	0.00	N	Arm 15 Right	27.00	100.0 %	2061	2061
15/1	4.20	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2035	2035
15/2	4.20	0.00	N	Arm 6 Ahead	Inf	82.4 %	2156	2156
				Arm 11 Right	30.00	17.6 %		
15/3	4.20	0.00	N	Arm 11 Right	27.00	100.0 %	2061	2061
16/1 (41 Exit 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
16/2 (41 Exit 2 Lane 2)	Infinite Saturation Flow						Inf	Inf
17/1	3.63	0.00	Y				1978	1978
17/2	3.63	0.00	Y				1978	1978
18/1	4.00	0.00	Y				2015	2015
19/1	3.65	0.00	Y				1980	1980
19/2	3.65	0.00	Y				1980	1980
20/1	3.65	0.00	Y				1980	1980
20/2	3.65	0.00	Y				1980	1980

Scenario 6: 'PM Base + Dev 2026' (FG6: 'PM Base + Dev 2026', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	169	145	56	151	521
	B	17	0	51	148	309	525
	C	186	118	0	3	699	1006
	D	47	165	4	0	179	395
	E	132	479	773	219	0	1603
	Tot.	382	931	973	426	1338	4050

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: PM Base + Dev 2026
Junction: Rodney House Roundabout	
1/1 (short)	169
1/2 (with short)	314(In) 145(Out)
1/3	207
2/1 (short)	51
2/2 (with short)	289(In) 238(Out)
2/3	236
3/1 (short)	367
3/2 (with short)	742(In) 375(Out)
3/3	264
4/1 (short)	179
4/2 (with short)	247(In) 68(Out)
4/3	148
5/1 (short)	493
5/2 (with short)	1021(In) 528(Out)
5/3	582
6/1	168
6/2	214
7/1	489
7/2	442
8/1	482
8/2	491
9/1	426
10/1	633
10/2	705
11/1	439
11/2	734
11/3	585
12/1	462
12/2	460
12/3	426
13/1	423
13/2	186
13/3	291

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14/1	550
14/2	658
14/3	272
15/1	96
15/2	232
15/3	209
16/1	482
16/2	491
17/1	489
17/2	442
18/1	426
19/1	633
19/2	705
20/1	168
20/2	214

Full Input Data And Results

Lane Saturation Flows

Junction: Rodney House Roundabout								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B4100 London Road Entry)	3.50	0.00	Y	Arm 7 Left	25.00	100.0 %	1854	1854
1/2 (B4100 London Road Entry)	3.30	0.00	N	Arm 12 Ahead	Inf	100.0 %	2085	2085
1/3 (B4100 London Road Entry)	3.50	0.00	N	Arm 12 Ahead	Inf	100.0 %	2105	2105
2/1 (A4421 Entry)	3.25	0.00	Y	Arm 8 Left	22.00	100.0 %	1816	1816
2/2 (A4421 Entry)	3.25	0.00	N	Arm 13 Ahead	Inf	100.0 %	2080	2080
2/3 (A4421 Entry)	3.25	0.00	N	Arm 13 Ahead	Inf	100.0 %	2080	2080
3/1 (A41 East Entry)	3.14	0.00	Y	Arm 9 Left Arm 14 Ahead	23.00 Inf	0.8 % 99.2 %	1928	1928
3/2 (A41 East Entry)	3.07	0.00	N	Arm 14 Ahead	Inf	100.0 %	2062	2062
3/3 (A41 East Entry)	3.14	0.00	N	Arm 14 Ahead	Inf	100.0 %	2069	2069
4/1 (Site Access Entry)	3.50	0.00	Y	Arm 10 Left	25.00	100.0 %	1854	1854
4/2 (Site Access Entry)	3.50	0.00	N	Arm 15 Ahead	Inf	100.0 %	2105	2105
4/3 (Site Access Entry)	3.50	0.00	N	Arm 15 Ahead	Inf	100.0 %	2105	2105
5/1 (A41 West Entry)	2.80	0.00	Y	Arm 6 Left Arm 11 Ahead	27.00 Inf	26.8 % 73.2 %	1867	1867
5/2 (A41 West Entry)	3.00	0.00	N	Arm 11 Ahead	Inf	100.0 %	2055	2055
5/3 (A41 West Entry)	3.00	0.00	N	Arm 11 Ahead	Inf	100.0 %	2055	2055
6/1 (B4100 London Road Exit)	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980
6/2 (B4100 London Road Exit)	3.65	0.00	N	Arm 20 Ahead	Inf	100.0 %	2120	2120
7/1 (A4421 Exit)	3.60	0.00	Y	Arm 17 Ahead	Inf	100.0 %	1975	1975
7/2 (A4421 Exit)	3.60	0.00	N	Arm 17 Ahead	Inf	100.0 %	2115	2115
8/1 (A41 East Exit)	3.50	0.00	Y	Arm 16 Ahead	Inf	100.0 %	1965	1965
8/2 (A41 East Exit)	3.50	0.00	N	Arm 16 Ahead	Inf	100.0 %	2105	2105
9/1 (Site Access Exit)	3.25	0.00	Y	Arm 18 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

10/1 (A41 West Exit)	3.65	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1980	1980
10/2 (A41 West Exit)	3.65	0.00	N	Arm 19 Ahead	Inf	100.0 %	2120	2120
11/1	4.20	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2035	2035
11/2	4.20	0.00	N	Arm 7 Ahead	Inf	44.0 %	2116	2116
				Arm 12 Right	30.00	56.0 %		
11/3	4.20	0.00	N	Arm 12 Right	27.00	100.0 %	2061	2061
12/1	4.20	0.00	Y	Arm 8 Ahead	Inf	100.0 %	2035	2035
12/2	4.20	0.00	N	Arm 8 Ahead	Inf	100.0 %	2175	2175
12/3	4.20	0.00	N	Arm 13 Right	27.00	100.0 %	2061	2061
13/1	4.20	0.00	Y	Arm 9 Ahead	Inf	100.0 %	2035	2035
13/2	4.20	0.00	N	Arm 14 Right	30.00	100.0 %	2071	2071
13/3	4.20	0.00	N	Arm 14 Right	27.00	100.0 %	2061	2061
14/1	4.20	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2035	2035
14/2	4.20	0.00	N	Arm 10 Ahead	Inf	92.6 %	2167	2167
				Arm 15 Right	30.00	7.4 %		
14/3	4.20	0.00	N	Arm 15 Right	27.00	100.0 %	2061	2061
15/1	4.20	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2035	2035
15/2	4.20	0.00	N	Arm 6 Ahead	Inf	66.4 %	2139	2139
				Arm 11 Right	30.00	33.6 %		
15/3	4.20	0.00	N	Arm 11 Right	27.00	100.0 %	2061	2061
16/1 (41 Exit 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
16/2 (41 Exit 2 Lane 2)	Infinite Saturation Flow						Inf	Inf
17/1	3.63	0.00	Y				1978	1978
17/2	3.63	0.00	Y				1978	1978
18/1	4.00	0.00	Y				2015	2015
19/1	3.65	0.00	Y				1980	1980
19/2	3.65	0.00	Y				1980	1980
20/1	3.65	0.00	Y				1980	1980
20/2	3.65	0.00	Y				1980	1980

Scenario 7: 'AM Base + Dev 2031' (FG7: 'AM Base + Dev 2031', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	29	130	90	85	334
	B	37	0	122	255	276	690
	C	135	54	0	8	529	726
	D	52	136	4	0	195	387
	E	175	302	508	159	0	1144
	Tot.	399	521	764	512	1085	3281

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: AM Base + Dev 2031
Junction: Rodney House Roundabout	
1/1 (short)	29
1/2 (with short)	159(In) 130(Out)
1/3	175
2/1 (short)	122
2/2 (with short)	415(In) 293(Out)
2/3	275
3/1 (short)	297
3/2 (with short)	554(In) 257(Out)
3/3	172
4/1 (short)	195
4/2 (with short)	261(In) 66(Out)
4/3	126
5/1 (short)	368
5/2 (with short)	724(In) 356(Out)
5/3	420
6/1	174
6/2	225
7/1	227
7/2	294
8/1	371
8/2	393
9/1	512
10/1	482
10/2	603
11/1	221
11/2	519
11/3	423
12/1	316
12/2	326
12/3	334
13/1	504
13/2	101
13/3	297

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14/1	390
14/2	518
14/3	208
15/1	67
15/2	185
15/3	166
16/1	371
16/2	393
17/1	227
17/2	294
18/1	512
19/1	482
19/2	603
20/1	174
20/2	225

Full Input Data And Results

Lane Saturation Flows

Junction: Rodney House Roundabout								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B4100 London Road Entry)	3.50	0.00	Y	Arm 7 Left	25.00	100.0 %	1854	1854
1/2 (B4100 London Road Entry)	3.30	0.00	N	Arm 12 Ahead	Inf	100.0 %	2085	2085
1/3 (B4100 London Road Entry)	3.50	0.00	N	Arm 12 Ahead	Inf	100.0 %	2105	2105
2/1 (A4421 Entry)	3.25	0.00	Y	Arm 8 Left	22.00	100.0 %	1816	1816
2/2 (A4421 Entry)	3.25	0.00	N	Arm 13 Ahead	Inf	100.0 %	2080	2080
2/3 (A4421 Entry)	3.25	0.00	N	Arm 13 Ahead	Inf	100.0 %	2080	2080
3/1 (A41 East Entry)	3.14	0.00	Y	Arm 9 Left Arm 14 Ahead	23.00 Inf	2.7 % 97.3 %	1926	1926
3/2 (A41 East Entry)	3.07	0.00	N	Arm 14 Ahead	Inf	100.0 %	2062	2062
3/3 (A41 East Entry)	3.14	0.00	N	Arm 14 Ahead	Inf	100.0 %	2069	2069
4/1 (Site Access Entry)	3.50	0.00	Y	Arm 10 Left	25.00	100.0 %	1854	1854
4/2 (Site Access Entry)	3.50	0.00	N	Arm 15 Ahead	Inf	100.0 %	2105	2105
4/3 (Site Access Entry)	3.50	0.00	N	Arm 15 Ahead	Inf	100.0 %	2105	2105
5/1 (A41 West Entry)	2.80	0.00	Y	Arm 6 Left Arm 11 Ahead	27.00 Inf	47.6 % 52.4 %	1846	1846
5/2 (A41 West Entry)	3.00	0.00	N	Arm 11 Ahead	Inf	100.0 %	2055	2055
5/3 (A41 West Entry)	3.00	0.00	N	Arm 11 Ahead	Inf	100.0 %	2055	2055
6/1 (B4100 London Road Exit)	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980
6/2 (B4100 London Road Exit)	3.65	0.00	N	Arm 20 Ahead	Inf	100.0 %	2120	2120
7/1 (A4421 Exit)	3.60	0.00	Y	Arm 17 Ahead	Inf	100.0 %	1975	1975
7/2 (A4421 Exit)	3.60	0.00	N	Arm 17 Ahead	Inf	100.0 %	2115	2115
8/1 (A41 East Exit)	3.50	0.00	Y	Arm 16 Ahead	Inf	100.0 %	1965	1965
8/2 (A41 East Exit)	3.50	0.00	N	Arm 16 Ahead	Inf	100.0 %	2105	2105
9/1 (Site Access Exit)	3.25	0.00	Y	Arm 18 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

10/1 (A41 West Exit)	3.65	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1980	1980
10/2 (A41 West Exit)	3.65	0.00	N	Arm 19 Ahead	Inf	100.0 %	2120	2120
11/1	4.20	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2035	2035
11/2	4.20	0.00	N	Arm 7 Ahead	Inf	52.2 %	2124	2124
				Arm 12 Right	30.00	47.8 %		
11/3	4.20	0.00	N	Arm 12 Right	27.00	100.0 %	2061	2061
12/1	4.20	0.00	Y	Arm 8 Ahead	Inf	100.0 %	2035	2035
12/2	4.20	0.00	N	Arm 8 Ahead	Inf	100.0 %	2175	2175
12/3	4.20	0.00	N	Arm 13 Right	27.00	100.0 %	2061	2061
13/1	4.20	0.00	Y	Arm 9 Ahead	Inf	100.0 %	2035	2035
13/2	4.20	0.00	N	Arm 14 Right	30.00	100.0 %	2071	2071
13/3	4.20	0.00	N	Arm 14 Right	27.00	100.0 %	2061	2061
14/1	4.20	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2035	2035
14/2	4.20	0.00	N	Arm 10 Ahead	Inf	96.5 %	2171	2171
				Arm 15 Right	30.00	3.5 %		
14/3	4.20	0.00	N	Arm 15 Right	27.00	100.0 %	2061	2061
15/1	4.20	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2035	2035
15/2	4.20	0.00	N	Arm 6 Ahead	Inf	84.9 %	2159	2159
				Arm 11 Right	30.00	15.1 %		
15/3	4.20	0.00	N	Arm 11 Right	27.00	100.0 %	2061	2061
16/1 (41 Exit 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
16/2 (41 Exit 2 Lane 2)	Infinite Saturation Flow						Inf	Inf
17/1	3.63	0.00	Y				1978	1978
17/2	3.63	0.00	Y				1978	1978
18/1	4.00	0.00	Y				2015	2015
19/1	3.65	0.00	Y				1980	1980
19/2	3.65	0.00	Y				1980	1980
20/1	3.65	0.00	Y				1980	1980
20/2	3.65	0.00	Y				1980	1980

Full Input Data And Results

Scenario 8: 'PM Base + Dev 2031' (FG8: 'PM Base + Dev 2031', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	140	203	96	127	566
	B	18	0	51	188	232	489
	C	247	131	0	45	580	1003
	D	56	145	4	0	167	372
	E	142	489	569	139	0	1339
	Tot.	463	905	827	468	1106	3769

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: PM Base + Dev 2031
Junction: Rodney House Roundabout	
1/1 (short)	140
1/2 (with short)	343(In) 203(Out)
1/3	223
2/1 (short)	51
2/2 (with short)	285(In) 234(Out)
2/3	204
3/1 (short)	355
3/2 (with short)	699(In) 344(Out)
3/3	304
4/1 (short)	167
4/2 (with short)	240(In) 73(Out)
4/3	132
5/1 (short)	431
5/2 (with short)	860(In) 429(Out)
5/3	479
6/1	231
6/2	232
7/1	413
7/2	492
8/1	389
8/2	438
9/1	468
10/1	510
10/2	596
11/1	354
11/2	641
11/3	482
12/1	361
12/2	415
12/3	362
13/1	423
13/2	125
13/3	252

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14/1	435
14/2	589
14/3	311
15/1	139
15/2	247
15/3	215
16/1	389
16/2	438
17/1	413
17/2	492
18/1	468
19/1	510
19/2	596
20/1	231
20/2	232

Full Input Data And Results

Lane Saturation Flows

Junction: Rodney House Roundabout								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B4100 London Road Entry)	3.50	0.00	Y	Arm 7 Left	25.00	100.0 %	1854	1854
1/2 (B4100 London Road Entry)	3.30	0.00	N	Arm 12 Ahead	Inf	100.0 %	2085	2085
1/3 (B4100 London Road Entry)	3.50	0.00	N	Arm 12 Ahead	Inf	100.0 %	2105	2105
2/1 (A4421 Entry)	3.25	0.00	Y	Arm 8 Left	22.00	100.0 %	1816	1816
2/2 (A4421 Entry)	3.25	0.00	N	Arm 13 Ahead	Inf	100.0 %	2080	2080
2/3 (A4421 Entry)	3.25	0.00	N	Arm 13 Ahead	Inf	100.0 %	2080	2080
3/1 (A41 East Entry)	3.14	0.00	Y	Arm 9 Left Arm 14 Ahead	23.00 Inf	12.7 % 87.3 %	1913	1913
3/2 (A41 East Entry)	3.07	0.00	N	Arm 14 Ahead	Inf	100.0 %	2062	2062
3/3 (A41 East Entry)	3.14	0.00	N	Arm 14 Ahead	Inf	100.0 %	2069	2069
4/1 (Site Access Entry)	3.50	0.00	Y	Arm 10 Left	25.00	100.0 %	1854	1854
4/2 (Site Access Entry)	3.50	0.00	N	Arm 15 Ahead	Inf	100.0 %	2105	2105
4/3 (Site Access Entry)	3.50	0.00	N	Arm 15 Ahead	Inf	100.0 %	2105	2105
5/1 (A41 West Entry)	2.80	0.00	Y	Arm 6 Left Arm 11 Ahead	27.00 Inf	32.9 % 67.1 %	1861	1861
5/2 (A41 West Entry)	3.00	0.00	N	Arm 11 Ahead	Inf	100.0 %	2055	2055
5/3 (A41 West Entry)	3.00	0.00	N	Arm 11 Ahead	Inf	100.0 %	2055	2055
6/1 (B4100 London Road Exit)	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980
6/2 (B4100 London Road Exit)	3.65	0.00	N	Arm 20 Ahead	Inf	100.0 %	2120	2120
7/1 (A4421 Exit)	3.60	0.00	Y	Arm 17 Ahead	Inf	100.0 %	1975	1975
7/2 (A4421 Exit)	3.60	0.00	N	Arm 17 Ahead	Inf	100.0 %	2115	2115
8/1 (A41 East Exit)	3.50	0.00	Y	Arm 16 Ahead	Inf	100.0 %	1965	1965
8/2 (A41 East Exit)	3.50	0.00	N	Arm 16 Ahead	Inf	100.0 %	2105	2105
9/1 (Site Access Exit)	3.25	0.00	Y	Arm 18 Ahead	Inf	100.0 %	1940	1940

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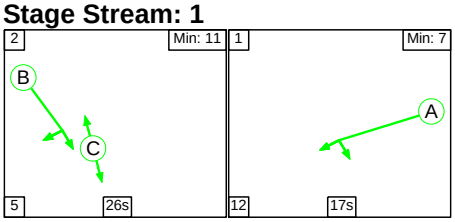
10/1 (A41 West Exit)	3.65	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1980	1980
10/2 (A41 West Exit)	3.65	0.00	N	Arm 19 Ahead	Inf	100.0 %	2120	2120
11/1	4.20	0.00	Y	Arm 7 Ahead	Inf	100.0 %	2035	2035
11/2	4.20	0.00	N	Arm 7 Ahead	Inf	64.1 %	2137	2137
				Arm 12 Right	30.00	35.9 %		
11/3	4.20	0.00	N	Arm 12 Right	27.00	100.0 %	2061	2061
12/1	4.20	0.00	Y	Arm 8 Ahead	Inf	100.0 %	2035	2035
12/2	4.20	0.00	N	Arm 8 Ahead	Inf	100.0 %	2175	2175
12/3	4.20	0.00	N	Arm 13 Right	27.00	100.0 %	2061	2061
13/1	4.20	0.00	Y	Arm 9 Ahead	Inf	100.0 %	2035	2035
13/2	4.20	0.00	N	Arm 14 Right	30.00	100.0 %	2071	2071
13/3	4.20	0.00	N	Arm 14 Right	27.00	100.0 %	2061	2061
14/1	4.20	0.00	Y	Arm 10 Ahead	Inf	100.0 %	2035	2035
14/2	4.20	0.00	N	Arm 10 Ahead	Inf	85.6 %	2159	2159
				Arm 15 Right	30.00	14.4 %		
14/3	4.20	0.00	N	Arm 15 Right	27.00	100.0 %	2061	2061
15/1	4.20	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2035	2035
15/2	4.20	0.00	N	Arm 6 Ahead	Inf	73.7 %	2147	2147
				Arm 11 Right	30.00	26.3 %		
15/3	4.20	0.00	N	Arm 11 Right	27.00	100.0 %	2061	2061
16/1 (41 Exit 2 Lane 1)	Infinite Saturation Flow						Inf	Inf
16/2 (41 Exit 2 Lane 2)	Infinite Saturation Flow						Inf	Inf
17/1	3.63	0.00	Y				1978	1978
17/2	3.63	0.00	Y				1978	1978
18/1	4.00	0.00	Y				2015	2015
19/1	3.65	0.00	Y				1980	1980
19/2	3.65	0.00	Y				1980	1980
20/1	3.65	0.00	Y				1980	1980
20/2	3.65	0.00	Y				1980	1980

Scenario 1: 'AM Base 2026' (FG1: 'AM Base 2026', Plan 1: 'Network Control Plan 1')

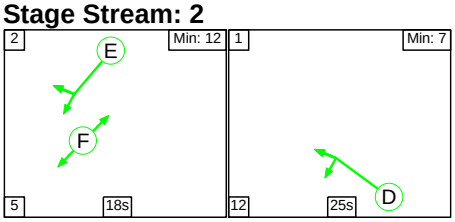
Stage Sequence Diagram

Stage Stream: 1

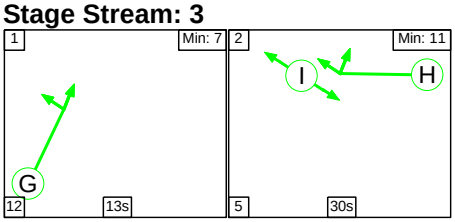


Full Input Data And Results

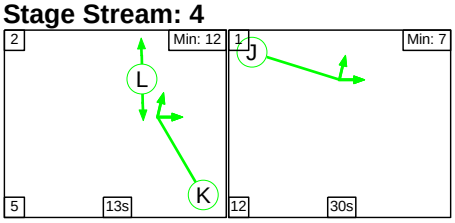
Stage Stream: 2



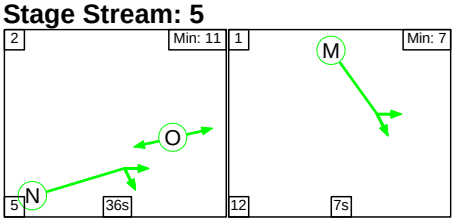
Stage Stream: 3



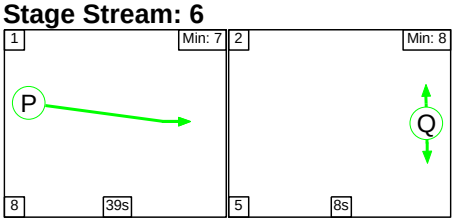
Stage Stream: 4



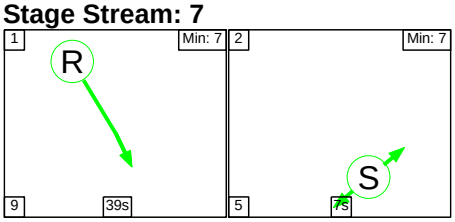
Stage Stream: 5



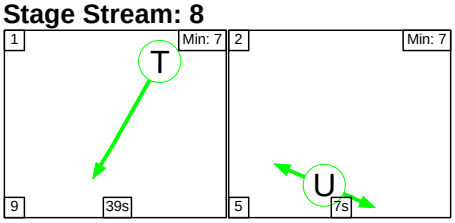
Stage Stream: 6



Stage Stream: 7

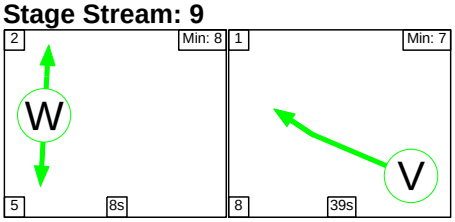


Stage Stream: 8

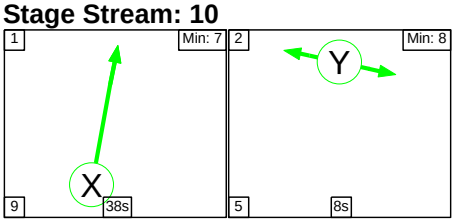


Full Input Data And Results

Stage Stream: 9



Stage Stream: 10



Stage Timings

Stage Stream: 1

Stage	2	1
Duration	26	17
Change Point	45	16

Stage Stream: 2

Stage	2	1
Duration	18	25
Change Point	13	36

Stage Stream: 3

Stage	1	2
Duration	13	30
Change Point	4	29

Stage Stream: 4

Stage	2	1
Duration	13	30
Change Point	14	32

Stage Stream: 5

Stage	2	1
Duration	36	7
Change Point	11	52

Stage Stream: 6

Stage	1	2
Duration	39	8
Change Point	47	34

Full Input Data And Results

Stage Stream: 7

Stage	1	2
Duration	39	7
Change Point	48	36

Stage Stream: 8

Stage	1	2
Duration	39	7
Change Point	13	1

Stage Stream: 9

Stage	2	1
Duration	8	39
Change Point	15	28

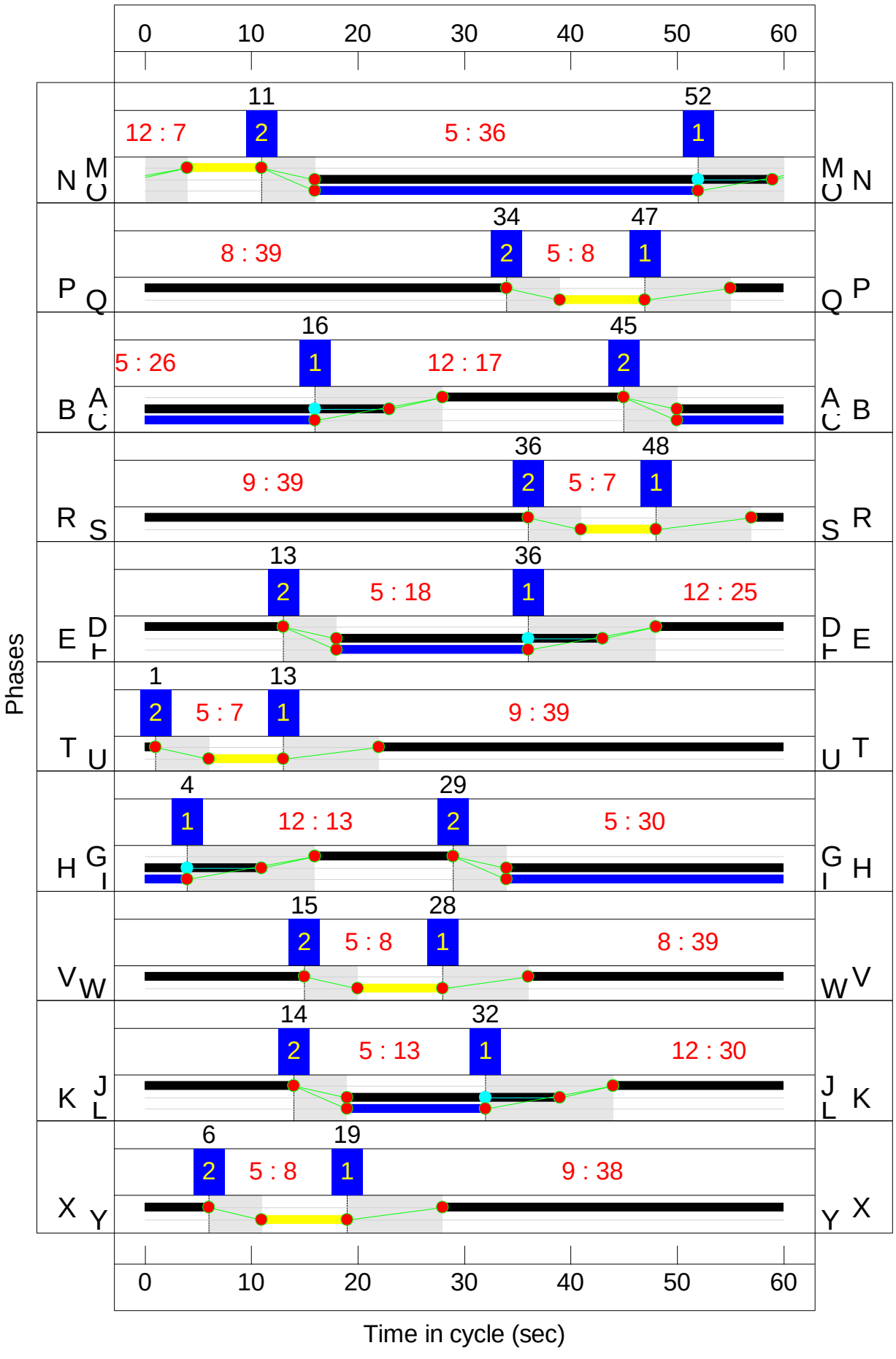
Stage Stream: 10

Stage	1	2
Duration	38	8
Change Point	19	6

Full Input Data And Results

Signal Timings Diagram

Full Input Data And Results

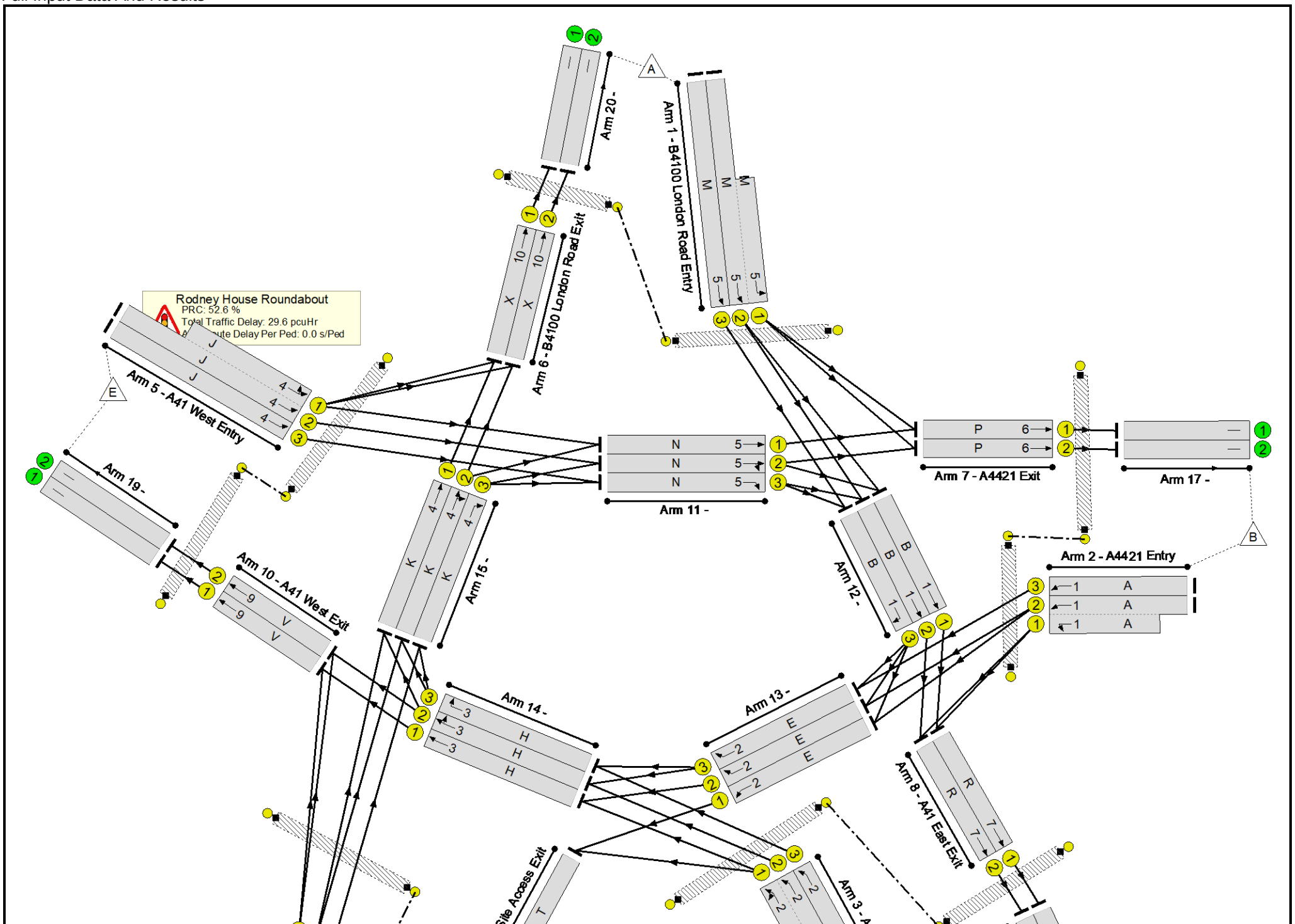


Full Input Data And Results

Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A41 Rodney House Roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**59.0%**
Rodney House Roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**59.0%**
1/2+1/1	B4100 London Road Entry Left Ahead	U	5	N/A	M		1	7	-	134	2085:1854	358	37.4%
1/3	B4100 London Road Entry Ahead	U	5	N/A	M		1	7	-	139	2105	281	49.5%
2/2+2/1	A4421 Entry Left Ahead	U	1	N/A	A		1	17	-	372	2080:1816	910	40.9%
2/3	A4421 Entry Ahead	U	1	N/A	A		1	17	-	262	2080	624	42.0%
3/2+3/1	A41 East Entry Left Ahead	U	2	N/A	D		1	25	-	769	2062:1929	1304	59.0%
3/3	A41 East Entry Ahead	U	2	N/A	D		1	25	-	170	2069	897	19.0%
4/2+4/1	Site Access Entry Left Ahead	U	3	N/A	G		1	13	-	271	2105:1854	507	53.4%
4/3	Site Access Entry Ahead	U	3	N/A	G		1	13	-	116	2105	491	23.6%
5/2+5/1	A41 West Entry Left Ahead	U	4	N/A	J		1	30	-	848	2055:1853	1642	51.6%
5/3	A41 West Entry Ahead	U	4	N/A	J		1	30	-	484	2055	1062	45.6%
6/1	B4100 London Road Exit Ahead	U	10	N/A	X		1	38	-	139	1980	1287	10.8%
6/2	B4100 London Road Exit Ahead	U	10	N/A	X		1	38	-	217	2120	1378	15.7%

Full Input Data And Results

7/1	A4421 Exit Ahead	U	6	N/A	P		1	39	-	275	1975	1317	20.9%
7/2	A4421 Exit Ahead	U	6	N/A	P		1	39	-	252	2115	1410	17.9%
8/1	A41 East Exit Ahead	U	7	N/A	R		1	39	-	450	1965	1310	34.4%
8/2	A41 East Exit Ahead	U	7	N/A	R		1	39	-	464	2105	1403	33.1%
9/1	Site Access Exit Ahead	U	8	N/A	T		1	39	-	318	1940	1293	24.6%
10/1	A41 West Exit Ahead	U	9	N/A	V		1	39	-	683	1980	1320	51.7%
10/2	A41 West Exit Ahead	U	9	N/A	V		1	39	-	767	2120	1413	54.3%
11/1	Ahead	U	5	N/A	N		1	43	-	262	2035	1492	17.6%
11/2	Ahead Right	U	5	N/A	N		1	43	-	603	2111	1548	39.0%
11/3	Right	U	5	N/A	N		1	43	-	484	2061	1511	32.0%
12/1	Ahead	U	1	N/A	B		1	33	-	402	2035	1153	34.9%
12/2	Ahead	U	1	N/A	B		1	33	-	395	2175	1232	32.0%
12/3	Right	U	1	N/A	B		1	33	-	298	2061	1168	25.5%
13/1	Ahead	U	2	N/A	E		1	25	-	318	2035	882	36.1%
13/2	Right	U	2	N/A	E		1	25	-	193	2071	897	21.5%
13/3	Right	U	2	N/A	E		1	25	-	304	2061	893	34.0%
14/1	Ahead	U	3	N/A	H		1	37	-	571	2035	1289	44.3%
14/2	Ahead Right	U	3	N/A	H		1	37	-	660	2175	1378	47.9%
14/3	Right	U	3	N/A	H		1	37	-	205	2061	1305	15.7%
15/1	Ahead	U	4	N/A	K		1	20	-	33	2035	712	4.6%
15/2	Ahead Right	U	4	N/A	K		1	20	-	180	2162	757	23.8%
15/3	Right	U	4	N/A	K		1	20	-	160	2061	721	22.2%
16/1	41 Exit 2	U	N/A	N/A	-		-	-	-	450	Inf	Inf	0.0%
16/2	41 Exit 2	U	N/A	N/A	-		-	-	-	464	Inf	Inf	0.0%
17/1		U	N/A	N/A	-		-	-	-	275	1978	1978	13.9%

Full Input Data And Results

17/2		U	N/A	N/A	-		-	-	-	252	1978	1978	12.7%
18/1		U	N/A	N/A	-		-	-	-	318	2015	2015	15.8%
19/1		U	N/A	N/A	-		-	-	-	683	1980	1980	34.5%
19/2		U	N/A	N/A	-		-	-	-	767	1980	1980	38.7%
20/1		U	N/A	N/A	-		-	-	-	139	1980	1980	7.0%
20/2		U	N/A	N/A	-		-	-	-	217	1980	1980	11.0%
Ped Link: P1	Unnamed Ped Link	-	6	-	Q		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	C		1	26	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	7	-	S		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2	-	F		1	18	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	8	-	U		1	7	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	3	-	I		1	30	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	9	-	W		1	8	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	4	-	L		1	13	-	0	-	0	0.0%
Ped Link: P9	Unnamed Ped Link	-	10	-	Y		1	8	-	0	-	0	0.0%
Ped Link: P10	Unnamed Ped Link	-	5	-	O		1	36	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 Rodney House Roundabout	**-**	**-**	**0**	**0**	**0**	**19.2**	**10.4**	**0.0**	**29.6**	**-**	**-**	**-**	**-**
Rodney House Roundabout	**-**	**-**	**0**	**0**	**0**	**19.2**	**10.4**	**0.0**	**29.6**	**-**	**-**	**-**	**-**
1/2+1/1	134	134	-	-	-	0.9	0.3	-	1.2	31.6	1.6	0.3	1.9
1/3	139	139	-	-	-	0.9	0.5	-	1.4	36.8	2.1	0.5	2.6
2/2+2/1	372	372	-	-	-	1.7	0.3	-	2.0	19.8	3.3	0.3	3.7
2/3	262	262	-	-	-	1.2	0.4	-	1.6	21.8	3.5	0.4	3.9
3/2+3/1	769	769	-	-	-	2.6	0.7	-	3.3	15.3	4.5	0.7	5.2
3/3	170	170	-	-	-	0.5	0.1	-	0.6	13.0	1.7	0.1	1.9
4/2+4/1	271	271	-	-	-	1.5	0.6	-	2.1	27.3	3.2	0.6	3.8
4/3	116	116	-	-	-	0.6	0.2	-	0.8	23.5	1.5	0.2	1.7
5/2+5/1	848	848	-	-	-	2.1	0.5	-	2.6	11.2	4.4	0.5	5.0
5/3	484	484	-	-	-	1.2	0.4	-	1.7	12.3	5.0	0.4	5.4
6/1	139	139	-	-	-	0.1	0.1	-	0.2	4.1	0.4	0.1	0.5
6/2	217	217	-	-	-	0.1	0.1	-	0.2	2.5	0.6	0.1	0.7
7/1	275	275	-	-	-	0.1	0.1	-	0.2	2.4	1.2	0.1	1.4
7/2	252	252	-	-	-	0.1	0.1	-	0.2	3.3	0.7	0.1	0.8
8/1	450	450	-	-	-	0.1	0.3	-	0.3	2.7	1.2	0.3	1.5
8/2	464	464	-	-	-	0.1	0.2	-	0.4	2.9	2.3	0.2	2.6
9/1	318	318	-	-	-	0.0	0.2	-	0.2	1.8	0.0	0.2	0.2
10/1	683	683	-	-	-	0.4	0.5	-	1.0	5.2	2.4	0.5	2.9
10/2	767	767	-	-	-	0.4	0.6	-	1.0	4.8	2.1	0.6	2.7
11/1	262	262	-	-	-	0.2	0.1	-	0.3	3.7	1.2	0.1	1.3
11/2	603	603	-	-	-	0.3	0.3	-	0.7	3.9	2.3	0.3	2.6

Full Input Data And Results

11/3	484	484	-	-	-	0.4	0.2	-	0.6	4.5	2.4	0.2	2.6
12/1	402	402	-	-	-	0.0	0.3	-	0.3	2.5	0.0	0.3	0.3
12/2	395	395	-	-	-	0.0	0.2	-	0.3	2.4	0.1	0.2	0.3
12/3	298	298	-	-	-	0.0	0.2	-	0.2	2.3	0.2	0.2	0.4
13/1	318	318	-	-	-	0.9	0.3	-	1.2	13.1	2.7	0.3	3.0
13/2	193	193	-	-	-	0.2	0.1	-	0.4	6.8	1.3	0.1	1.4
13/3	304	304	-	-	-	0.3	0.3	-	0.5	6.2	1.0	0.3	1.3
14/1	571	571	-	-	-	0.5	0.4	-	0.9	5.7	2.5	0.4	2.9
14/2	660	660	-	-	-	0.5	0.5	-	1.0	5.3	4.6	0.5	5.0
14/3	205	205	-	-	-	0.1	0.1	-	0.2	3.1	0.3	0.1	0.4
15/1	33	33	-	-	-	0.0	0.0	-	0.0	4.6	0.0	0.0	0.1
15/2	180	180	-	-	-	0.9	0.2	-	1.1	21.7	2.6	0.2	2.7
15/3	160	160	-	-	-	0.2	0.1	-	0.4	8.5	1.8	0.1	2.0
16/1	450	450	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/2	464	464	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
17/1	275	275	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
17/2	252	252	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
18/1	318	318	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
19/1	683	683	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
19/2	767	767	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
20/1	139	139	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
20/2	217	217	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P9	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P10	0	0	-	-	-	-	-	-	-	-	-	-	-

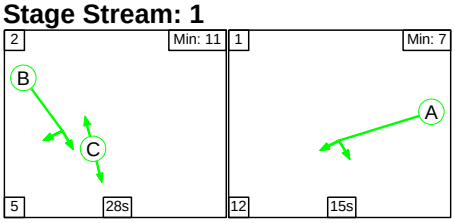
C1	Stream: 1	PRC for Signalled Lanes (%):	114.4	Total Delay for Signalled Lanes (pcuHr):	4.36	Cycle Time (s):	60
C1	Stream: 2	PRC for Signalled Lanes (%):	52.6	Total Delay for Signalled Lanes (pcuHr):	5.93	Cycle Time (s):	60
C1	Stream: 3	PRC for Signalled Lanes (%):	68.5	Total Delay for Signalled Lanes (pcuHr):	4.85	Cycle Time (s):	60
C1	Stream: 4	PRC for Signalled Lanes (%):	74.3	Total Delay for Signalled Lanes (pcuHr):	5.80	Cycle Time (s):	60
C1	Stream: 5	PRC for Signalled Lanes (%):	81.7	Total Delay for Signalled Lanes (pcuHr):	4.12	Cycle Time (s):	60
C1	Stream: 6	PRC for Signalled Lanes (%):	330.9	Total Delay for Signalled Lanes (pcuHr):	0.42	Cycle Time (s):	60
C1	Stream: 7	PRC for Signalled Lanes (%):	162.0	Total Delay for Signalled Lanes (pcuHr):	0.72	Cycle Time (s):	60
C1	Stream: 8	PRC for Signalled Lanes (%):	266.0	Total Delay for Signalled Lanes (pcuHr):	0.16	Cycle Time (s):	60
C1	Stream: 9	PRC for Signalled Lanes (%):	65.8	Total Delay for Signalled Lanes (pcuHr):	2.01	Cycle Time (s):	60
C1	Stream: 10	PRC for Signalled Lanes (%):	471.5	Total Delay for Signalled Lanes (pcuHr):	0.31	Cycle Time (s):	60
		PRC Over All Lanes (%):	52.6	Total Delay Over All Lanes(pcuHr):	29.60		

Full Input Data And Results

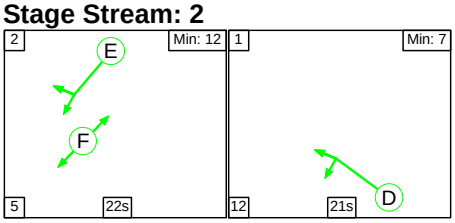
Scenario 2: 'PM Base 2026' (FG2: 'PM Base 2026', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

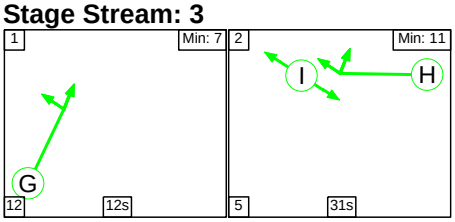
Stage Stream: 1



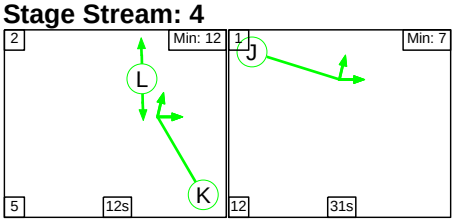
Stage Stream: 2



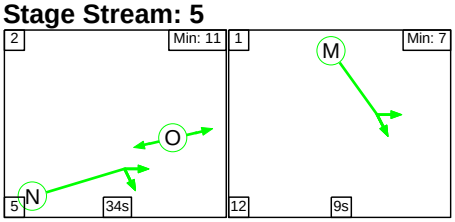
Stage Stream: 3



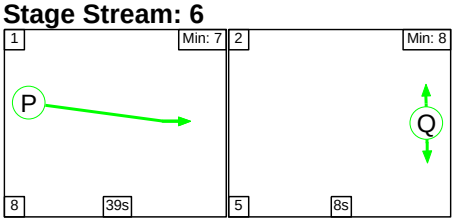
Stage Stream: 4



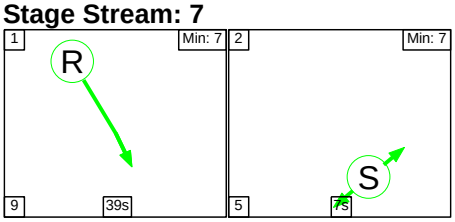
Stage Stream: 5



Stage Stream: 6

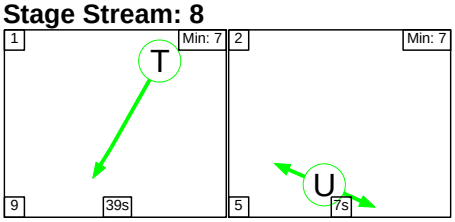


Stage Stream: 7

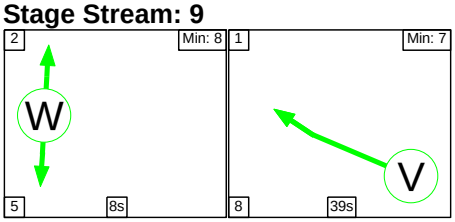


Full Input Data And Results

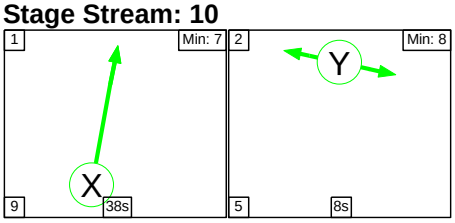
Stage Stream: 8



Stage Stream: 9



Stage Stream: 10



Stage Timings

Stage Stream: 1

Stage	2	1
Duration	28	15
Change Point	3	36

Stage Stream: 2

Stage	2	1
Duration	22	21
Change Point	45	12

Stage Stream: 3

Stage	1	2
Duration	12	31
Change Point	40	4

Stage Stream: 4

Stage	2	1
Duration	12	31
Change Point	37	54

Stage Stream: 5

Stage	2	1
Duration	34	9
Change Point	2	41

Full Input Data And Results

Stage Stream: 6

Stage	1	2
Duration	39	8
Change Point	42	29

Stage Stream: 7

Stage	1	2
Duration	39	7
Change Point	5	53

Stage Stream: 8

Stage	1	2
Duration	39	7
Change Point	45	33

Stage Stream: 9

Stage	2	1
Duration	8	39
Change Point	52	5

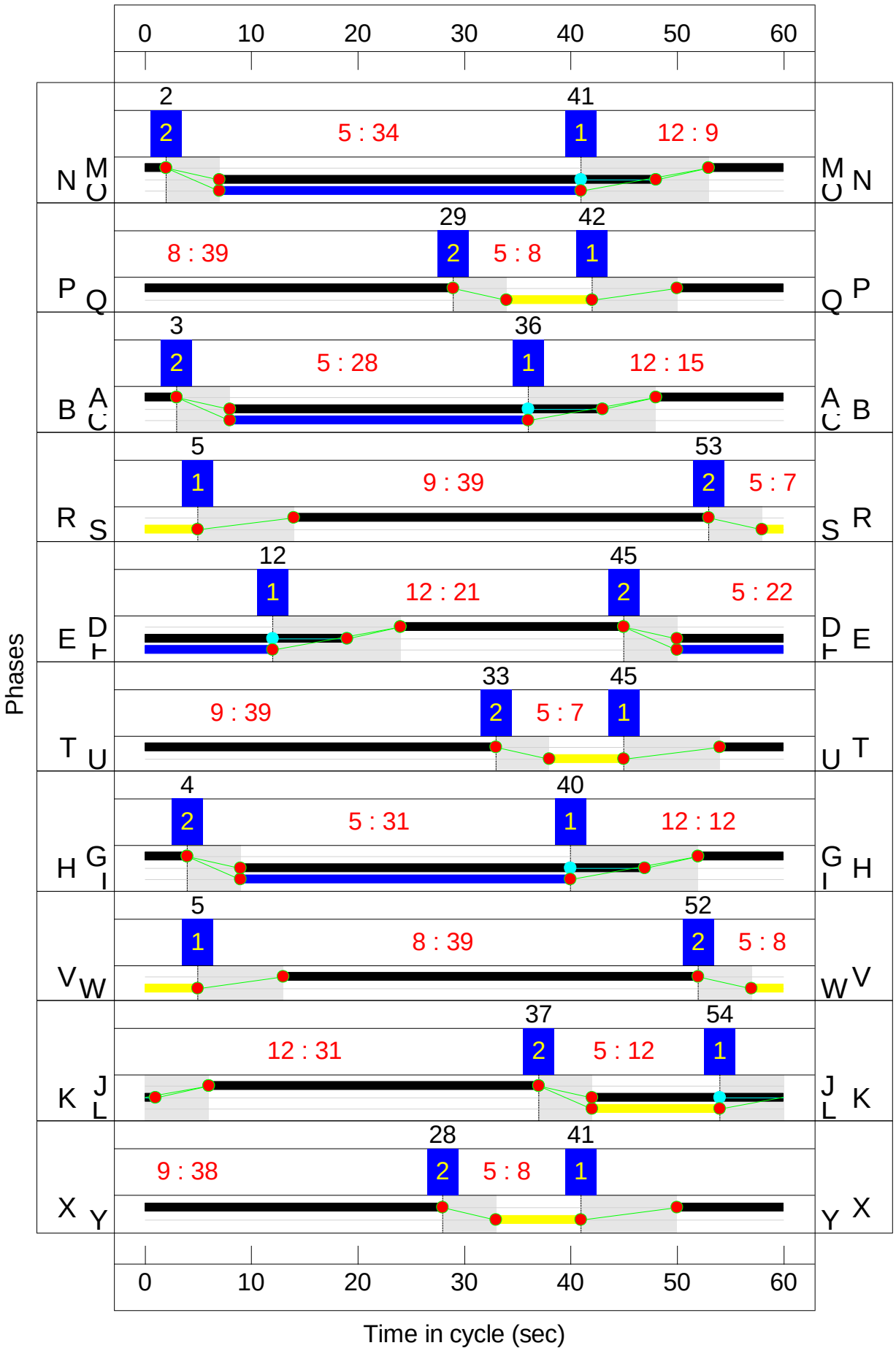
Stage Stream: 10

Stage	1	2
Duration	38	8
Change Point	41	28

Full Input Data And Results

Signal Timings Diagram

Full Input Data And Results

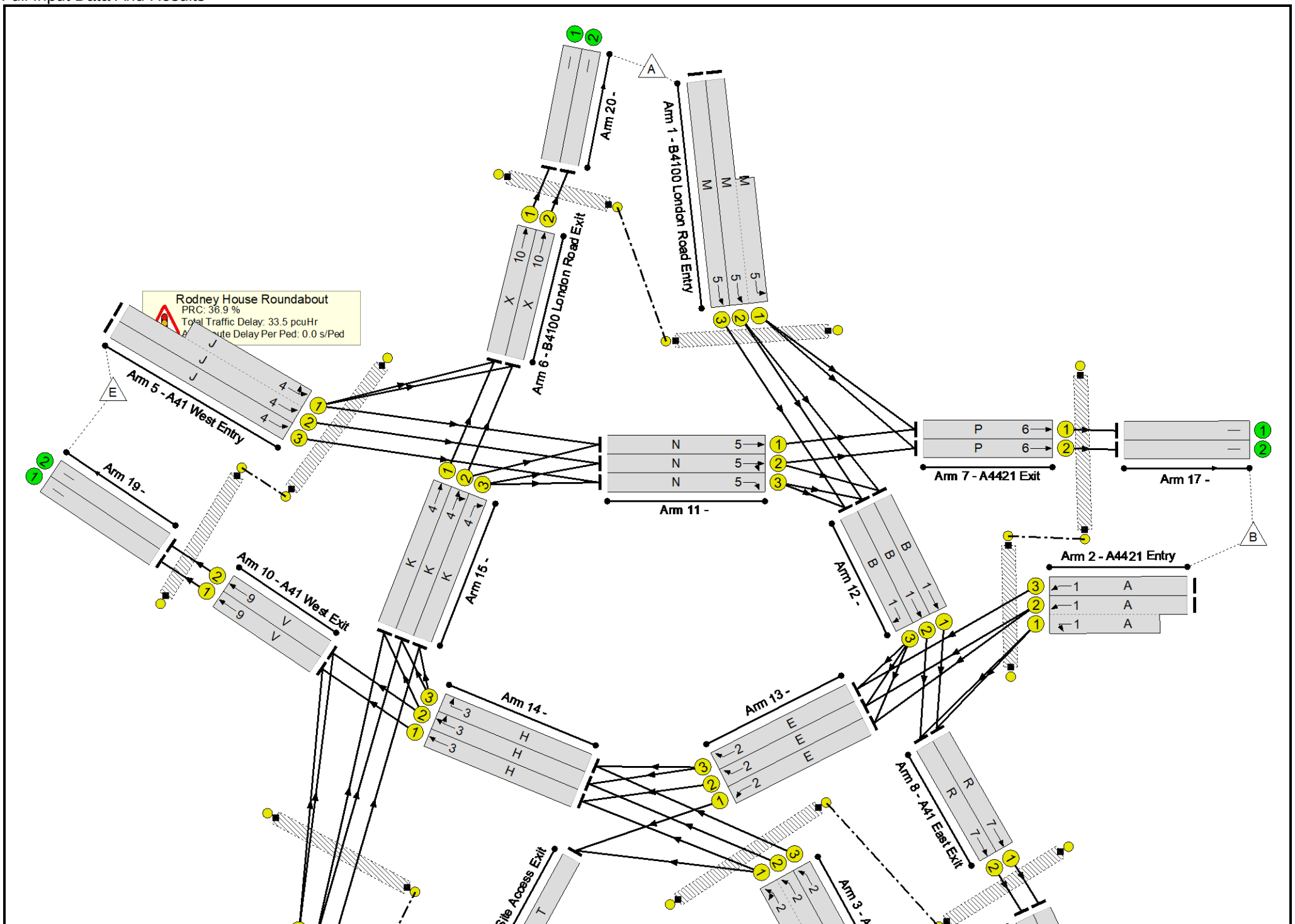


Full Input Data And Results

Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A41 Rodney House Roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.8%**
Rodney House Roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.8%**
1/2+1/1	B4100 London Road Entry Left Ahead	U	5	N/A	M		1	9	-	314	2085:1854	656	47.8%
1/3	B4100 London Road Entry Ahead	U	5	N/A	M		1	9	-	196	2105	351	55.9%
2/2+2/1	A4421 Entry Left Ahead	U	1	N/A	A		1	15	-	309	2080:1816	664	46.5%
2/3	A4421 Entry Ahead	U	1	N/A	A		1	15	-	191	2080	555	34.4%
3/2+3/1	A41 East Entry Left Ahead	U	2	N/A	D		1	21	-	738	2062:1929	1122	65.8%
3/3	A41 East Entry Ahead	U	2	N/A	D		1	21	-	265	2069	759	34.9%
4/2+4/1	Site Access Entry Left Ahead	U	3	N/A	G		1	12	-	224	2105:1854	562	39.9%
4/3	Site Access Entry Ahead	U	3	N/A	G		1	12	-	83	2105	456	18.2%
5/2+5/1	A41 West Entry Left Ahead	U	4	N/A	J		1	31	-	1003	2055:1867	1683	59.6%
5/3	A41 West Entry Ahead	U	4	N/A	J		1	31	-	585	2055	1096	53.4%
6/1	B4100 London Road Exit Ahead	U	10	N/A	X		1	38	-	148	1980	1287	11.5%
6/2	B4100 London Road Exit Ahead	U	10	N/A	X		1	38	-	216	2120	1378	15.7%

Full Input Data And Results

7/1	A4421 Exit Ahead	U	6	N/A	P		1	39	-	480	1975	1317	36.5%
7/2	A4421 Exit Ahead	U	6	N/A	P		1	39	-	410	2115	1410	29.1%
8/1	A41 East Exit Ahead	U	7	N/A	R		1	39	-	472	1965	1310	36.0%
8/2	A41 East Exit Ahead	U	7	N/A	R		1	39	-	497	2105	1403	35.4%
9/1	Site Access Exit Ahead	U	8	N/A	T		1	39	-	372	1940	1293	28.8%
10/1	A41 West Exit Ahead	U	9	N/A	V		1	39	-	599	1980	1320	45.4%
10/2	A41 West Exit Ahead	U	9	N/A	V		1	39	-	714	2120	1413	50.5%
11/1	Ahead	U	5	N/A	N		1	41	-	393	2035	1425	27.6%
11/2	Ahead Right	U	5	N/A	N		1	41	-	720	2117	1482	48.6%
11/3	Right	U	5	N/A	N		1	41	-	585	2061	1443	40.5%
12/1	Ahead	U	1	N/A	B		1	35	-	442	2035	1221	36.2%
12/2	Ahead	U	1	N/A	B		1	35	-	476	2175	1305	36.5%
12/3	Right	U	1	N/A	B		1	35	-	400	2061	1237	32.3%
13/1	Ahead	U	2	N/A	E		1	29	-	372	2035	1018	36.6%
13/2	Right	U	2	N/A	E		1	29	-	135	2071	1036	13.0%
13/3	Right	U	2	N/A	E		1	29	-	342	2061	1031	33.2%
14/1	Ahead	U	3	N/A	H		1	38	-	521	2035	1323	39.4%
14/2	Ahead Right	U	3	N/A	H		1	38	-	686	2167	1409	48.7%
14/3	Right	U	3	N/A	H		1	38	-	273	2061	1340	20.4%
15/1	Ahead	U	4	N/A	K		1	19	-	75	2035	678	11.1%
15/2	Ahead Right	U	4	N/A	K		1	19	-	200	2152	717	27.9%
15/3	Right	U	4	N/A	K		1	19	-	199	2061	687	29.0%
16/1	41 Exit 2	U	N/A	N/A	-		-	-	-	472	Inf	Inf	0.0%
16/2	41 Exit 2	U	N/A	N/A	-		-	-	-	497	Inf	Inf	0.0%
17/1		U	N/A	N/A	-		-	-	-	480	1978	1978	24.3%

Full Input Data And Results

17/2		U	N/A	N/A	-		-	-	-	410	1978	1978	20.7%
18/1		U	N/A	N/A	-		-	-	-	372	2015	2015	18.5%
19/1		U	N/A	N/A	-		-	-	-	599	1980	1980	30.3%
19/2		U	N/A	N/A	-		-	-	-	714	1980	1980	36.1%
20/1		U	N/A	N/A	-		-	-	-	148	1980	1980	7.5%
20/2		U	N/A	N/A	-		-	-	-	216	1980	1980	10.9%
Ped Link: P1	Unnamed Ped Link	-	6	-	Q		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	C		1	28	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	7	-	S		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2	-	F		1	22	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	8	-	U		1	7	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	3	-	I		1	31	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	9	-	W		1	8	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	4	-	L		1	12	-	0	-	0	0.0%
Ped Link: P9	Unnamed Ped Link	-	10	-	Y		1	8	-	0	-	0	0.0%
Ped Link: P10	Unnamed Ped Link	-	5	-	O		1	34	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 Rodney House Roundabout	**-**	**-**	**0**	**0**	**0**	**21.6**	**11.9**	**0.0**	**33.5**	**-**	**-**	**-**	**-**
Rodney House Roundabout	**-**	**-**	**0**	**0**	**0**	**21.6**	**11.9**	**0.0**	**33.5**	**-**	**-**	**-**	**-**
1/2+1/1	314	314	-	-	-	2.0	0.5	-	2.4	27.9	2.6	0.5	3.0
1/3	196	196	-	-	-	1.3	0.6	-	1.9	34.5	3.0	0.6	3.6
2/2+2/1	309	309	-	-	-	1.6	0.4	-	2.0	23.2	3.6	0.4	4.0
2/3	191	191	-	-	-	0.9	0.3	-	1.2	22.7	2.5	0.3	2.8
3/2+3/1	738	738	-	-	-	3.0	1.0	-	4.0	19.5	5.0	1.0	6.0
3/3	265	265	-	-	-	1.0	0.3	-	1.3	17.5	3.2	0.3	3.4
4/2+4/1	224	224	-	-	-	1.2	0.3	-	1.6	25.1	2.2	0.3	2.5
4/3	83	83	-	-	-	0.4	0.1	-	0.6	24.0	1.1	0.1	1.2
5/2+5/1	1003	1003	-	-	-	2.4	0.7	-	3.2	11.4	5.4	0.7	6.1
5/3	585	585	-	-	-	1.5	0.6	-	2.1	12.7	6.3	0.6	6.9
6/1	148	148	-	-	-	0.1	0.1	-	0.1	3.3	0.3	0.1	0.4
6/2	216	216	-	-	-	0.1	0.1	-	0.1	2.5	0.2	0.1	0.3
7/1	480	480	-	-	-	0.4	0.3	-	0.7	4.9	1.8	0.3	2.1
7/2	410	410	-	-	-	0.1	0.2	-	0.3	2.9	1.2	0.2	1.5
8/1	472	472	-	-	-	0.1	0.3	-	0.4	2.9	1.2	0.3	1.4
8/2	497	497	-	-	-	0.1	0.3	-	0.4	2.6	1.5	0.3	1.8
9/1	372	372	-	-	-	0.0	0.2	-	0.2	2.0	0.5	0.2	0.7
10/1	599	599	-	-	-	0.4	0.4	-	0.8	4.6	3.3	0.4	3.7
10/2	714	714	-	-	-	0.3	0.5	-	0.8	4.2	2.4	0.5	2.9
11/1	393	393	-	-	-	0.1	0.2	-	0.2	2.2	0.6	0.2	0.8
11/2	720	720	-	-	-	0.3	0.5	-	0.7	3.7	1.9	0.5	2.4

Full Input Data And Results

11/3	585	585	-	-	-	0.0	0.3	-	0.3	2.1	0.0	0.3	0.3
12/1	442	442	-	-	-	0.2	0.3	-	0.5	4.1	1.1	0.3	1.3
12/2	476	476	-	-	-	0.3	0.3	-	0.6	4.4	1.7	0.3	1.9
12/3	400	400	-	-	-	0.7	0.2	-	0.9	8.4	4.0	0.2	4.3
13/1	372	372	-	-	-	1.0	0.3	-	1.3	12.3	3.6	0.3	3.9
13/2	135	135	-	-	-	0.0	0.1	-	0.1	2.0	0.0	0.1	0.1
13/3	342	342	-	-	-	0.0	0.2	-	0.2	2.6	0.0	0.2	0.2
14/1	521	521	-	-	-	0.5	0.3	-	0.8	5.6	2.5	0.3	2.8
14/2	686	686	-	-	-	0.7	0.5	-	1.2	6.4	3.2	0.5	3.7
14/3	273	273	-	-	-	0.0	0.1	-	0.2	2.3	0.2	0.1	0.3
15/1	75	75	-	-	-	0.2	0.1	-	0.2	11.3	0.8	0.1	0.8
15/2	200	200	-	-	-	0.5	0.2	-	0.7	11.8	2.5	0.2	2.6
15/3	199	199	-	-	-	0.4	0.2	-	0.6	10.5	1.9	0.2	2.1
16/1	472	472	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/2	497	497	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
17/1	480	480	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
17/2	410	410	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
18/1	372	372	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
19/1	599	599	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
19/2	714	714	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
20/1	148	148	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
20/2	216	216	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P9	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P10	0	0	-	-	-	-	-	-	-	-	-	-	-

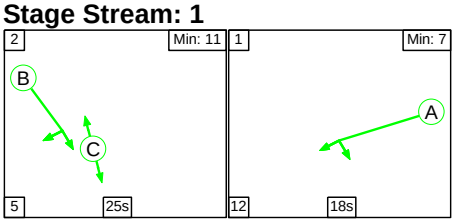
C1	Stream: 1	PRC for Signalled Lanes (%):	93.5	Total Delay for Signalled Lanes (pcuHr):	5.21	Cycle Time (s):	60
C1	Stream: 2	PRC for Signalled Lanes (%):	36.9	Total Delay for Signalled Lanes (pcuHr):	6.86	Cycle Time (s):	60
C1	Stream: 3	PRC for Signalled Lanes (%):	84.8	Total Delay for Signalled Lanes (pcuHr):	4.31	Cycle Time (s):	60
C1	Stream: 4	PRC for Signalled Lanes (%):	51.0	Total Delay for Signalled Lanes (pcuHr):	6.71	Cycle Time (s):	60
C1	Stream: 5	PRC for Signalled Lanes (%):	61.1	Total Delay for Signalled Lanes (pcuHr):	5.63	Cycle Time (s):	60
C1	Stream: 6	PRC for Signalled Lanes (%):	146.9	Total Delay for Signalled Lanes (pcuHr):	0.99	Cycle Time (s):	60
C1	Stream: 7	PRC for Signalled Lanes (%):	149.8	Total Delay for Signalled Lanes (pcuHr):	0.73	Cycle Time (s):	60
C1	Stream: 8	PRC for Signalled Lanes (%):	212.9	Total Delay for Signalled Lanes (pcuHr):	0.20	Cycle Time (s):	60
C1	Stream: 9	PRC for Signalled Lanes (%):	78.2	Total Delay for Signalled Lanes (pcuHr):	1.60	Cycle Time (s):	60
C1	Stream: 10	PRC for Signalled Lanes (%):	474.2	Total Delay for Signalled Lanes (pcuHr):	0.28	Cycle Time (s):	60
		PRC Over All Lanes (%):	36.9	Total Delay Over All Lanes(pcuHr):	33.54		

Full Input Data And Results

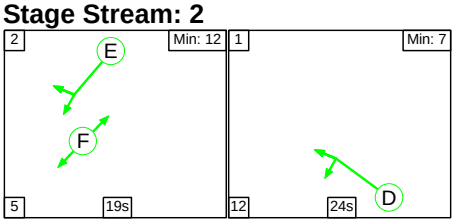
Scenario 3: 'AM Base 2031' (FG3: 'AM Base 2031', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

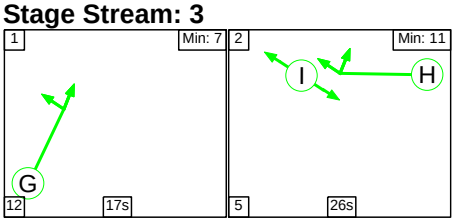
Stage Stream: 1



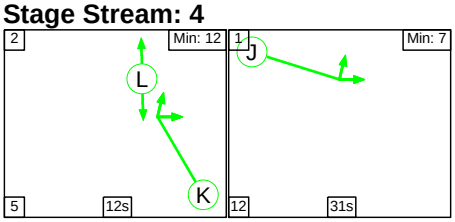
Stage Stream: 2



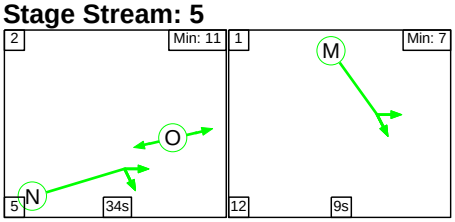
Stage Stream: 3



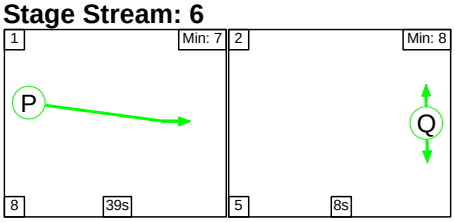
Stage Stream: 4



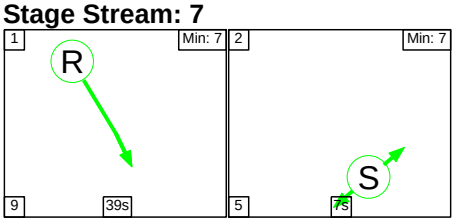
Stage Stream: 5



Stage Stream: 6

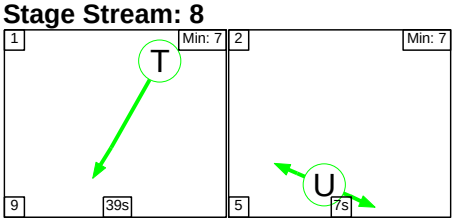


Stage Stream: 7

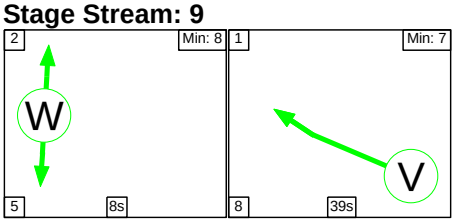


Full Input Data And Results

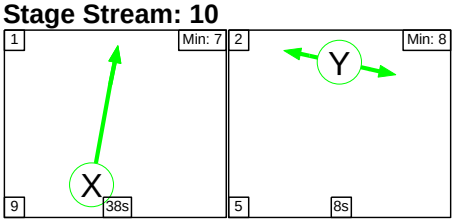
Stage Stream: 8



Stage Stream: 9



Stage Stream: 10



Stage Timings

Stage Stream: 1

Stage	2	1
Duration	25	18
Change Point	23	53

Stage Stream: 2

Stage	2	1
Duration	19	24
Change Point	44	8

Stage Stream: 3

Stage	1	2
Duration	17	26
Change Point	36	5

Stage Stream: 4

Stage	2	1
Duration	12	31
Change Point	7	24

Stage Stream: 5

Stage	2	1
Duration	34	9
Change Point	2	41

Full Input Data And Results

Stage Stream: 6

Stage	1	2
Duration	39	8
Change Point	38	25

Stage Stream: 7

Stage	1	2
Duration	39	7
Change Point	24	12

Stage Stream: 8

Stage	1	2
Duration	39	7
Change Point	44	32

Stage Stream: 9

Stage	2	1
Duration	8	39
Change Point	57	10

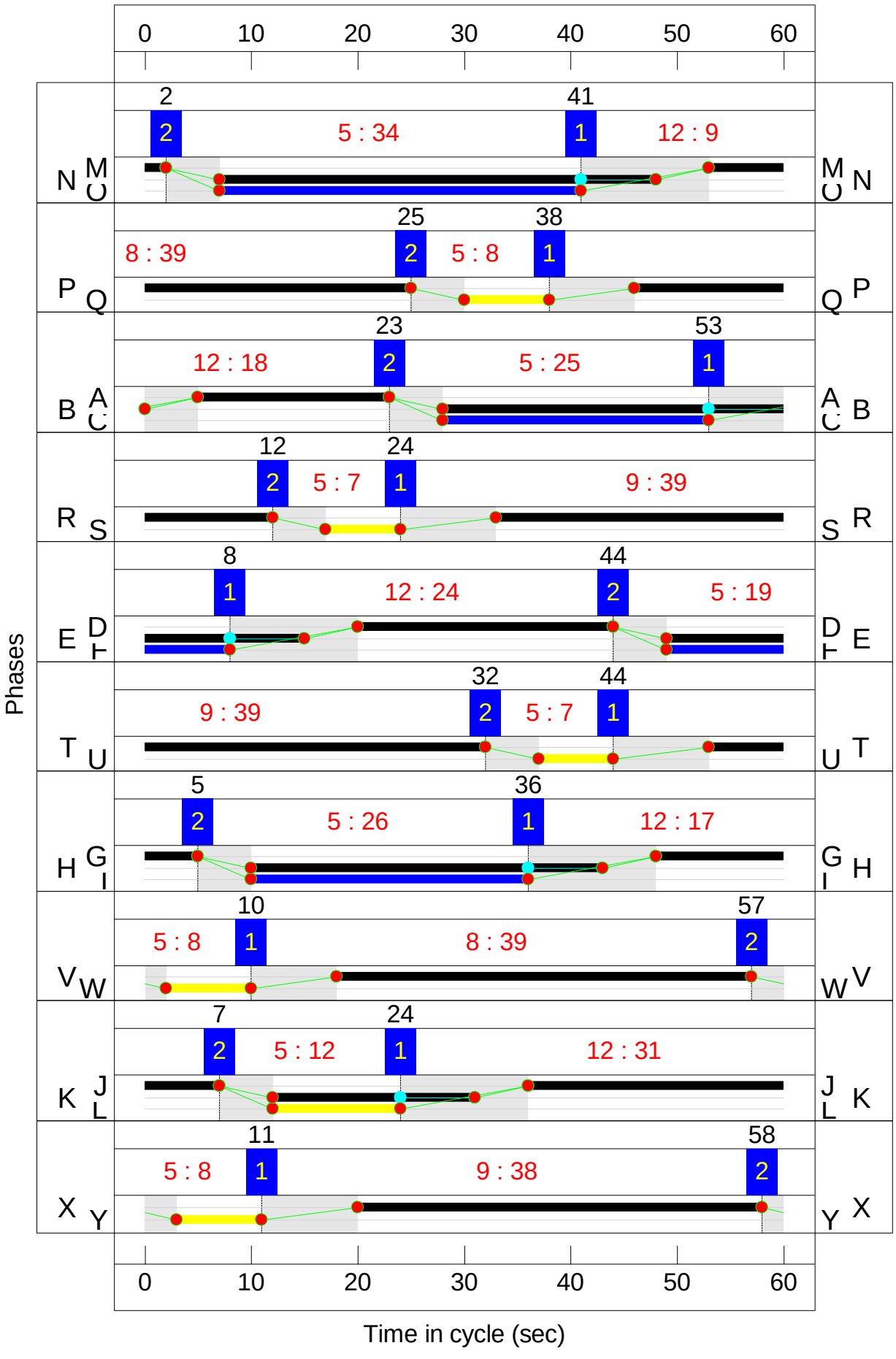
Stage Stream: 10

Stage	1	2
Duration	38	8
Change Point	11	58

Full Input Data And Results

Signal Timings Diagram

Full Input Data And Results

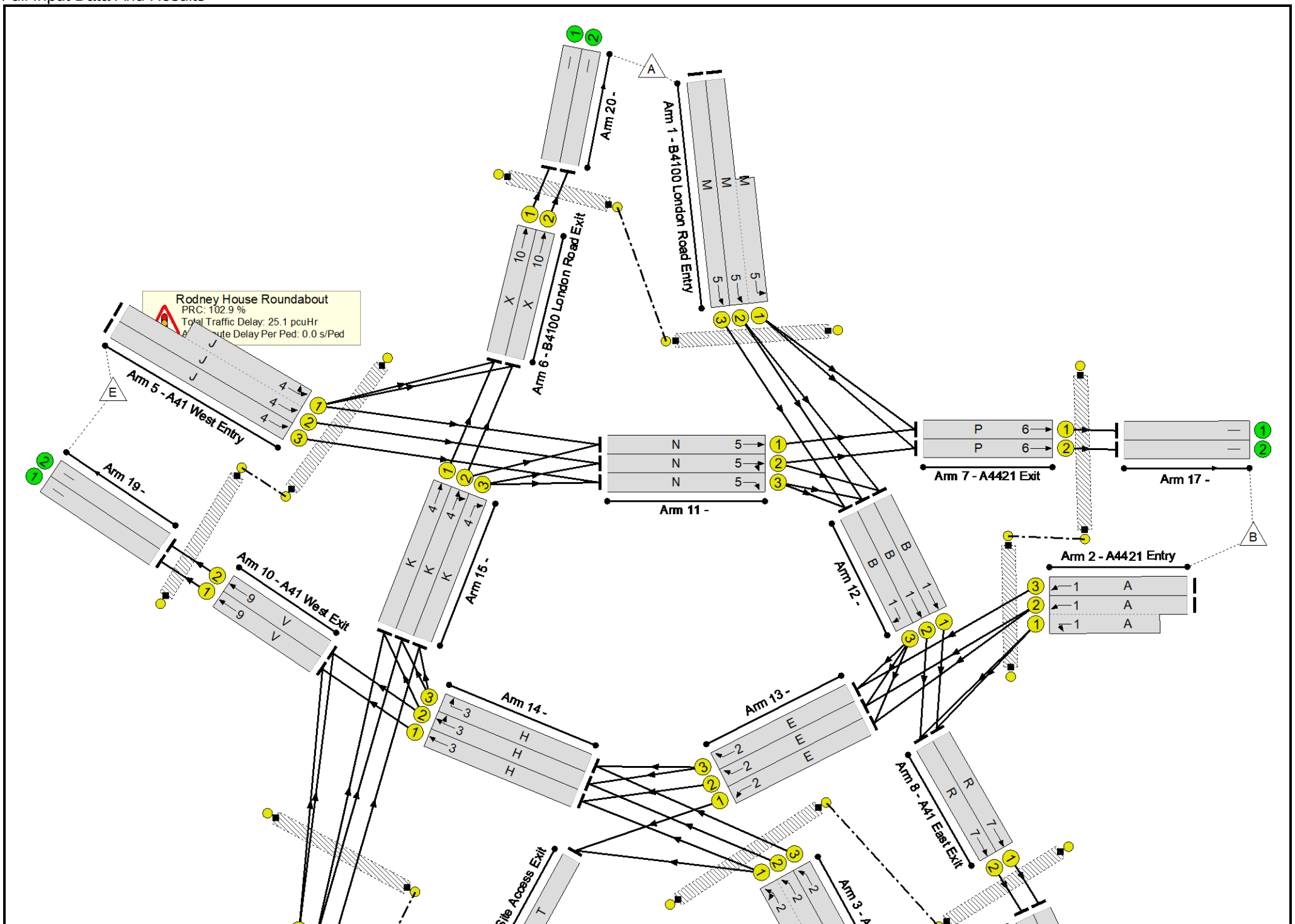


Full Input Data And Results

Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A41 Rodney House Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	**44.4%**
Rodney House Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	**44.4%**
1/2+1/1	B4100 London Road Entry Left Ahead	U	5	N/A	M		1	9	-	159	2085:1854	425	37.4%
1/3	B4100 London Road Entry Ahead	U	5	N/A	M		1	9	-	143	2105	351	40.8%
2/2+2/1	A4421 Entry Left Ahead	U	1	N/A	A		1	18	-	370	2080:1816	983	37.7%
2/3	A4421 Entry Ahead	U	1	N/A	A		1	18	-	244	2080	659	37.0%
3/2+3/1	A41 East Entry Left Ahead	U	2	N/A	D		1	24	-	555	2062:1929	1251	44.4%
3/3	A41 East Entry Ahead	U	2	N/A	D		1	24	-	163	2069	862	18.9%
4/2+4/1	Site Access Entry Left Ahead	U	3	N/A	G		1	17	-	217	2105:1854	641	33.9%
4/3	Site Access Entry Ahead	U	3	N/A	G		1	17	-	97	2105	632	15.4%
5/2+5/1	A41 West Entry Left Ahead	U	4	N/A	J		1	31	-	717	2055:1845	1661	43.2%
5/3	A41 West Entry Ahead	U	4	N/A	J		1	31	-	382	2055	1096	34.9%
6/1	B4100 London Road Exit Ahead	U	10	N/A	X		1	38	-	170	1980	1287	13.2%
6/2	B4100 London Road Exit Ahead	U	10	N/A	X		1	38	-	214	2120	1378	15.5%

Full Input Data And Results

7/1	A4421 Exit Ahead	U	6	N/A	P		1	39	-	205	1975	1317	15.6%
7/2	A4421 Exit Ahead	U	6	N/A	P		1	39	-	282	2115	1410	20.0%
8/1	A41 East Exit Ahead	U	7	N/A	R		1	39	-	375	1965	1310	28.6%
8/2	A41 East Exit Ahead	U	7	N/A	R		1	39	-	385	2105	1403	27.4%
9/1	Site Access Exit Ahead	U	8	N/A	T		1	39	-	351	1940	1293	27.1%
10/1	A41 West Exit Ahead	U	9	N/A	V		1	39	-	484	1980	1320	36.7%
10/2	A41 West Exit Ahead	U	9	N/A	V		1	39	-	581	2120	1413	41.1%
11/1	Ahead	U	5	N/A	N		1	41	-	199	2035	1425	14.0%
11/2	Ahead Right	U	5	N/A	N		1	41	-	499	2124	1487	33.6%
11/3	Right	U	5	N/A	N		1	41	-	382	2061	1443	26.5%
12/1	Ahead	U	1	N/A	B		1	32	-	317	2035	1119	28.3%
12/2	Ahead	U	1	N/A	B		1	32	-	321	2175	1196	26.8%
12/3	Right	U	1	N/A	B		1	32	-	257	2061	1134	22.7%
13/1	Ahead	U	2	N/A	E		1	26	-	351	2035	916	38.3%
13/2	Right	U	2	N/A	E		1	26	-	124	2071	932	13.3%
13/3	Right	U	2	N/A	E		1	26	-	274	2061	927	29.5%
14/1	Ahead	U	3	N/A	H		1	33	-	404	2035	1153	35.0%
14/2	Ahead Right	U	3	N/A	H		1	33	-	513	2169	1229	41.7%
14/3	Right	U	3	N/A	H		1	33	-	199	2061	1168	17.0%
15/1	Ahead	U	4	N/A	K		1	19	-	61	2035	678	9.0%
15/2	Ahead Right	U	4	N/A	K		1	19	-	163	2165	722	22.6%
15/3	Right	U	4	N/A	K		1	19	-	141	2061	687	20.5%
16/1	41 Exit 2	U	N/A	N/A	-		-	-	-	375	Inf	Inf	0.0%
16/2	41 Exit 2	U	N/A	N/A	-		-	-	-	385	Inf	Inf	0.0%
17/1		U	N/A	N/A	-		-	-	-	205	1978	1978	10.4%

Full Input Data And Results

17/2		U	N/A	N/A	-		-	-	-	282	1978	1978	14.3%
18/1		U	N/A	N/A	-		-	-	-	351	2015	2015	17.4%
19/1		U	N/A	N/A	-		-	-	-	484	1980	1980	24.4%
19/2		U	N/A	N/A	-		-	-	-	581	1980	1980	29.3%
20/1		U	N/A	N/A	-		-	-	-	170	1980	1980	8.6%
20/2		U	N/A	N/A	-		-	-	-	214	1980	1980	10.8%
Ped Link: P1	Unnamed Ped Link	-	6	-	Q		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	C		1	25	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	7	-	S		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2	-	F		1	19	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	8	-	U		1	7	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	3	-	I		1	26	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	9	-	W		1	8	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	4	-	L		1	12	-	0	-	0	0.0%
Ped Link: P9	Unnamed Ped Link	-	10	-	Y		1	8	-	0	-	0	0.0%
Ped Link: P10	Unnamed Ped Link	-	5	-	O		1	34	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 Rodney House Roundabout	**-**	**-**	**0**	**0**	**0**	**17.3**	**7.8**	**0.0**	**25.1**	**-**	**-**	**-**	**-**
Rodney House Roundabout	**-**	**-**	**0**	**0**	**0**	**17.3**	**7.8**	**0.0**	**25.1**	**-**	**-**	**-**	**-**
1/2+1/1	159	159	-	-	-	1.0	0.3	-	1.3	28.8	1.9	0.3	2.2
1/3	143	143	-	-	-	0.9	0.3	-	1.2	31.0	2.1	0.3	2.4
2/2+2/1	370	370	-	-	-	1.6	0.3	-	1.9	18.6	3.2	0.3	3.5
2/3	244	244	-	-	-	1.1	0.3	-	1.4	20.2	3.1	0.3	3.4
3/2+3/1	555	555	-	-	-	1.8	0.4	-	2.2	14.5	3.1	0.4	3.5
3/3	163	163	-	-	-	0.5	0.1	-	0.6	13.7	1.7	0.1	1.8
4/2+4/1	217	217	-	-	-	1.0	0.3	-	1.2	20.3	2.2	0.3	2.5
4/3	97	97	-	-	-	0.4	0.1	-	0.5	18.8	1.2	0.1	1.3
5/2+5/1	717	717	-	-	-	1.6	0.4	-	2.0	9.9	3.4	0.4	3.8
5/3	382	382	-	-	-	0.9	0.3	-	1.1	10.6	3.6	0.3	3.9
6/1	170	170	-	-	-	0.1	0.1	-	0.2	3.8	0.6	0.1	0.7
6/2	214	214	-	-	-	0.1	0.1	-	0.2	2.6	0.3	0.1	0.4
7/1	205	205	-	-	-	0.0	0.1	-	0.1	2.1	0.6	0.1	0.7
7/2	282	282	-	-	-	0.1	0.1	-	0.3	3.3	1.0	0.1	1.1
8/1	375	375	-	-	-	0.1	0.2	-	0.3	3.1	1.8	0.2	2.0
8/2	385	385	-	-	-	0.1	0.2	-	0.3	3.0	1.8	0.2	2.0
9/1	351	351	-	-	-	0.0	0.2	-	0.2	1.9	0.0	0.2	0.2
10/1	484	484	-	-	-	0.2	0.3	-	0.5	3.8	2.5	0.3	2.7
10/2	581	581	-	-	-	0.3	0.3	-	0.7	4.3	4.8	0.3	5.1
11/1	199	199	-	-	-	0.2	0.1	-	0.2	4.4	1.0	0.1	1.1
11/2	499	499	-	-	-	0.3	0.3	-	0.6	4.2	2.1	0.3	2.4

Full Input Data And Results

11/3	382	382	-	-	-	0.4	0.2	-	0.5	5.0	2.2	0.2	2.4
12/1	317	317	-	-	-	0.5	0.2	-	0.7	8.3	1.8	0.2	2.0
12/2	321	321	-	-	-	0.5	0.2	-	0.7	7.8	1.8	0.2	2.0
12/3	257	257	-	-	-	0.3	0.1	-	0.4	6.2	0.9	0.1	1.1
13/1	351	351	-	-	-	0.6	0.3	-	0.9	9.6	2.5	0.3	2.8
13/2	124	124	-	-	-	0.1	0.1	-	0.2	6.5	0.4	0.1	0.4
13/3	274	274	-	-	-	0.4	0.2	-	0.6	7.6	0.8	0.2	1.0
14/1	404	404	-	-	-	0.3	0.3	-	0.6	5.5	1.6	0.3	1.8
14/2	513	513	-	-	-	0.4	0.4	-	0.8	5.5	3.6	0.4	4.0
14/3	199	199	-	-	-	0.1	0.1	-	0.2	3.7	0.3	0.1	0.4
15/1	61	61	-	-	-	0.3	0.0	-	0.3	20.2	0.8	0.0	0.8
15/2	163	163	-	-	-	0.4	0.1	-	0.5	11.3	0.7	0.1	0.9
15/3	141	141	-	-	-	0.6	0.1	-	0.7	18.7	1.9	0.1	2.0
16/1	375	375	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/2	385	385	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
17/1	205	205	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
17/2	282	282	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
18/1	351	351	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
19/1	484	484	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
19/2	581	581	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
20/1	170	170	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
20/2	214	214	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P9	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P10	0	0	-	-	-	-	-	-	-	-	-	-	-

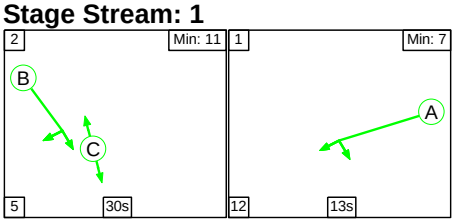
C1	Stream: 1	PRC for Signalled Lanes (%):	139.0	Total Delay for Signalled Lanes (pcuHr):	5.15	Cycle Time (s):	60
C1	Stream: 2	PRC for Signalled Lanes (%):	102.9	Total Delay for Signalled Lanes (pcuHr):	4.58	Cycle Time (s):	60
C1	Stream: 3	PRC for Signalled Lanes (%):	115.6	Total Delay for Signalled Lanes (pcuHr):	3.33	Cycle Time (s):	60
C1	Stream: 4	PRC for Signalled Lanes (%):	108.5	Total Delay for Signalled Lanes (pcuHr):	4.68	Cycle Time (s):	60
C1	Stream: 5	PRC for Signalled Lanes (%):	120.8	Total Delay for Signalled Lanes (pcuHr):	3.87	Cycle Time (s):	60
C1	Stream: 6	PRC for Signalled Lanes (%):	350.0	Total Delay for Signalled Lanes (pcuHr):	0.38	Cycle Time (s):	60
C1	Stream: 7	PRC for Signalled Lanes (%):	214.4	Total Delay for Signalled Lanes (pcuHr):	0.64	Cycle Time (s):	60
C1	Stream: 8	PRC for Signalled Lanes (%):	231.6	Total Delay for Signalled Lanes (pcuHr):	0.19	Cycle Time (s):	60
C1	Stream: 9	PRC for Signalled Lanes (%):	118.9	Total Delay for Signalled Lanes (pcuHr):	1.21	Cycle Time (s):	60
C1	Stream: 10	PRC for Signalled Lanes (%):	479.5	Total Delay for Signalled Lanes (pcuHr):	0.33	Cycle Time (s):	60
		PRC Over All Lanes (%):	102.9	Total Delay Over All Lanes(pcuHr):	25.08		

Full Input Data And Results

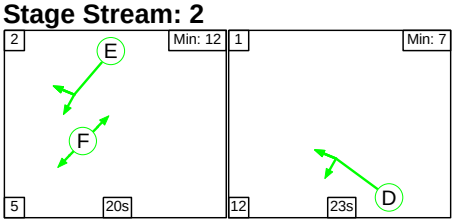
Scenario 4: 'PM Base 2031' (FG4: 'PM Base 2031', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

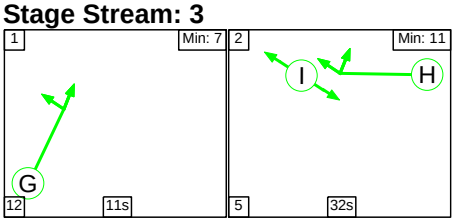
Stage Stream: 1



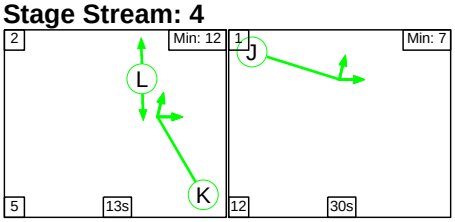
Stage Stream: 2



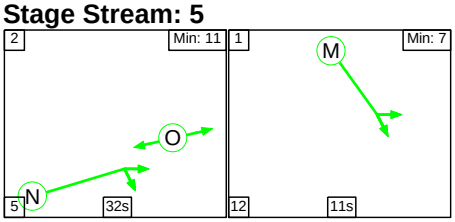
Stage Stream: 3



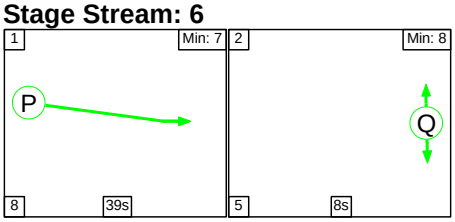
Stage Stream: 4



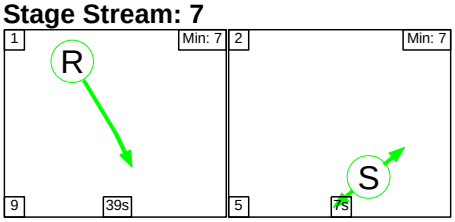
Stage Stream: 5



Stage Stream: 6

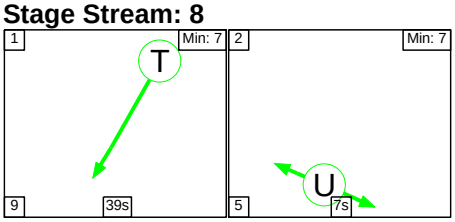


Stage Stream: 7

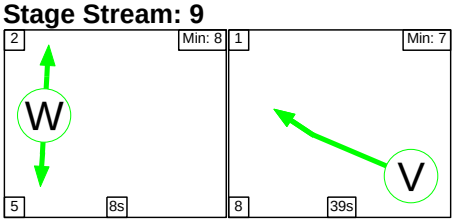


Full Input Data And Results

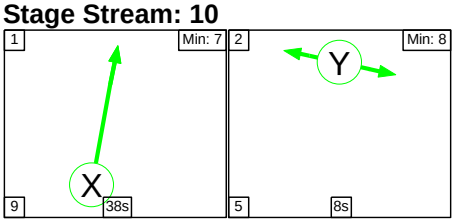
Stage Stream: 8



Stage Stream: 9



Stage Stream: 10



Stage Timings

Stage Stream: 1

Stage	2	1
Duration	30	13
Change Point	45	20

Stage Stream: 2

Stage	2	1
Duration	20	23
Change Point	33	58

Stage Stream: 3

Stage	1	2
Duration	11	32
Change Point	45	8

Stage Stream: 4

Stage	2	1
Duration	13	30
Change Point	19	37

Stage Stream: 5

Stage	2	1
Duration	32	11
Change Point	48	25

Full Input Data And Results

Stage Stream: 6

Stage	1	2
Duration	39	8
Change Point	23	10

Stage Stream: 7

Stage	1	2
Duration	39	7
Change Point	44	32

Stage Stream: 8

Stage	1	2
Duration	39	7
Change Point	33	21

Stage Stream: 9

Stage	2	1
Duration	8	39
Change Point	55	8

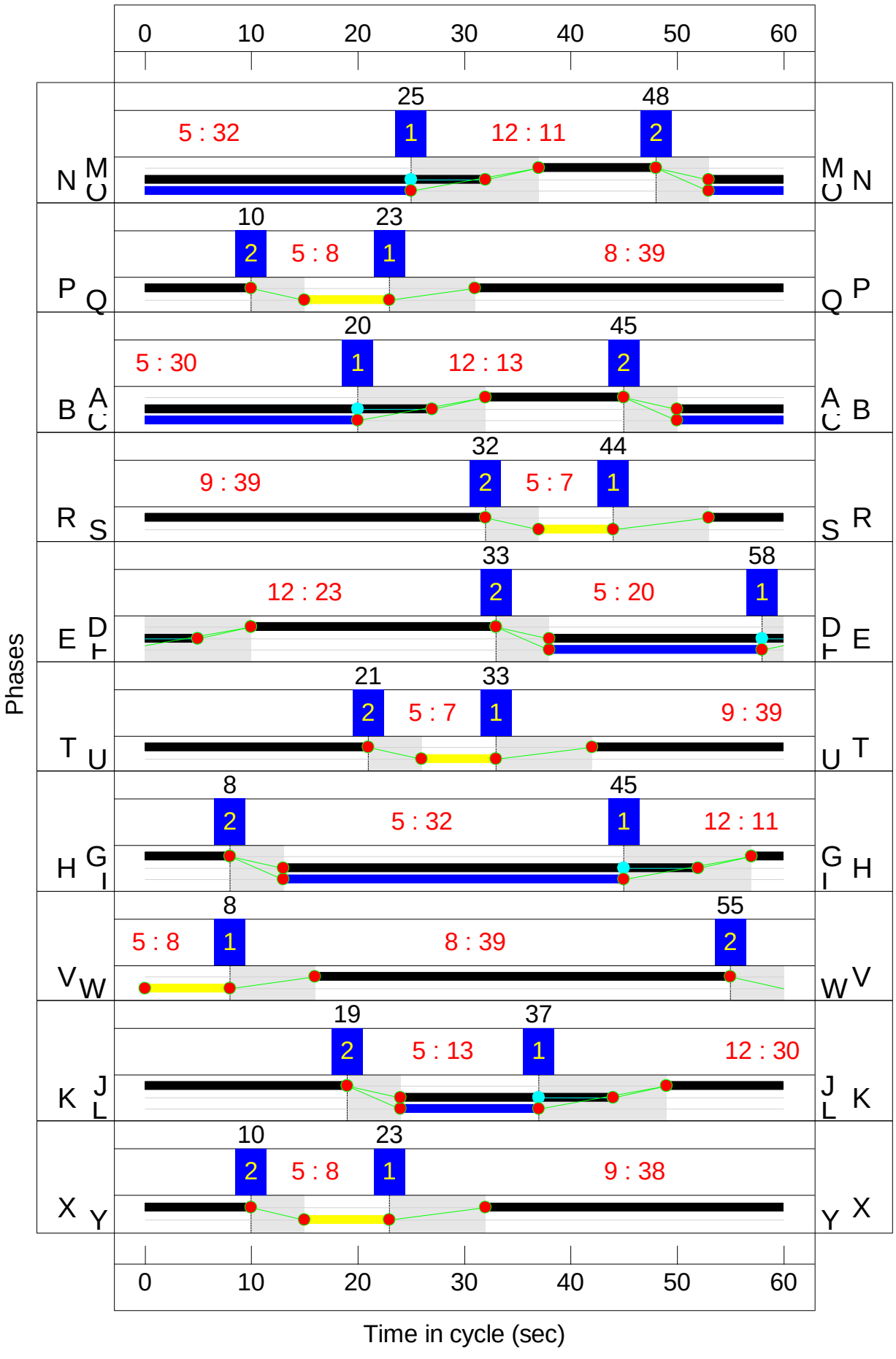
Stage Stream: 10

Stage	1	2
Duration	38	8
Change Point	23	10

Full Input Data And Results

Signal Timings Diagram

Full Input Data And Results

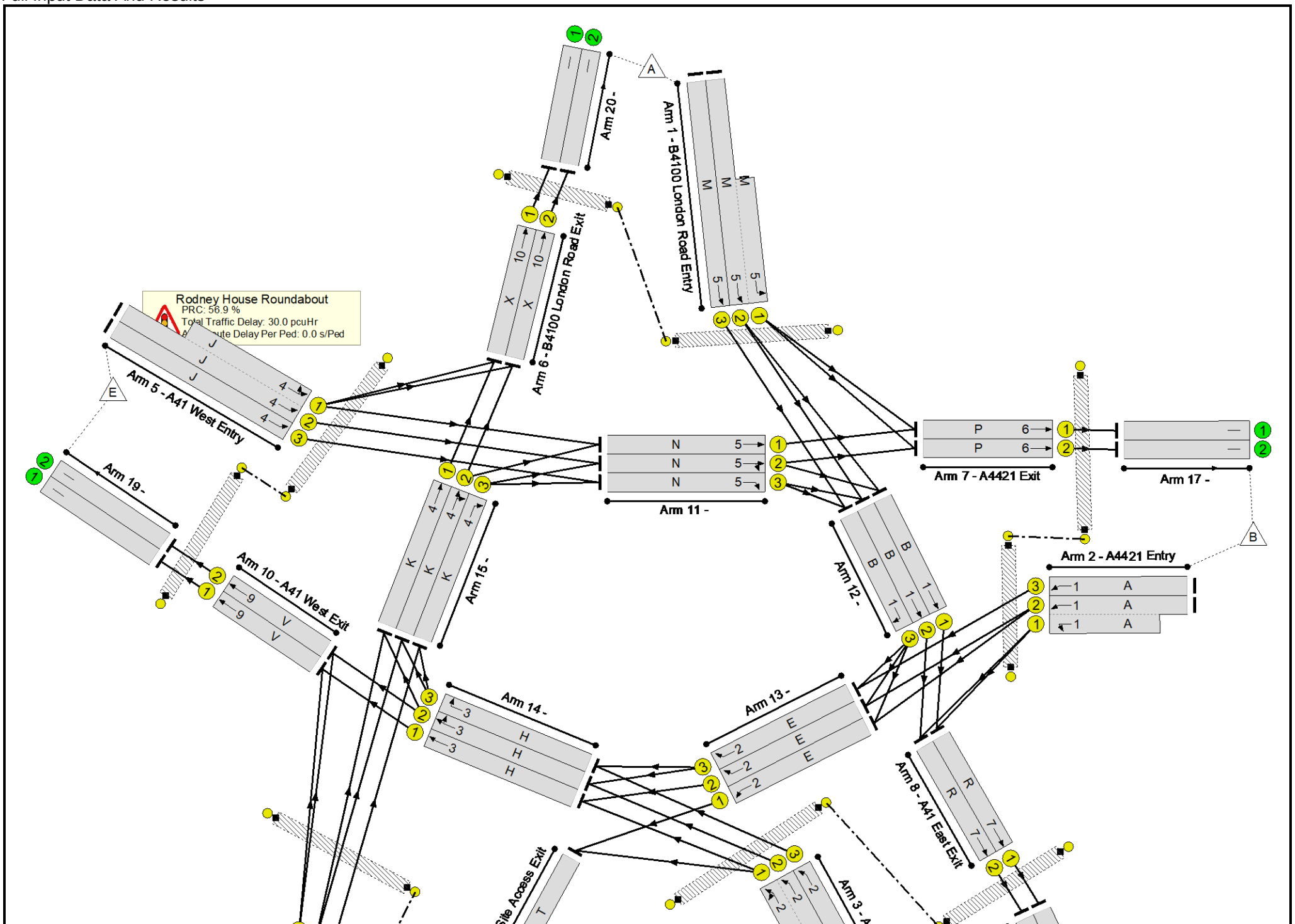


Full Input Data And Results

Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A41 Rodney House Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	**57.4%**
Rodney House Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	**57.4%**
1/2+1/1	B4100 London Road Entry Left Ahead	U	5	N/A	M		1	11	-	343	2085:1854	705	48.7%
1/3	B4100 London Road Entry Ahead	U	5	N/A	M		1	11	-	212	2105	421	50.4%
2/2+2/1	A4421 Entry Left Ahead	U	1	N/A	A		1	13	-	270	2080:1816	598	45.1%
2/3	A4421 Entry Ahead	U	1	N/A	A		1	13	-	194	2080	485	40.0%
3/2+3/1	A41 East Entry Left Ahead	U	2	N/A	D		1	23	-	698	2062:1914	1217	57.4%
3/3	A41 East Entry Ahead	U	2	N/A	D		1	23	-	302	2069	828	36.5%
4/2+4/1	Site Access Entry Left Ahead	U	3	N/A	G		1	11	-	187	2105:1854	482	38.8%
4/3	Site Access Entry Ahead	U	3	N/A	G		1	11	-	97	2105	421	23.0%
5/2+5/1	A41 West Entry Left Ahead	U	4	N/A	J		1	30	-	855	2055:1861	1669	51.2%
5/3	A41 West Entry Ahead	U	4	N/A	J		1	30	-	469	2055	1062	44.2%
6/1	B4100 London Road Exit Ahead	U	10	N/A	X		1	38	-	222	1980	1287	17.2%
6/2	B4100 London Road Exit Ahead	U	10	N/A	X		1	38	-	223	2120	1378	16.2%

Full Input Data And Results

7/1	A4421 Exit Ahead	U	6	N/A	P		1	39	-	399	1975	1317	30.3%
7/2	A4421 Exit Ahead	U	6	N/A	P		1	39	-	465	2115	1410	33.0%
8/1	A41 East Exit Ahead	U	7	N/A	R		1	39	-	388	1965	1310	29.6%
8/2	A41 East Exit Ahead	U	7	N/A	R		1	39	-	435	2105	1403	31.0%
9/1	Site Access Exit Ahead	U	8	N/A	T		1	39	-	414	1940	1293	32.0%
10/1	A41 West Exit Ahead	U	9	N/A	V		1	39	-	504	1980	1320	38.2%
10/2	A41 West Exit Ahead	U	9	N/A	V		1	39	-	577	2120	1413	40.8%
11/1	Ahead	U	5	N/A	N		1	39	-	341	2035	1357	25.1%
11/2	Ahead Right	U	5	N/A	N		1	39	-	607	2136	1424	42.6%
11/3	Right	U	5	N/A	N		1	39	-	469	2061	1374	34.1%
12/1	Ahead	U	1	N/A	B		1	37	-	359	2035	1289	27.9%
12/2	Ahead	U	1	N/A	B		1	37	-	413	2175	1378	30.0%
12/3	Right	U	1	N/A	B		1	37	-	336	2061	1305	25.7%
13/1	Ahead	U	2	N/A	E		1	27	-	372	2035	950	39.2%
13/2	Right	U	2	N/A	E		1	27	-	132	2071	966	13.7%
13/3	Right	U	2	N/A	E		1	27	-	245	2061	962	25.5%
14/1	Ahead	U	3	N/A	H		1	39	-	442	2035	1357	32.6%
14/2	Ahead Right	U	3	N/A	H		1	39	-	584	2159	1439	40.6%
14/3	Right	U	3	N/A	H		1	39	-	309	2061	1374	22.5%
15/1	Ahead	U	4	N/A	K		1	20	-	124	2035	712	17.4%
15/2	Ahead Right	U	4	N/A	K		1	20	-	236	2149	752	31.4%
15/3	Right	U	4	N/A	K		1	20	-	178	2061	721	24.7%
16/1	41 Exit 2	U	N/A	N/A	-		-	-	-	388	Inf	Inf	0.0%
16/2	41 Exit 2	U	N/A	N/A	-		-	-	-	435	Inf	Inf	0.0%
17/1		U	N/A	N/A	-		-	-	-	399	1978	1978	20.2%

Full Input Data And Results

17/2		U	N/A	N/A	-		-	-	-	465	1978	1978	23.5%
18/1		U	N/A	N/A	-		-	-	-	414	2015	2015	20.5%
19/1		U	N/A	N/A	-		-	-	-	504	1980	1980	25.5%
19/2		U	N/A	N/A	-		-	-	-	577	1980	1980	29.1%
20/1		U	N/A	N/A	-		-	-	-	222	1980	1980	11.2%
20/2		U	N/A	N/A	-		-	-	-	223	1980	1980	11.3%
Ped Link: P1	Unnamed Ped Link	-	6	-	Q		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	C		1	30	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	7	-	S		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2	-	F		1	20	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	8	-	U		1	7	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	3	-	I		1	32	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	9	-	W		1	8	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	4	-	L		1	13	-	0	-	0	0.0%
Ped Link: P9	Unnamed Ped Link	-	10	-	Y		1	8	-	0	-	0	0.0%
Ped Link: P10	Unnamed Ped Link	-	5	-	O		1	32	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 Rodney House Roundabout	**-**	**-**	**0**	**0**	**0**	**19.8**	**10.1**	**0.0**	**30.0**	**-**	**-**	**-**	**-**
Rodney House Roundabout	**-**	**-**	**0**	**0**	**0**	**19.8**	**10.1**	**0.0**	**30.0**	**-**	**-**	**-**	**-**
1/2+1/1	343	343	-	-	-	2.0	0.5	-	2.5	26.0	3.0	0.5	3.5
1/3	212	212	-	-	-	1.3	0.5	-	1.8	29.9	3.1	0.5	3.6
2/2+2/1	270	270	-	-	-	1.5	0.4	-	1.9	24.9	3.1	0.4	3.5
2/3	194	194	-	-	-	1.0	0.3	-	1.4	25.6	2.7	0.3	3.0
3/2+3/1	698	698	-	-	-	2.5	0.7	-	3.2	16.6	4.3	0.7	5.0
3/3	302	302	-	-	-	1.1	0.3	-	1.3	16.1	3.5	0.3	3.8
4/2+4/1	187	187	-	-	-	1.1	0.3	-	1.4	26.6	2.0	0.3	2.3
4/3	97	97	-	-	-	0.5	0.1	-	0.7	25.7	1.3	0.1	1.5
5/2+5/1	855	855	-	-	-	2.1	0.5	-	2.7	11.2	4.4	0.5	4.9
5/3	469	469	-	-	-	1.2	0.4	-	1.6	12.1	4.8	0.4	5.2
6/1	222	222	-	-	-	0.1	0.1	-	0.2	3.2	0.4	0.1	0.5
6/2	223	223	-	-	-	0.0	0.1	-	0.1	2.2	0.2	0.1	0.3
7/1	399	399	-	-	-	0.3	0.2	-	0.5	4.7	1.7	0.2	1.9
7/2	465	465	-	-	-	0.2	0.2	-	0.5	3.5	1.3	0.2	1.5
8/1	388	388	-	-	-	0.1	0.2	-	0.3	3.1	0.5	0.2	0.7
8/2	435	435	-	-	-	0.1	0.2	-	0.3	2.7	0.4	0.2	0.6
9/1	414	414	-	-	-	0.1	0.2	-	0.3	2.6	0.5	0.2	0.8
10/1	504	504	-	-	-	0.2	0.3	-	0.5	3.7	1.1	0.3	1.4
10/2	577	577	-	-	-	0.3	0.3	-	0.7	4.2	1.8	0.3	2.2
11/1	341	341	-	-	-	0.1	0.2	-	0.2	2.4	0.6	0.2	0.8
11/2	607	607	-	-	-	0.1	0.4	-	0.5	2.7	4.2	0.4	4.5

Full Input Data And Results

11/3	469	469	-	-	-	0.1	0.3	-	0.4	2.8	4.9	0.3	5.2
12/1	359	359	-	-	-	0.3	0.2	-	0.5	5.0	2.3	0.2	2.5
12/2	413	413	-	-	-	0.1	0.2	-	0.3	3.0	1.1	0.2	1.3
12/3	336	336	-	-	-	0.6	0.2	-	0.8	8.2	3.6	0.2	3.8
13/1	372	372	-	-	-	0.6	0.3	-	0.9	8.7	3.5	0.3	3.8
13/2	132	132	-	-	-	0.0	0.1	-	0.1	2.4	0.3	0.1	0.4
13/3	245	245	-	-	-	0.2	0.2	-	0.3	4.8	2.9	0.2	3.1
14/1	442	442	-	-	-	0.3	0.2	-	0.6	4.6	4.5	0.2	4.8
14/2	584	584	-	-	-	0.2	0.3	-	0.6	3.5	4.3	0.3	4.6
14/3	309	309	-	-	-	0.0	0.1	-	0.2	2.0	3.0	0.1	3.2
15/1	124	124	-	-	-	0.4	0.1	-	0.5	13.8	1.6	0.1	1.7
15/2	236	236	-	-	-	0.4	0.2	-	0.6	9.0	3.2	0.2	3.4
15/3	178	178	-	-	-	0.7	0.2	-	0.9	18.0	2.7	0.2	2.8
16/1	388	388	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/2	435	435	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
17/1	399	399	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
17/2	465	465	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
18/1	414	414	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
19/1	504	504	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
19/2	577	577	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
20/1	222	222	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
20/2	223	223	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P9	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P10	0	0	-	-	-	-	-	-	-	-	-	-	-

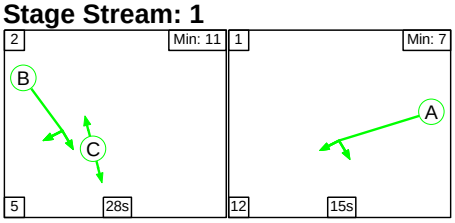
C1	Stream: 1	PRC for Signalled Lanes (%):	99.5	Total Delay for Signalled Lanes (pcuHr):	4.85	Cycle Time (s):	60
C1	Stream: 2	PRC for Signalled Lanes (%):	56.9	Total Delay for Signalled Lanes (pcuHr):	5.88	Cycle Time (s):	60
C1	Stream: 3	PRC for Signalled Lanes (%):	121.8	Total Delay for Signalled Lanes (pcuHr):	3.37	Cycle Time (s):	60
C1	Stream: 4	PRC for Signalled Lanes (%):	75.7	Total Delay for Signalled Lanes (pcuHr):	6.19	Cycle Time (s):	60
C1	Stream: 5	PRC for Signalled Lanes (%):	78.7	Total Delay for Signalled Lanes (pcuHr):	5.30	Cycle Time (s):	60
C1	Stream: 6	PRC for Signalled Lanes (%):	172.9	Total Delay for Signalled Lanes (pcuHr):	0.98	Cycle Time (s):	60
C1	Stream: 7	PRC for Signalled Lanes (%):	190.3	Total Delay for Signalled Lanes (pcuHr):	0.66	Cycle Time (s):	60
C1	Stream: 8	PRC for Signalled Lanes (%):	181.2	Total Delay for Signalled Lanes (pcuHr):	0.30	Cycle Time (s):	60
C1	Stream: 9	PRC for Signalled Lanes (%):	120.5	Total Delay for Signalled Lanes (pcuHr):	1.19	Cycle Time (s):	60
C1	Stream: 10	PRC for Signalled Lanes (%):	421.8	Total Delay for Signalled Lanes (pcuHr):	0.34	Cycle Time (s):	60
		PRC Over All Lanes (%):	56.9	Total Delay Over All Lanes(pcuHr):	29.97		

Full Input Data And Results

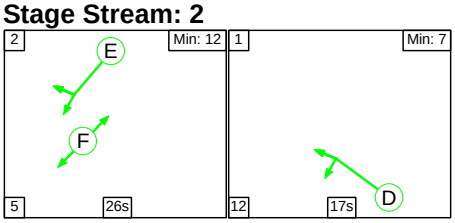
Scenario 5: 'AM Base + Dev 2026' (FG5: 'AM Base +Dev 2026', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

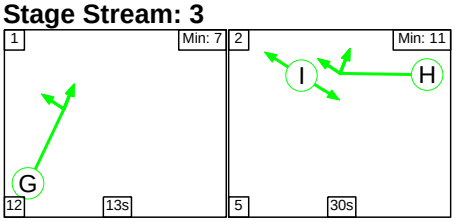
Stage Stream: 1



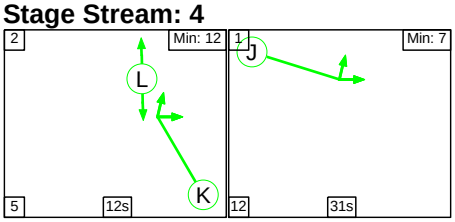
Stage Stream: 2



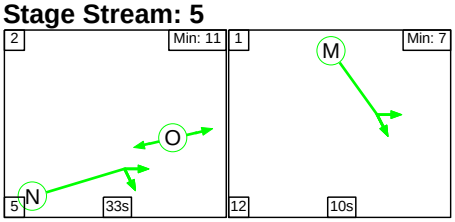
Stage Stream: 3



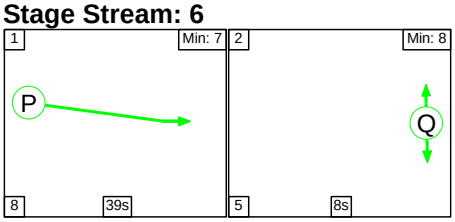
Stage Stream: 4



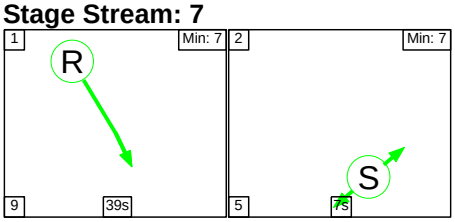
Stage Stream: 5



Stage Stream: 6

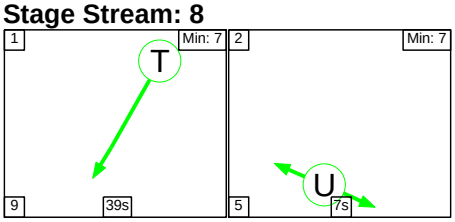


Stage Stream: 7

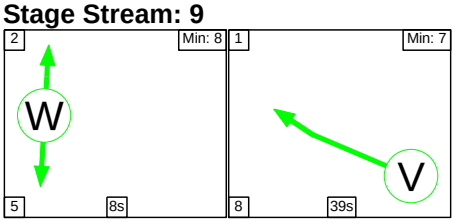


Full Input Data And Results

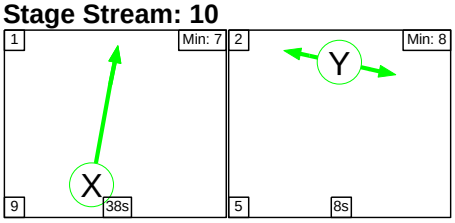
Stage Stream: 8



Stage Stream: 9



Stage Stream: 10



Stage Timings

Stage Stream: 1

Stage	2	1
Duration	28	15
Change Point	24	57

Stage Stream: 2

Stage	2	1
Duration	26	17
Change Point	56	27

Stage Stream: 3

Stage	1	2
Duration	13	30
Change Point	51	16

Stage Stream: 4

Stage	2	1
Duration	12	31
Change Point	50	7

Stage Stream: 5

Stage	2	1
Duration	33	10
Change Point	7	45

Full Input Data And Results

Stage Stream: 6

Stage	1	2
Duration	39	8
Change Point	9	56

Stage Stream: 7

Stage	1	2
Duration	39	7
Change Point	21	9

Stage Stream: 8

Stage	1	2
Duration	39	7
Change Point	56	44

Stage Stream: 9

Stage	2	1
Duration	8	39
Change Point	2	15

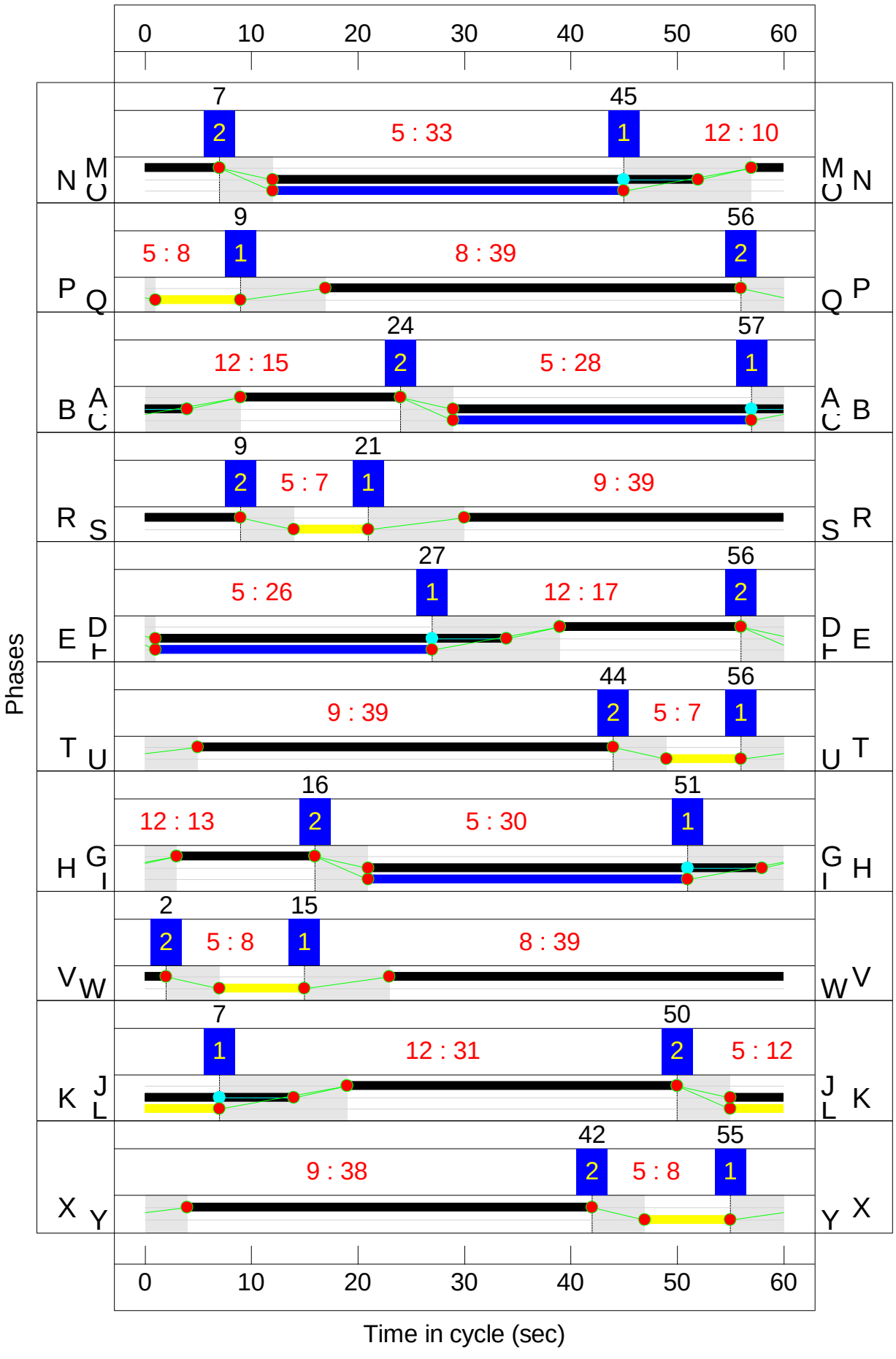
Stage Stream: 10

Stage	1	2
Duration	38	8
Change Point	55	42

Full Input Data And Results

Signal Timings Diagram

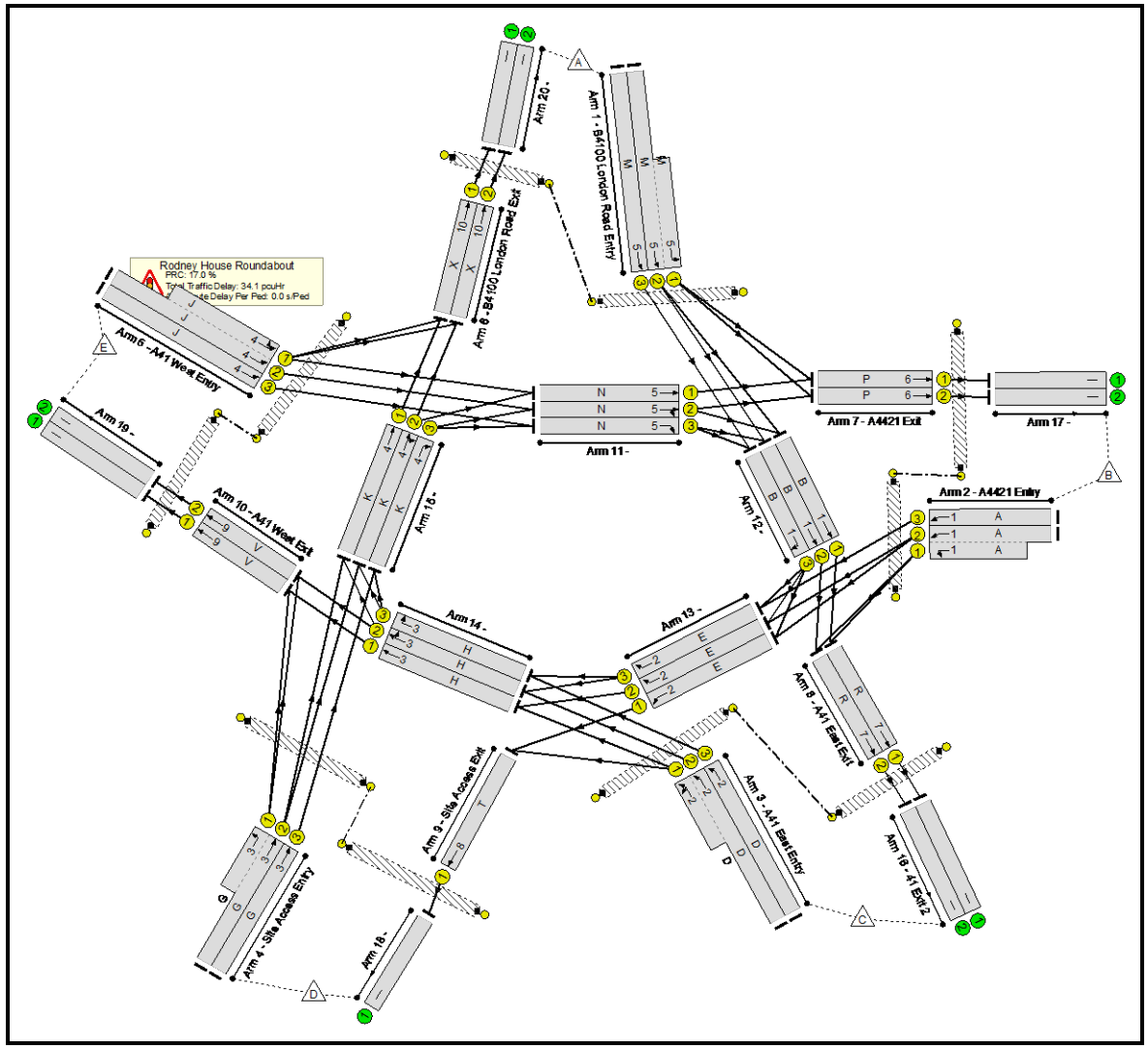
Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A41 Rodney House Roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.9%**
Rodney House Roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.9%**
1/2+1/1	B4100 London Road Entry Left Ahead	U	5	N/A	M		1	10	-	134	2085:1854	493	27.2%
1/3	B4100 London Road Entry Ahead	U	5	N/A	M		1	10	-	171	2105	386	44.3%
2/2+2/1	A4421 Entry Left Ahead	U	1	N/A	A		1	15	-	418	2080:1816	770	54.3%
2/3	A4421 Entry Ahead	U	1	N/A	A		1	15	-	292	2080	555	52.6%
3/2+3/1	A41 East Entry Left Ahead	U	2	N/A	D		1	17	-	776	2062:1926	1009	76.9%
3/3	A41 East Entry Ahead	U	2	N/A	D		1	17	-	171	2069	621	27.5%
4/2+4/1	Site Access Entry Left Ahead	U	3	N/A	G		1	13	-	317	2105:1854	540	58.7%
4/3	Site Access Entry Ahead	U	3	N/A	G		1	13	-	143	2105	491	29.1%
5/2+5/1	A41 West Entry Left Ahead	U	4	N/A	J		1	31	-	872	2055:1854	1663	52.4%
5/3	A41 West Entry Ahead	U	4	N/A	J		1	31	-	505	2055	1096	46.1%
6/1	B4100 London Road Exit Ahead	U	10	N/A	X		1	38	-	148	1980	1287	11.5%
6/2	B4100 London Road Exit Ahead	U	10	N/A	X		1	38	-	223	2120	1378	16.2%

Full Input Data And Results

7/1	A4421 Exit Ahead	U	6	N/A	P		1	39	-	295	1975	1317	22.4%
7/2	A4421 Exit Ahead	U	6	N/A	P		1	39	-	266	2115	1410	18.9%
8/1	A41 East Exit Ahead	U	7	N/A	R		1	39	-	477	1965	1310	36.4%
8/2	A41 East Exit Ahead	U	7	N/A	R		1	39	-	441	2105	1403	31.4%
9/1	Site Access Exit Ahead	U	8	N/A	T		1	39	-	479	1940	1293	37.0%
10/1	A41 West Exit Ahead	U	9	N/A	V		1	39	-	680	1980	1320	51.5%
10/2	A41 West Exit Ahead	U	9	N/A	V		1	39	-	790	2120	1413	55.9%
11/1	Ahead	U	5	N/A	N		1	40	-	281	2035	1391	20.2%
11/2	Ahead Right	U	5	N/A	N		1	40	-	643	2111	1443	44.6%
11/3	Right	U	5	N/A	N		1	40	-	508	2061	1408	36.1%
12/1	Ahead	U	1	N/A	B		1	35	-	431	2035	1221	35.3%
12/2	Ahead	U	1	N/A	B		1	35	-	370	2175	1305	28.4%
12/3	Right	U	1	N/A	B		1	35	-	375	2061	1237	30.3%
13/1	Ahead	U	2	N/A	E		1	33	-	471	2035	1153	40.8%
13/2	Right	U	2	N/A	E		1	33	-	169	2071	1174	14.4%
13/3	Right	U	2	N/A	E		1	33	-	328	2061	1168	28.1%
14/1	Ahead	U	3	N/A	H		1	37	-	557	2035	1289	43.2%
14/2	Ahead Right	U	3	N/A	H		1	37	-	673	2175	1378	48.9%
14/3	Right	U	3	N/A	H		1	37	-	206	2061	1305	15.8%
15/1	Ahead	U	4	N/A	K		1	19	-	47	2035	678	6.9%
15/2	Ahead Right	U	4	N/A	K		1	19	-	193	2156	719	26.9%
15/3	Right	U	4	N/A	K		1	19	-	186	2061	687	27.1%
16/1	41 Exit 2	U	N/A	N/A	-		-	-	-	477	Inf	Inf	0.0%
16/2	41 Exit 2	U	N/A	N/A	-		-	-	-	441	Inf	Inf	0.0%
17/1		U	N/A	N/A	-		-	-	-	295	1978	1978	14.9%

Full Input Data And Results

17/2		U	N/A	N/A	-		-	-	-	266	1978	1978	13.4%
18/1		U	N/A	N/A	-		-	-	-	479	2015	2015	23.8%
19/1		U	N/A	N/A	-		-	-	-	680	1980	1980	34.3%
19/2		U	N/A	N/A	-		-	-	-	790	1980	1980	39.9%
20/1		U	N/A	N/A	-		-	-	-	148	1980	1980	7.5%
20/2		U	N/A	N/A	-		-	-	-	223	1980	1980	11.3%
Ped Link: P1	Unnamed Ped Link	-	6	-	Q		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	C		1	28	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	7	-	S		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2	-	F		1	26	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	8	-	U		1	7	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	3	-	I		1	30	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	9	-	W		1	8	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	4	-	L		1	12	-	0	-	0	0.0%
Ped Link: P9	Unnamed Ped Link	-	10	-	Y		1	8	-	0	-	0	0.0%
Ped Link: P10	Unnamed Ped Link	-	5	-	O		1	33	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 Rodney House Roundabout	**-**	**-**	**0**	**0**	**0**	**21.7**	**12.3**	**0.0**	**34.1**	**-**	**-**	**-**	**-**
Rodney House Roundabout	**-**	**-**	**0**	**0**	**0**	**21.7**	**12.3**	**0.0**	**34.1**	**-**	**-**	**-**	**-**
1/2+1/1	134	134	-	-	-	0.8	0.2	-	1.0	26.0	1.5	0.2	1.7
1/3	171	171	-	-	-	1.0	0.4	-	1.4	30.1	2.5	0.4	2.9
2/2+2/1	418	418	-	-	-	2.1	0.6	-	2.7	23.5	4.3	0.6	4.9
2/3	292	292	-	-	-	1.5	0.6	-	2.1	25.6	4.1	0.6	4.7
3/2+3/1	776	776	-	-	-	3.9	1.6	-	5.6	25.9	5.7	1.6	7.4
3/3	171	171	-	-	-	0.8	0.2	-	1.0	20.0	2.1	0.2	2.3
4/2+4/1	317	317	-	-	-	1.7	0.7	-	2.5	27.8	3.5	0.7	4.2
4/3	143	143	-	-	-	0.8	0.2	-	1.0	24.1	1.9	0.2	2.2
5/2+5/1	872	872	-	-	-	2.0	0.6	-	2.6	10.7	4.6	0.6	5.2
5/3	505	505	-	-	-	1.2	0.4	-	1.6	11.7	5.2	0.4	5.6
6/1	148	148	-	-	-	0.1	0.1	-	0.2	3.8	0.4	0.1	0.5
6/2	223	223	-	-	-	0.1	0.1	-	0.2	2.5	0.6	0.1	0.7
7/1	295	295	-	-	-	0.1	0.1	-	0.2	2.8	0.7	0.1	0.8
7/2	266	266	-	-	-	0.1	0.1	-	0.2	2.6	1.2	0.1	1.3
8/1	477	477	-	-	-	0.2	0.3	-	0.5	3.6	0.8	0.3	1.1
8/2	441	441	-	-	-	0.3	0.2	-	0.5	4.3	1.3	0.2	1.5
9/1	479	479	-	-	-	0.0	0.3	-	0.3	2.5	0.1	0.3	0.4
10/1	680	680	-	-	-	0.5	0.5	-	1.1	5.7	3.9	0.5	4.5
10/2	790	790	-	-	-	0.5	0.6	-	1.1	5.1	2.6	0.6	3.2
11/1	281	281	-	-	-	0.1	0.1	-	0.2	2.6	0.4	0.1	0.5
11/2	643	643	-	-	-	0.4	0.4	-	0.8	4.4	3.2	0.4	3.6

Full Input Data And Results

11/3	508	508	-	-	-	0.0	0.3	-	0.3	2.2	0.1	0.3	0.4
12/1	431	431	-	-	-	0.2	0.3	-	0.5	4.2	4.3	0.3	4.5
12/2	370	370	-	-	-	0.2	0.2	-	0.4	3.8	3.1	0.2	3.3
12/3	375	375	-	-	-	0.2	0.2	-	0.5	4.4	2.3	0.2	2.6
13/1	471	471	-	-	-	0.9	0.3	-	1.2	9.4	3.1	0.3	3.4
13/2	169	169	-	-	-	0.0	0.1	-	0.1	1.8	0.0	0.1	0.1
13/3	328	328	-	-	-	0.0	0.2	-	0.2	2.1	1.2	0.2	1.3
14/1	557	557	-	-	-	0.4	0.4	-	0.8	4.9	2.6	0.4	3.0
14/2	673	673	-	-	-	0.6	0.5	-	1.0	5.6	4.8	0.5	5.2
14/3	206	206	-	-	-	0.0	0.1	-	0.1	2.3	0.5	0.1	0.6
15/1	47	47	-	-	-	0.1	0.0	-	0.1	8.3	0.1	0.0	0.2
15/2	193	193	-	-	-	0.6	0.2	-	0.8	14.5	2.6	0.2	2.8
15/3	186	186	-	-	-	0.2	0.2	-	0.4	8.3	0.9	0.2	1.1
16/1	477	477	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/2	441	441	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
17/1	295	295	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
17/2	266	266	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
18/1	479	479	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
19/1	680	680	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
19/2	790	790	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
20/1	148	148	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
20/2	223	223	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P9	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P10	0	0	-	-	-	-	-	-	-	-	-	-	-

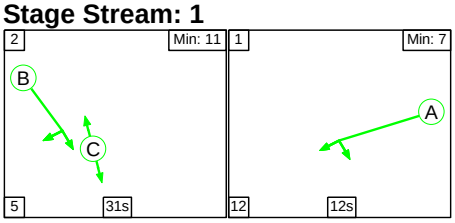
C1	Stream: 1	PRC for Signalled Lanes (%):	65.8	Total Delay for Signalled Lanes (pcuHr):	6.15	Cycle Time (s):	60
C1	Stream: 2	PRC for Signalled Lanes (%):	17.0	Total Delay for Signalled Lanes (pcuHr):	8.04	Cycle Time (s):	60
C1	Stream: 3	PRC for Signalled Lanes (%):	53.4	Total Delay for Signalled Lanes (pcuHr):	5.35	Cycle Time (s):	60
C1	Stream: 4	PRC for Signalled Lanes (%):	71.6	Total Delay for Signalled Lanes (pcuHr):	5.54	Cycle Time (s):	60
C1	Stream: 5	PRC for Signalled Lanes (%):	101.9	Total Delay for Signalled Lanes (pcuHr):	3.71	Cycle Time (s):	60
C1	Stream: 6	PRC for Signalled Lanes (%):	301.7	Total Delay for Signalled Lanes (pcuHr):	0.43	Cycle Time (s):	60
C1	Stream: 7	PRC for Signalled Lanes (%):	147.2	Total Delay for Signalled Lanes (pcuHr):	1.00	Cycle Time (s):	60
C1	Stream: 8	PRC for Signalled Lanes (%):	143.0	Total Delay for Signalled Lanes (pcuHr):	0.33	Cycle Time (s):	60
C1	Stream: 9	PRC for Signalled Lanes (%):	61.0	Total Delay for Signalled Lanes (pcuHr):	2.20	Cycle Time (s):	60
C1	Stream: 10	PRC for Signalled Lanes (%):	456.1	Total Delay for Signalled Lanes (pcuHr):	0.32	Cycle Time (s):	60
		PRC Over All Lanes (%):	17.0	Total Delay Over All Lanes(pcuHr):	34.08		

Full Input Data And Results

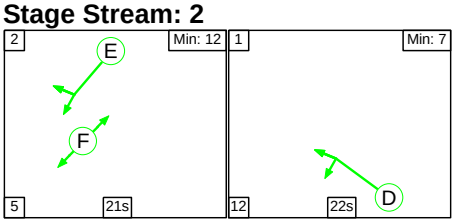
Scenario 6: 'PM Base + Dev 2026' (FG6: 'PM Base + Dev 2026', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

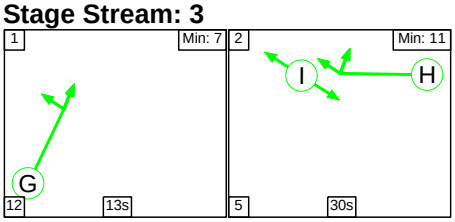
Stage Stream: 1



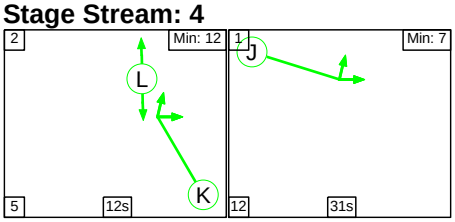
Stage Stream: 2



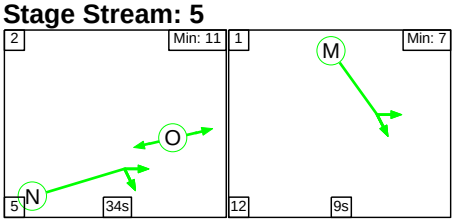
Stage Stream: 3



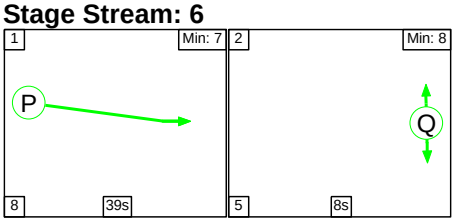
Stage Stream: 4



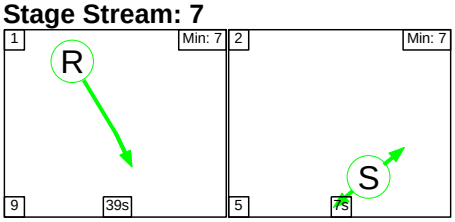
Stage Stream: 5



Stage Stream: 6

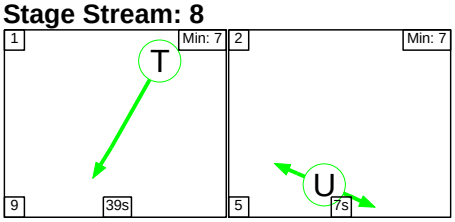


Stage Stream: 7

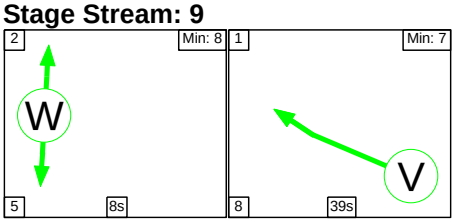


Full Input Data And Results

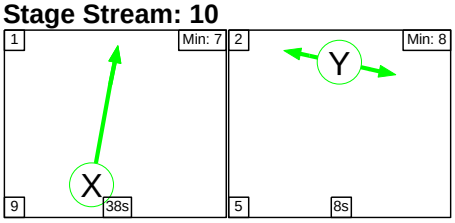
Stage Stream: 8



Stage Stream: 9



Stage Stream: 10



Stage Timings

Stage Stream: 1

Stage	2	1
Duration	31	12
Change Point	20	56

Stage Stream: 2

Stage	2	1
Duration	21	22
Change Point	6	32

Stage Stream: 3

Stage	1	2
Duration	13	30
Change Point	15	40

Stage Stream: 4

Stage	2	1
Duration	12	31
Change Point	53	10

Stage Stream: 5

Stage	2	1
Duration	34	9
Change Point	20	59

Full Input Data And Results

Stage Stream: 6

Stage	1	2
Duration	39	8
Change Point	58	45

Stage Stream: 7

Stage	1	2
Duration	39	7
Change Point	19	7

Stage Stream: 8

Stage	1	2
Duration	39	7
Change Point	6	54

Stage Stream: 9

Stage	2	1
Duration	8	39
Change Point	27	40

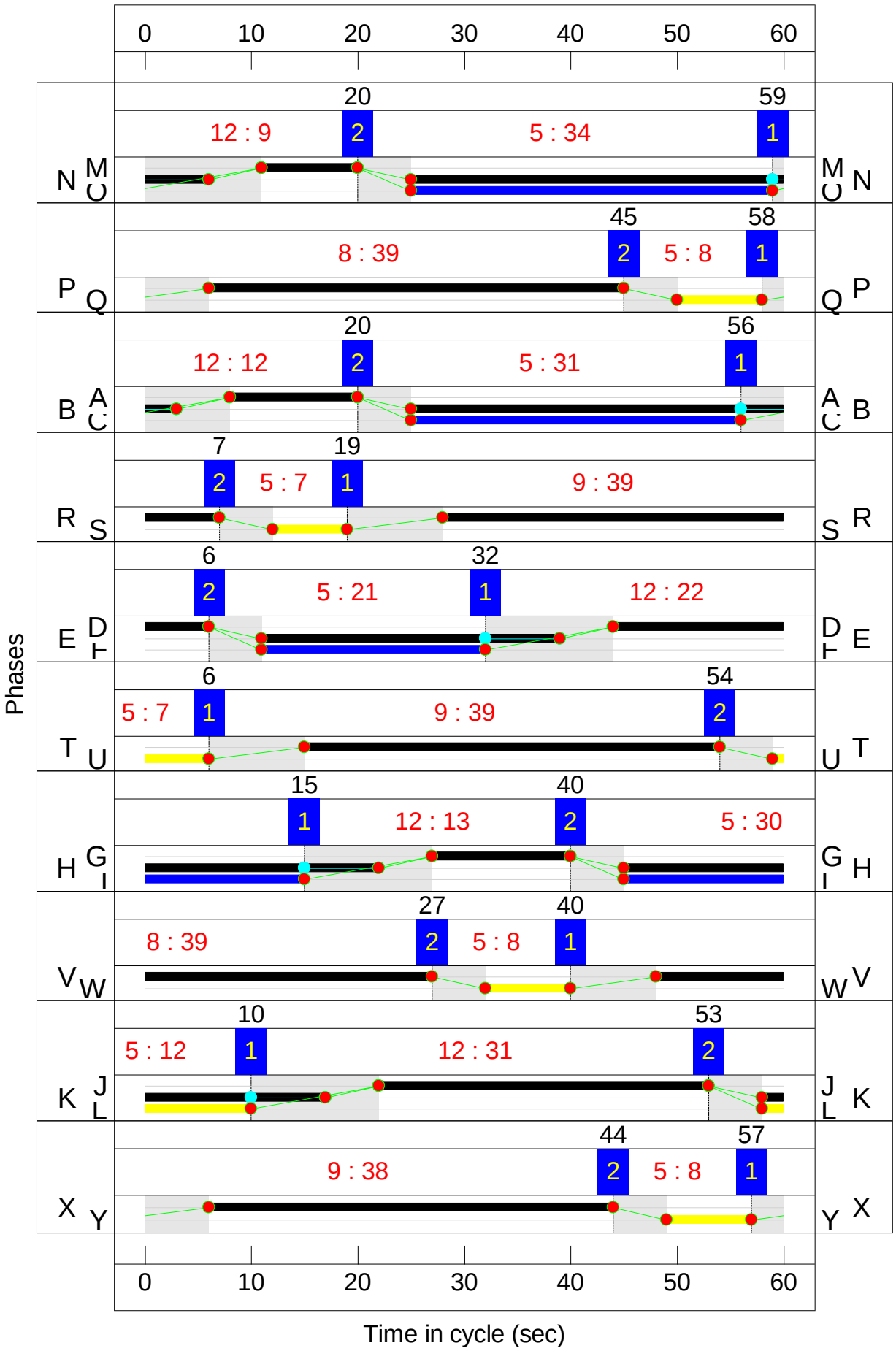
Stage Stream: 10

Stage	1	2
Duration	38	8
Change Point	57	44

Full Input Data And Results

Signal Timings Diagram

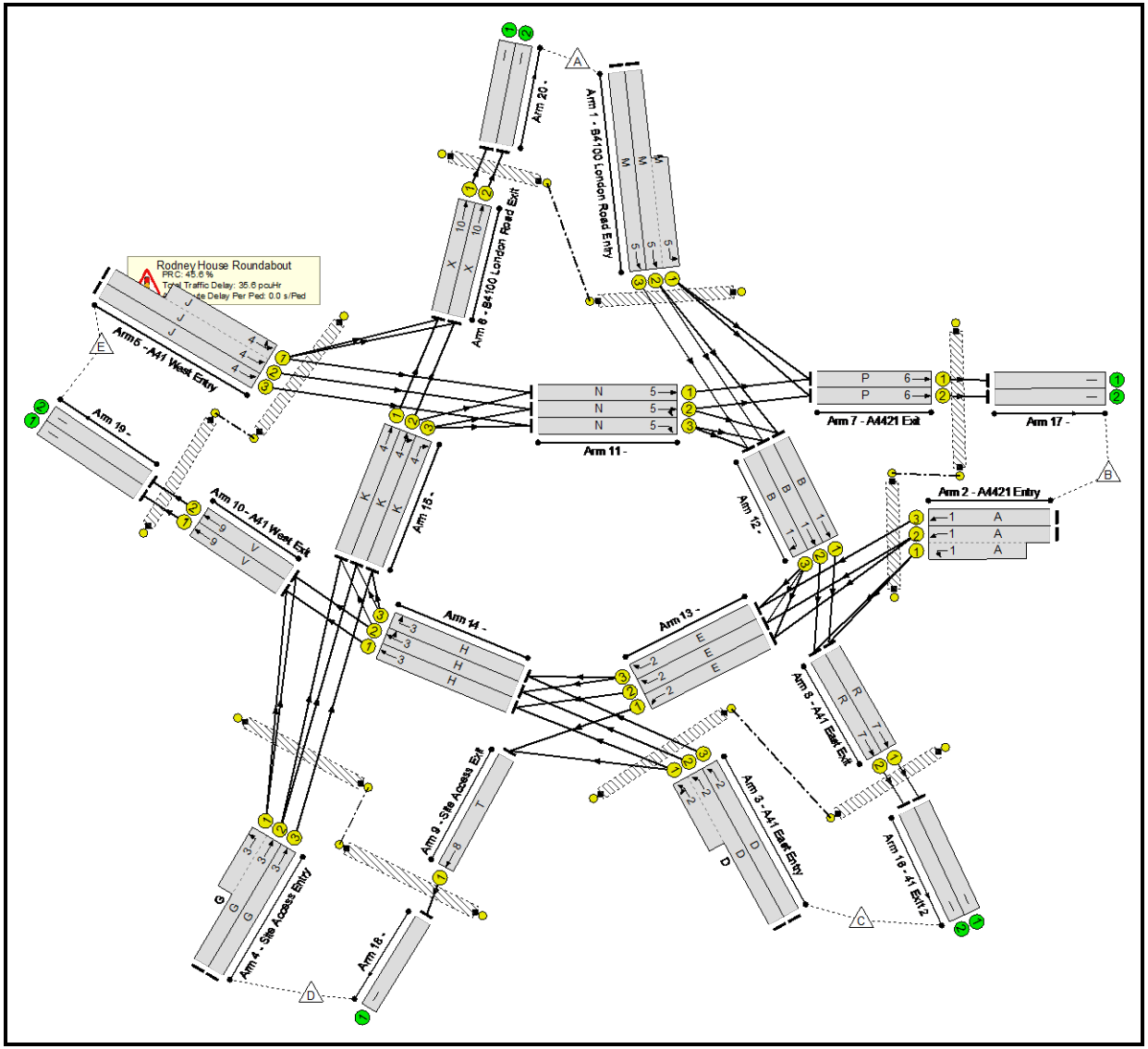
Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A41 Rodney House Roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**61.8%**
Rodney House Roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**61.8%**
1/2+1/1	B4100 London Road Entry Left Ahead	U	5	N/A	M		1	9	-	314	2085:1854	656	47.8%
1/3	B4100 London Road Entry Ahead	U	5	N/A	M		1	9	-	207	2105	351	59.0%
2/2+2/1	A4421 Entry Left Ahead	U	1	N/A	A		1	12	-	289	2080:1816	547	52.8%
2/3	A4421 Entry Ahead	U	1	N/A	A		1	12	-	236	2080	451	52.4%
3/2+3/1	A41 East Entry Left Ahead	U	2	N/A	D		1	22	-	742	2062:1928	1200	61.8%
3/3	A41 East Entry Ahead	U	2	N/A	D		1	22	-	264	2069	793	33.3%
4/2+4/1	Site Access Entry Left Ahead	U	3	N/A	G		1	13	-	247	2105:1854	566	43.6%
4/3	Site Access Entry Ahead	U	3	N/A	G		1	13	-	148	2105	491	30.1%
5/2+5/1	A41 West Entry Left Ahead	U	4	N/A	J		1	31	-	1021	2055:1867	1689	60.5%
5/3	A41 West Entry Ahead	U	4	N/A	J		1	31	-	582	2055	1096	53.1%
6/1	B4100 London Road Exit Ahead	U	10	N/A	X		1	38	-	168	1980	1287	13.1%
6/2	B4100 London Road Exit Ahead	U	10	N/A	X		1	38	-	214	2120	1378	15.5%

Full Input Data And Results

7/1	A4421 Exit Ahead	U	6	N/A	P		1	39	-	489	1975	1317	37.1%
7/2	A4421 Exit Ahead	U	6	N/A	P		1	39	-	442	2115	1410	31.3%
8/1	A41 East Exit Ahead	U	7	N/A	R		1	39	-	482	1965	1310	36.8%
8/2	A41 East Exit Ahead	U	7	N/A	R		1	39	-	491	2105	1403	35.0%
9/1	Site Access Exit Ahead	U	8	N/A	T		1	39	-	426	1940	1293	32.9%
10/1	A41 West Exit Ahead	U	9	N/A	V		1	39	-	633	1980	1320	48.0%
10/2	A41 West Exit Ahead	U	9	N/A	V		1	39	-	705	2120	1413	49.9%
11/1	Ahead	U	5	N/A	N		1	41	-	439	2035	1425	30.8%
11/2	Ahead Right	U	5	N/A	N		1	41	-	734	2116	1481	49.6%
11/3	Right	U	5	N/A	N		1	41	-	585	2061	1443	40.5%
12/1	Ahead	U	1	N/A	B		1	38	-	462	2035	1323	34.9%
12/2	Ahead	U	1	N/A	B		1	38	-	460	2175	1414	32.5%
12/3	Right	U	1	N/A	B		1	38	-	426	2061	1340	31.8%
13/1	Ahead	U	2	N/A	E		1	28	-	423	2035	984	43.0%
13/2	Right	U	2	N/A	E		1	28	-	186	2071	1001	18.6%
13/3	Right	U	2	N/A	E		1	28	-	291	2061	996	29.2%
14/1	Ahead	U	3	N/A	H		1	37	-	550	2035	1289	42.7%
14/2	Ahead Right	U	3	N/A	H		1	37	-	658	2167	1372	47.9%
14/3	Right	U	3	N/A	H		1	37	-	272	2061	1305	20.8%
15/1	Ahead	U	4	N/A	K		1	19	-	96	2035	678	14.2%
15/2	Ahead Right	U	4	N/A	K		1	19	-	232	2139	713	32.5%
15/3	Right	U	4	N/A	K		1	19	-	209	2061	687	30.4%
16/1	41 Exit 2	U	N/A	N/A	-		-	-	-	482	Inf	Inf	0.0%
16/2	41 Exit 2	U	N/A	N/A	-		-	-	-	491	Inf	Inf	0.0%
17/1		U	N/A	N/A	-		-	-	-	489	1978	1978	24.7%

Full Input Data And Results

17/2		U	N/A	N/A	-		-	-	-	442	1978	1978	22.3%
18/1		U	N/A	N/A	-		-	-	-	426	2015	2015	21.1%
19/1		U	N/A	N/A	-		-	-	-	633	1980	1980	32.0%
19/2		U	N/A	N/A	-		-	-	-	705	1980	1980	35.6%
20/1		U	N/A	N/A	-		-	-	-	168	1980	1980	8.5%
20/2		U	N/A	N/A	-		-	-	-	214	1980	1980	10.8%
Ped Link: P1	Unnamed Ped Link	-	6	-	Q		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	C		1	31	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	7	-	S		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2	-	F		1	21	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	8	-	U		1	7	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	3	-	I		1	30	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	9	-	W		1	8	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	4	-	L		1	12	-	0	-	0	0.0%
Ped Link: P9	Unnamed Ped Link	-	10	-	Y		1	8	-	0	-	0	0.0%
Ped Link: P10	Unnamed Ped Link	-	5	-	O		1	34	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 Rodney House Roundabout	**-**	**-**	**0**	**0**	**0**	**22.8**	**12.8**	**0.0**	**35.6**	**-**	**-**	**-**	**-**
Rodney House Roundabout	**-**	**-**	**0**	**0**	**0**	**22.8**	**12.8**	**0.0**	**35.6**	**-**	**-**	**-**	**-**
1/2+1/1	314	314	-	-	-	2.0	0.5	-	2.4	27.9	2.6	0.5	3.0
1/3	207	207	-	-	-	1.3	0.7	-	2.0	35.5	3.2	0.7	3.9
2/2+2/1	289	289	-	-	-	1.6	0.6	-	2.2	27.4	3.5	0.6	4.1
2/3	236	236	-	-	-	1.4	0.5	-	1.9	29.1	3.5	0.5	4.0
3/2+3/1	742	742	-	-	-	2.9	0.8	-	3.7	17.9	4.7	0.8	5.5
3/3	264	264	-	-	-	1.0	0.2	-	1.2	16.5	3.1	0.2	3.3
4/2+4/1	247	247	-	-	-	1.3	0.4	-	1.7	24.8	2.5	0.4	2.9
4/3	148	148	-	-	-	0.8	0.2	-	1.0	24.2	2.0	0.2	2.2
5/2+5/1	1021	1021	-	-	-	2.5	0.8	-	3.3	11.5	5.4	0.8	6.2
5/3	582	582	-	-	-	1.5	0.6	-	2.0	12.6	6.3	0.6	6.9
6/1	168	168	-	-	-	0.1	0.1	-	0.1	3.1	0.3	0.1	0.4
6/2	214	214	-	-	-	0.1	0.1	-	0.1	2.5	0.2	0.1	0.3
7/1	489	489	-	-	-	0.4	0.3	-	0.7	5.1	2.4	0.3	2.7
7/2	442	442	-	-	-	0.1	0.2	-	0.3	2.8	1.2	0.2	1.4
8/1	482	482	-	-	-	0.1	0.3	-	0.4	2.9	0.4	0.3	0.7
8/2	491	491	-	-	-	0.1	0.3	-	0.4	2.9	0.5	0.3	0.8
9/1	426	426	-	-	-	0.0	0.2	-	0.3	2.1	0.5	0.2	0.8
10/1	633	633	-	-	-	0.4	0.5	-	0.8	4.7	1.8	0.5	2.3
10/2	705	705	-	-	-	0.5	0.5	-	1.0	5.0	2.9	0.5	3.4
11/1	439	439	-	-	-	0.1	0.2	-	0.3	2.3	0.3	0.2	0.5
11/2	734	734	-	-	-	0.2	0.5	-	0.7	3.3	1.8	0.5	2.3

Full Input Data And Results

11/3	585	585	-	-	-	0.0	0.3	-	0.4	2.3	5.9	0.3	6.2
12/1	462	462	-	-	-	0.1	0.3	-	0.4	3.1	0.9	0.3	1.1
12/2	460	460	-	-	-	0.2	0.2	-	0.5	3.8	1.6	0.2	1.9
12/3	426	426	-	-	-	0.7	0.2	-	0.9	7.7	4.6	0.2	4.8
13/1	423	423	-	-	-	0.8	0.4	-	1.2	9.9	3.7	0.4	4.1
13/2	186	186	-	-	-	0.0	0.1	-	0.1	2.2	0.0	0.1	0.1
13/3	291	291	-	-	-	0.0	0.2	-	0.2	2.8	3.1	0.2	3.3
14/1	550	550	-	-	-	0.4	0.4	-	0.7	4.8	3.4	0.4	3.8
14/2	658	658	-	-	-	0.3	0.5	-	0.7	4.0	1.2	0.5	1.7
14/3	272	272	-	-	-	0.0	0.1	-	0.1	1.8	0.0	0.1	0.1
15/1	96	96	-	-	-	0.4	0.1	-	0.5	19.1	1.4	0.1	1.4
15/2	232	232	-	-	-	0.5	0.2	-	0.7	11.3	3.2	0.2	3.4
15/3	209	209	-	-	-	1.2	0.2	-	1.4	24.4	3.3	0.2	3.5
16/1	482	482	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/2	491	491	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
17/1	489	489	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
17/2	442	442	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
18/1	426	426	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
19/1	633	633	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
19/2	705	705	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
20/1	168	168	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
20/2	214	214	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P9	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P10	0	0	-	-	-	-	-	-	-	-	-	-	-

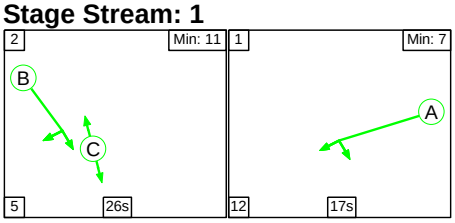
C1	Stream: 1	PRC for Signalled Lanes (%):	70.4	Total Delay for Signalled Lanes (pcuHr):	5.91	Cycle Time (s):	60
C1	Stream: 2	PRC for Signalled Lanes (%):	45.6	Total Delay for Signalled Lanes (pcuHr):	6.41	Cycle Time (s):	60
C1	Stream: 3	PRC for Signalled Lanes (%):	87.7	Total Delay for Signalled Lanes (pcuHr):	4.31	Cycle Time (s):	60
C1	Stream: 4	PRC for Signalled Lanes (%):	48.9	Total Delay for Signalled Lanes (pcuHr):	7.96	Cycle Time (s):	60
C1	Stream: 5	PRC for Signalled Lanes (%):	52.5	Total Delay for Signalled Lanes (pcuHr):	5.81	Cycle Time (s):	60
C1	Stream: 6	PRC for Signalled Lanes (%):	142.3	Total Delay for Signalled Lanes (pcuHr):	1.04	Cycle Time (s):	60
C1	Stream: 7	PRC for Signalled Lanes (%):	144.6	Total Delay for Signalled Lanes (pcuHr):	0.77	Cycle Time (s):	60
C1	Stream: 8	PRC for Signalled Lanes (%):	173.2	Total Delay for Signalled Lanes (pcuHr):	0.25	Cycle Time (s):	60
C1	Stream: 9	PRC for Signalled Lanes (%):	80.4	Total Delay for Signalled Lanes (pcuHr):	1.80	Cycle Time (s):	60
C1	Stream: 10	PRC for Signalled Lanes (%):	479.5	Total Delay for Signalled Lanes (pcuHr):	0.29	Cycle Time (s):	60
		PRC Over All Lanes (%):	45.6	Total Delay Over All Lanes(pcuHr):	35.62		

Full Input Data And Results

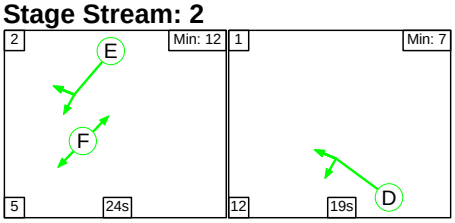
Scenario 7: 'AM Base + Dev 2031' (FG7: 'AM Base + Dev 2031', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

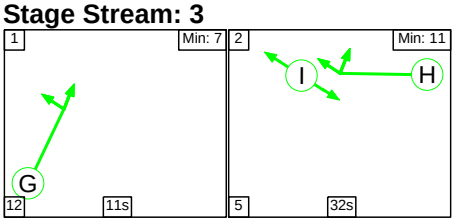
Stage Stream: 1



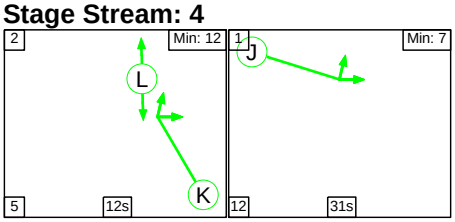
Stage Stream: 2



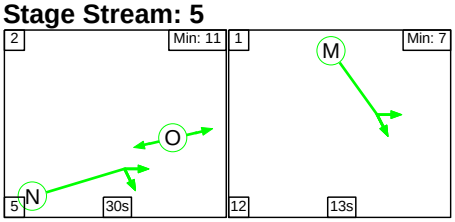
Stage Stream: 3



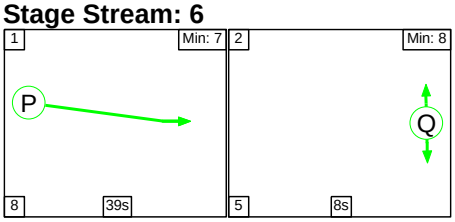
Stage Stream: 4



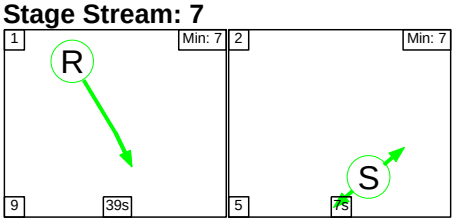
Stage Stream: 5



Stage Stream: 6

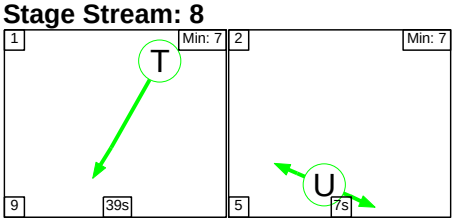


Stage Stream: 7

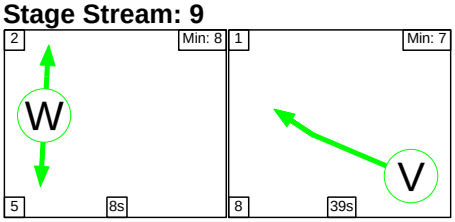


Full Input Data And Results

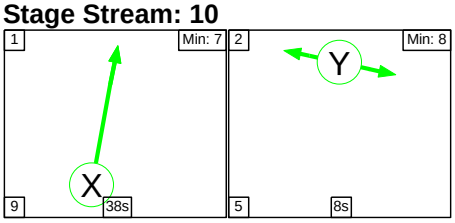
Stage Stream: 8



Stage Stream: 9



Stage Stream: 10



Stage Timings

Stage Stream: 1

Stage	2	1
Duration	26	17
Change Point	3	34

Stage Stream: 2

Stage	2	1
Duration	24	19
Change Point	41	10

Stage Stream: 3

Stage	1	2
Duration	11	32
Change Point	27	50

Stage Stream: 4

Stage	2	1
Duration	12	31
Change Point	26	43

Stage Stream: 5

Stage	2	1
Duration	30	13
Change Point	46	21

Full Input Data And Results

Stage Stream: 6

Stage	1	2
Duration	39	8
Change Point	47	34

Stage Stream: 7

Stage	1	2
Duration	39	7
Change Point	4	52

Stage Stream: 8

Stage	1	2
Duration	39	7
Change Point	41	29

Stage Stream: 9

Stage	2	1
Duration	8	39
Change Point	11	24

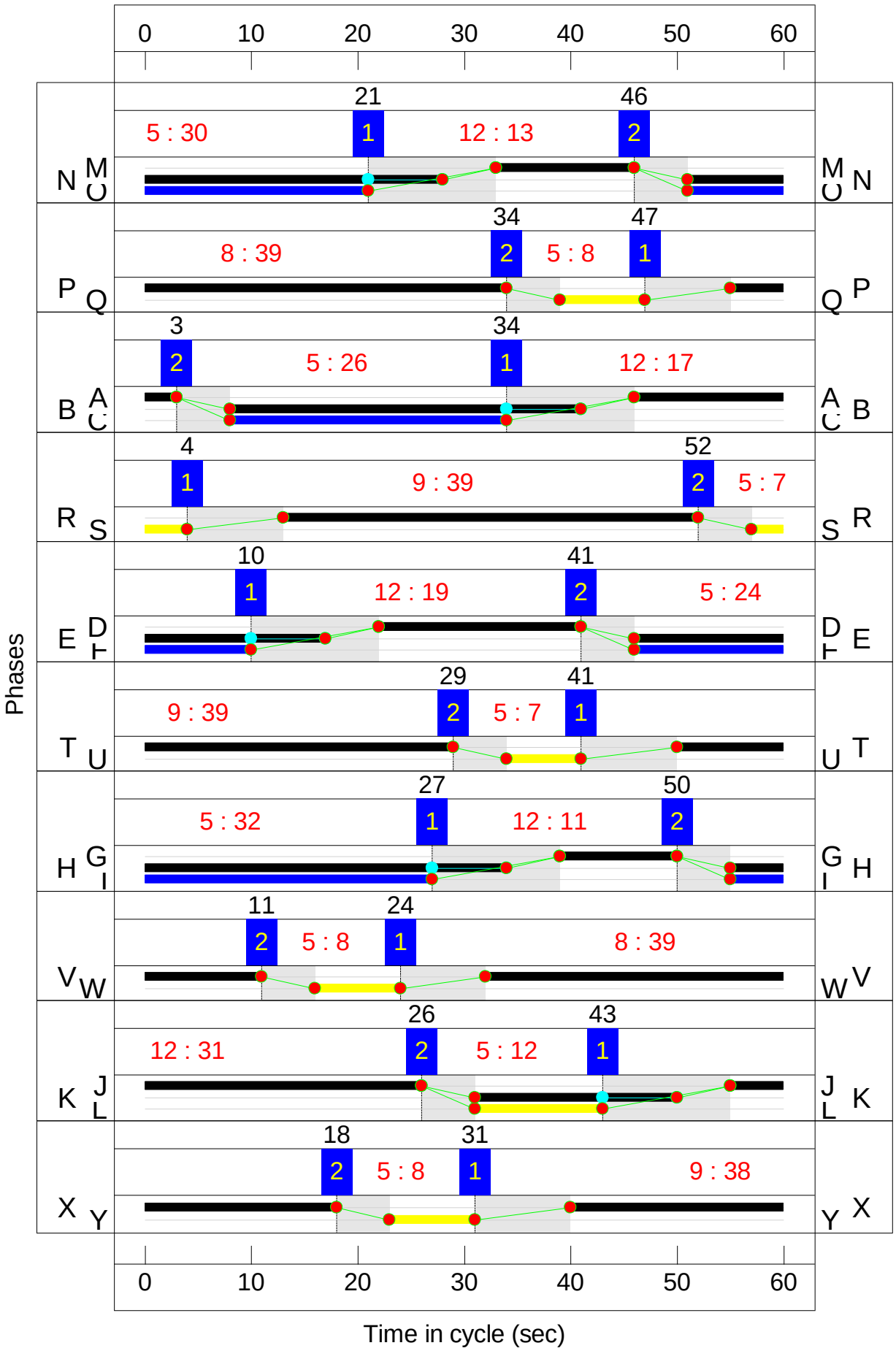
Stage Stream: 10

Stage	1	2
Duration	38	8
Change Point	31	18

Full Input Data And Results

Signal Timings Diagram

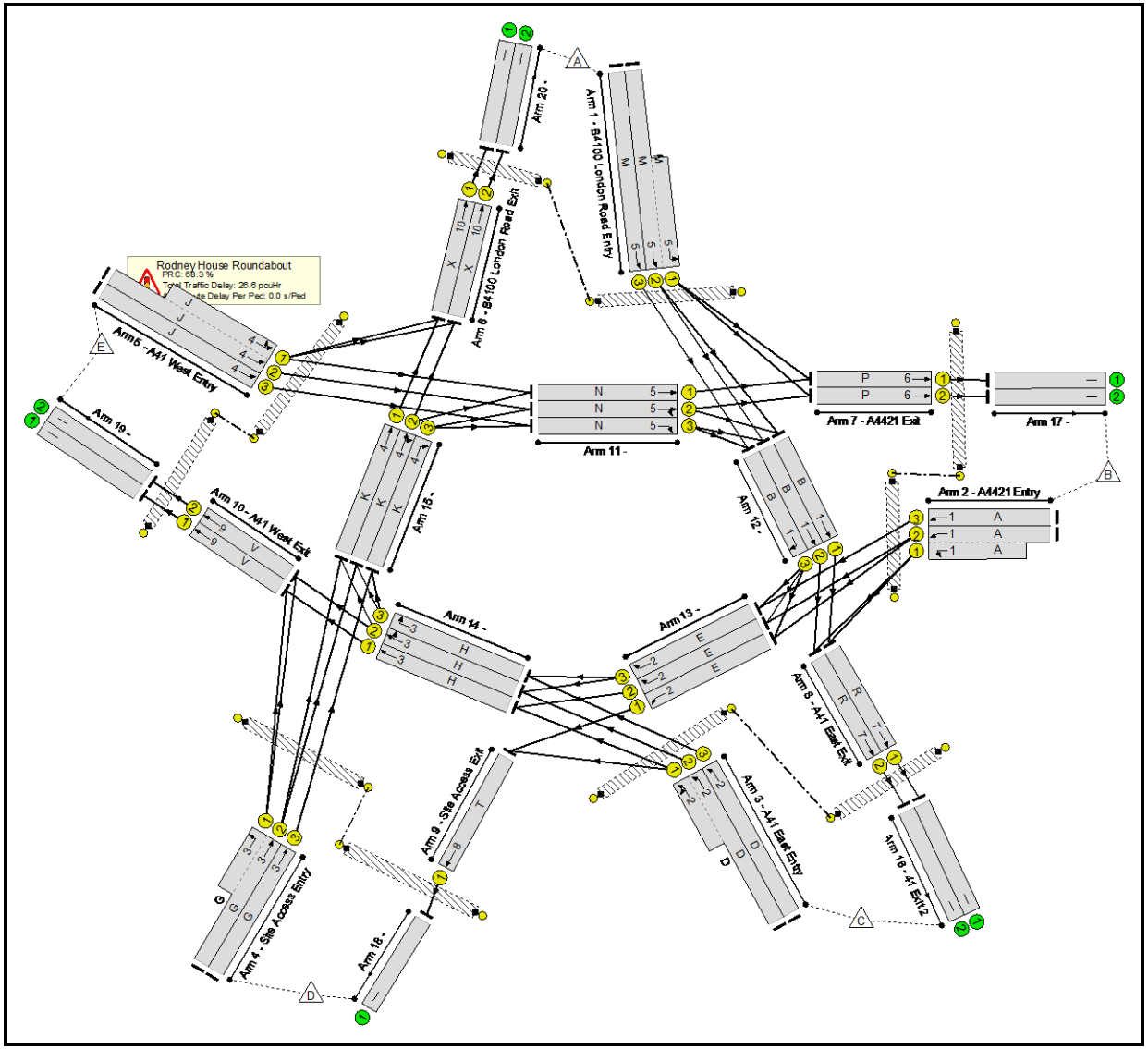
Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A41 Rodney House Roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**53.5%**
Rodney House Roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**53.5%**
1/2+1/1	B4100 London Road Entry Left Ahead	U	5	N/A	M		1	13	-	159	2085:1854	595	26.7%
1/3	B4100 London Road Entry Ahead	U	5	N/A	M		1	13	-	175	2105	491	35.6%
2/2+2/1	A4421 Entry Left Ahead	U	1	N/A	A		1	17	-	415	2080:1816	884	47.0%
2/3	A4421 Entry Ahead	U	1	N/A	A		1	17	-	275	2080	624	44.1%
3/2+3/1	A41 East Entry Left Ahead	U	2	N/A	D		1	19	-	554	2062:1926	1036	53.5%
3/3	A41 East Entry Ahead	U	2	N/A	D		1	19	-	172	2069	690	24.9%
4/2+4/1	Site Access Entry Left Ahead	U	3	N/A	G		1	11	-	261	2105:1854	490	53.3%
4/3	Site Access Entry Ahead	U	3	N/A	G		1	11	-	126	2105	421	29.9%
5/2+5/1	A41 West Entry Left Ahead	U	4	N/A	J		1	31	-	724	2055:1846	1641	44.1%
5/3	A41 West Entry Ahead	U	4	N/A	J		1	31	-	420	2055	1096	38.3%
6/1	B4100 London Road Exit Ahead	U	10	N/A	X		1	38	-	174	1980	1287	13.5%
6/2	B4100 London Road Exit Ahead	U	10	N/A	X		1	38	-	225	2120	1378	16.3%

Full Input Data And Results

7/1	A4421 Exit Ahead	U	6	N/A	P		1	39	-	227	1975	1317	17.2%
7/2	A4421 Exit Ahead	U	6	N/A	P		1	39	-	294	2115	1410	20.9%
8/1	A41 East Exit Ahead	U	7	N/A	R		1	39	-	371	1965	1310	28.3%
8/2	A41 East Exit Ahead	U	7	N/A	R		1	39	-	393	2105	1403	28.0%
9/1	Site Access Exit Ahead	U	8	N/A	T		1	39	-	512	1940	1293	39.6%
10/1	A41 West Exit Ahead	U	9	N/A	V		1	39	-	482	1980	1320	36.5%
10/2	A41 West Exit Ahead	U	9	N/A	V		1	39	-	603	2120	1413	42.7%
11/1	Ahead	U	5	N/A	N		1	37	-	221	2035	1289	17.1%
11/2	Ahead Right	U	5	N/A	N		1	37	-	519	2124	1345	38.6%
11/3	Right	U	5	N/A	N		1	37	-	423	2061	1305	32.4%
12/1	Ahead	U	1	N/A	B		1	33	-	316	2035	1153	27.4%
12/2	Ahead	U	1	N/A	B		1	33	-	326	2175	1232	26.5%
12/3	Right	U	1	N/A	B		1	33	-	334	2061	1168	28.6%
13/1	Ahead	U	2	N/A	E		1	31	-	504	2035	1085	46.4%
13/2	Right	U	2	N/A	E		1	31	-	101	2071	1105	9.1%
13/3	Right	U	2	N/A	E		1	31	-	297	2061	1099	27.0%
14/1	Ahead	U	3	N/A	H		1	39	-	390	2035	1357	28.7%
14/2	Ahead Right	U	3	N/A	H		1	39	-	518	2171	1447	35.8%
14/3	Right	U	3	N/A	H		1	39	-	208	2061	1374	15.1%
15/1	Ahead	U	4	N/A	K		1	19	-	67	2035	678	9.9%
15/2	Ahead Right	U	4	N/A	K		1	19	-	185	2159	720	25.7%
15/3	Right	U	4	N/A	K		1	19	-	166	2061	687	24.2%
16/1	41 Exit 2	U	N/A	N/A	-		-	-	-	371	Inf	Inf	0.0%
16/2	41 Exit 2	U	N/A	N/A	-		-	-	-	393	Inf	Inf	0.0%
17/1		U	N/A	N/A	-		-	-	-	227	1978	1978	11.5%

Full Input Data And Results

17/2		U	N/A	N/A	-		-	-	-	294	1978	1978	14.9%
18/1		U	N/A	N/A	-		-	-	-	512	2015	2015	25.4%
19/1		U	N/A	N/A	-		-	-	-	482	1980	1980	24.3%
19/2		U	N/A	N/A	-		-	-	-	603	1980	1980	30.5%
20/1		U	N/A	N/A	-		-	-	-	174	1980	1980	8.8%
20/2		U	N/A	N/A	-		-	-	-	225	1980	1980	11.4%
Ped Link: P1	Unnamed Ped Link	-	6	-	Q		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	C		1	26	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	7	-	S		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2	-	F		1	24	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	8	-	U		1	7	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	3	-	I		1	32	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	9	-	W		1	8	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	4	-	L		1	12	-	0	-	0	0.0%
Ped Link: P9	Unnamed Ped Link	-	10	-	Y		1	8	-	0	-	0	0.0%
Ped Link: P10	Unnamed Ped Link	-	5	-	O		1	30	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 Rodney House Roundabout	**-**	**-**	**0**	**0**	**0**	**17.7**	**9.0**	**0.0**	**26.6**	**-**	**-**	**-**	**-**
Rodney House Roundabout	**-**	**-**	**0**	**0**	**0**	**17.7**	**9.0**	**0.0**	**26.6**	**-**	**-**	**-**	**-**
1/2+1/1	159	159	-	-	-	0.8	0.2	-	1.0	22.8	1.8	0.2	2.0
1/3	175	175	-	-	-	0.9	0.3	-	1.2	24.9	2.4	0.3	2.7
2/2+2/1	415	415	-	-	-	1.9	0.4	-	2.4	20.5	3.9	0.4	4.3
2/3	275	275	-	-	-	1.3	0.4	-	1.7	22.1	3.7	0.4	4.1
3/2+3/1	554	554	-	-	-	2.4	0.6	-	3.0	19.3	3.9	0.6	4.5
3/3	172	172	-	-	-	0.7	0.2	-	0.9	18.0	2.1	0.2	2.2
4/2+4/1	261	261	-	-	-	1.5	0.6	-	2.1	28.9	2.9	0.6	3.4
4/3	126	126	-	-	-	0.7	0.2	-	0.9	26.5	1.8	0.2	2.0
5/2+5/1	724	724	-	-	-	1.6	0.4	-	2.0	10.0	3.5	0.4	3.9
5/3	420	420	-	-	-	1.0	0.3	-	1.3	10.9	4.1	0.3	4.4
6/1	174	174	-	-	-	0.1	0.1	-	0.2	3.7	0.5	0.1	0.5
6/2	225	225	-	-	-	0.1	0.1	-	0.2	2.6	0.7	0.1	0.7
7/1	227	227	-	-	-	0.0	0.1	-	0.1	2.2	0.1	0.1	0.2
7/2	294	294	-	-	-	0.1	0.1	-	0.2	2.8	0.4	0.1	0.5
8/1	371	371	-	-	-	0.2	0.2	-	0.4	3.5	3.0	0.2	3.2
8/2	393	393	-	-	-	0.2	0.2	-	0.4	3.6	3.2	0.2	3.4
9/1	512	512	-	-	-	0.0	0.3	-	0.4	2.5	0.1	0.3	0.4
10/1	482	482	-	-	-	0.1	0.3	-	0.4	2.6	1.2	0.3	1.5
10/2	603	603	-	-	-	0.2	0.4	-	0.5	3.3	2.4	0.4	2.7
11/1	221	221	-	-	-	0.1	0.1	-	0.2	3.4	0.5	0.1	0.6
11/2	519	519	-	-	-	0.5	0.3	-	0.8	5.4	2.9	0.3	3.2

Full Input Data And Results

11/3	423	423	-	-	-	0.0	0.2	-	0.3	2.3	0.1	0.2	0.4
12/1	316	316	-	-	-	0.3	0.2	-	0.5	5.6	3.0	0.2	3.1
12/2	326	326	-	-	-	0.3	0.2	-	0.5	5.6	3.1	0.2	3.3
12/3	334	334	-	-	-	0.3	0.2	-	0.5	5.7	2.1	0.2	2.3
13/1	504	504	-	-	-	0.4	0.4	-	0.9	6.2	2.4	0.4	2.8
13/2	101	101	-	-	-	0.1	0.1	-	0.1	4.5	0.9	0.1	1.0
13/3	297	297	-	-	-	0.0	0.2	-	0.2	2.6	0.6	0.2	0.8
14/1	390	390	-	-	-	0.4	0.2	-	0.6	5.2	2.2	0.2	2.4
14/2	518	518	-	-	-	0.4	0.3	-	0.7	5.0	4.5	0.3	4.8
14/3	208	208	-	-	-	0.1	0.1	-	0.2	3.9	0.8	0.1	0.9
15/1	67	67	-	-	-	0.1	0.1	-	0.1	7.7	0.2	0.1	0.2
15/2	185	185	-	-	-	0.6	0.2	-	0.7	14.3	2.6	0.2	2.8
15/3	166	166	-	-	-	0.2	0.2	-	0.3	7.0	0.7	0.2	0.8
16/1	371	371	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/2	393	393	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
17/1	227	227	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
17/2	294	294	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
18/1	512	512	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
19/1	482	482	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
19/2	603	603	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
20/1	174	174	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
20/2	225	225	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P9	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P10	0	0	-	-	-	-	-	-	-	-	-	-	-

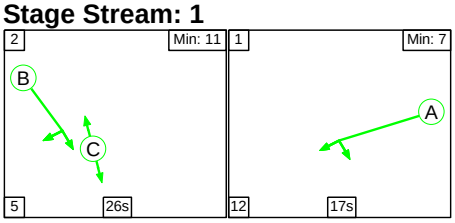
C1	Stream: 1	PRC for Signalled Lanes (%):	91.7	Total Delay for Signalled Lanes (pcuHr):	5.58	Cycle Time (s):	60
C1	Stream: 2	PRC for Signalled Lanes (%):	68.3	Total Delay for Signalled Lanes (pcuHr):	5.03	Cycle Time (s):	60
C1	Stream: 3	PRC for Signalled Lanes (%):	68.9	Total Delay for Signalled Lanes (pcuHr):	4.53	Cycle Time (s):	60
C1	Stream: 4	PRC for Signalled Lanes (%):	104.0	Total Delay for Signalled Lanes (pcuHr):	4.48	Cycle Time (s):	60
C1	Stream: 5	PRC for Signalled Lanes (%):	133.3	Total Delay for Signalled Lanes (pcuHr):	3.47	Cycle Time (s):	60
C1	Stream: 6	PRC for Signalled Lanes (%):	331.6	Total Delay for Signalled Lanes (pcuHr):	0.37	Cycle Time (s):	60
C1	Stream: 7	PRC for Signalled Lanes (%):	217.8	Total Delay for Signalled Lanes (pcuHr):	0.76	Cycle Time (s):	60
C1	Stream: 8	PRC for Signalled Lanes (%):	127.3	Total Delay for Signalled Lanes (pcuHr):	0.35	Cycle Time (s):	60
C1	Stream: 9	PRC for Signalled Lanes (%):	110.9	Total Delay for Signalled Lanes (pcuHr):	0.90	Cycle Time (s):	60
C1	Stream: 10	PRC for Signalled Lanes (%):	451.2	Total Delay for Signalled Lanes (pcuHr):	0.34	Cycle Time (s):	60
		PRC Over All Lanes (%):	68.3	Total Delay Over All Lanes(pcuHr):	26.63		

Full Input Data And Results

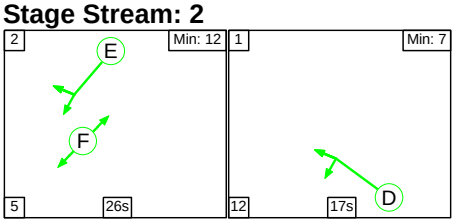
Scenario 8: 'PM Base + Dev 2031' (FG8: 'PM Base + Dev 2031', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

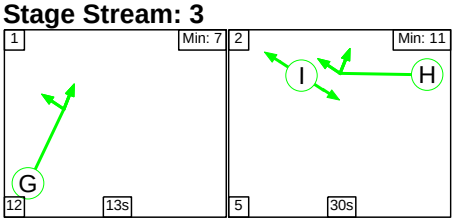
Stage Stream: 1



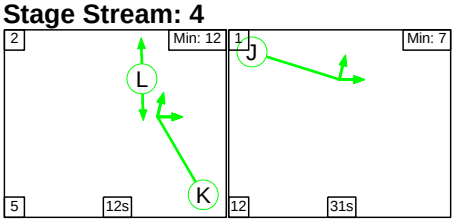
Stage Stream: 2



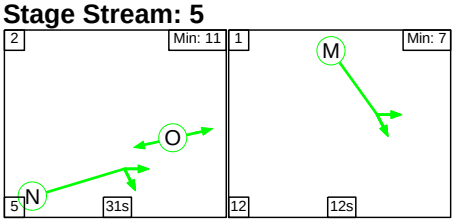
Stage Stream: 3



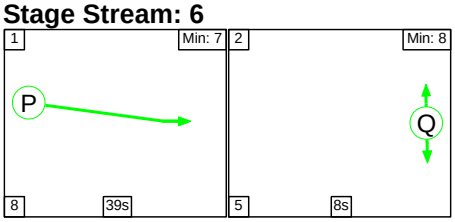
Stage Stream: 4



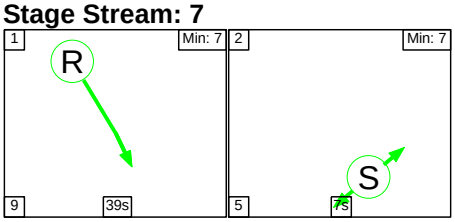
Stage Stream: 5



Stage Stream: 6

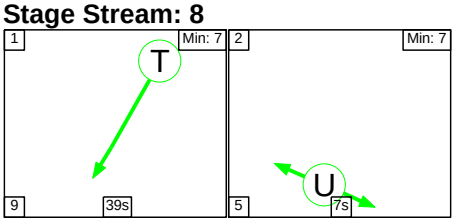


Stage Stream: 7

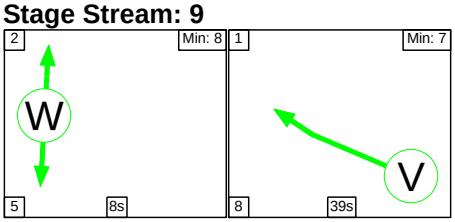


Full Input Data And Results

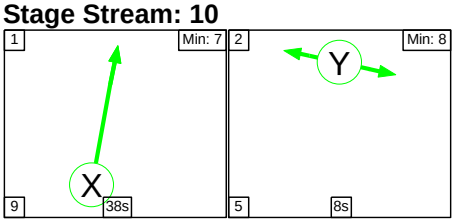
Stage Stream: 8



Stage Stream: 9



Stage Stream: 10



Stage Timings

Stage Stream: 1

Stage	2	1
Duration	26	17
Change Point	2	33

Stage Stream: 2

Stage	2	1
Duration	26	17
Change Point	26	57

Stage Stream: 3

Stage	1	2
Duration	13	30
Change Point	22	47

Stage Stream: 4

Stage	2	1
Duration	12	31
Change Point	25	42

Stage Stream: 5

Stage	2	1
Duration	31	12
Change Point	28	4

Full Input Data And Results

Stage Stream: 6

Stage	1	2
Duration	39	8
Change Point	28	15

Stage Stream: 7

Stage	1	2
Duration	39	7
Change Point	3	51

Stage Stream: 8

Stage	1	2
Duration	39	7
Change Point	20	8

Stage Stream: 9

Stage	2	1
Duration	8	39
Change Point	34	47

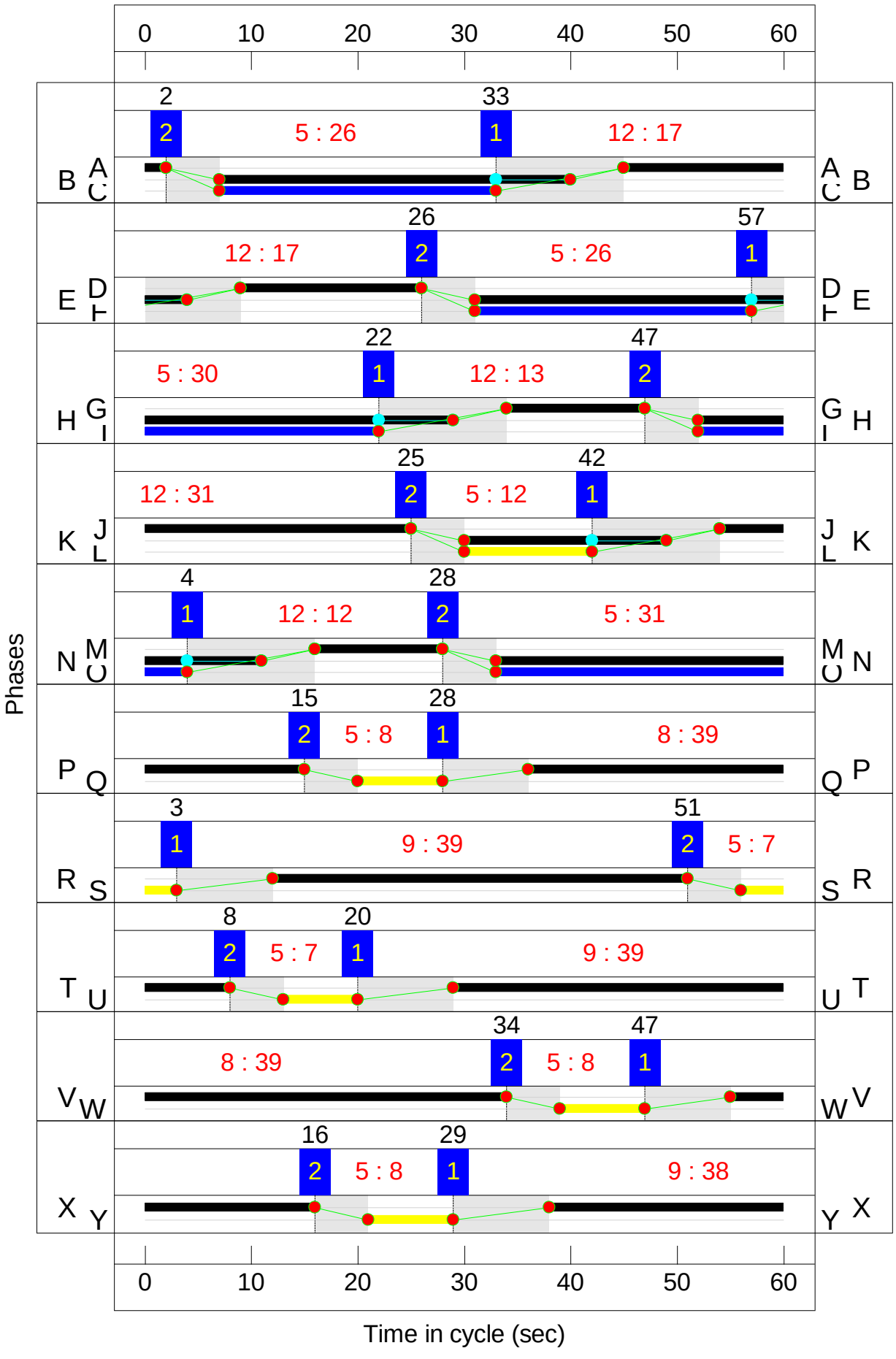
Stage Stream: 10

Stage	1	2
Duration	38	8
Change Point	29	16

Full Input Data And Results

Signal Timings Diagram

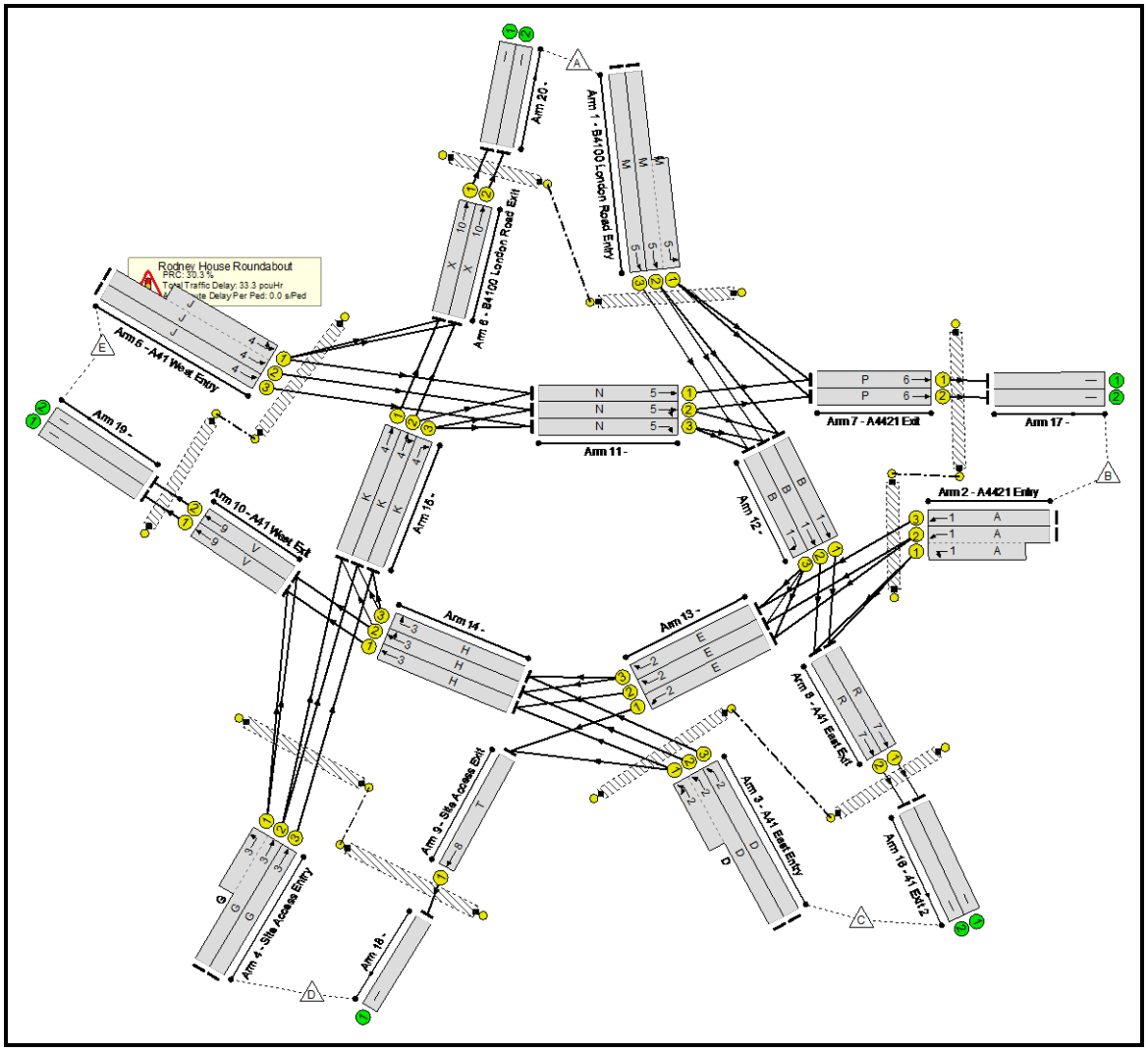
Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A41 Rodney House Roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.0%**
Rodney House Roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.0%**
1/2+1/1	B4100 London Road Entry Left Ahead	U	5	N/A	M		1	12	-	343	2085:1854	772	44.4%
1/3	B4100 London Road Entry Ahead	U	5	N/A	M		1	12	-	223	2105	456	48.9%
2/2+2/1	A4421 Entry Left Ahead	U	1	N/A	A		1	17	-	285	2080:1816	760	37.5%
2/3	A4421 Entry Ahead	U	1	N/A	A		1	17	-	204	2080	624	32.7%
3/2+3/1	A41 East Entry Left Ahead	U	2	N/A	D		1	17	-	699	2062:1913	1012	69.0%
3/3	A41 East Entry Ahead	U	2	N/A	D		1	17	-	304	2069	621	49.0%
4/2+4/1	Site Access Entry Left Ahead	U	3	N/A	G		1	13	-	240	2105:1854	588	40.8%
4/3	Site Access Entry Ahead	U	3	N/A	G		1	13	-	132	2105	491	26.9%
5/2+5/1	A41 West Entry Left Ahead	U	4	N/A	J		1	31	-	860	2055:1861	1694	50.8%
5/3	A41 West Entry Ahead	U	4	N/A	J		1	31	-	479	2055	1096	43.7%
6/1	B4100 London Road Exit Ahead	U	10	N/A	X		1	38	-	231	1980	1287	17.9%
6/2	B4100 London Road Exit Ahead	U	10	N/A	X		1	38	-	232	2120	1378	16.8%

Full Input Data And Results

7/1	A4421 Exit Ahead	U	6	N/A	P		1	39	-	413	1975	1317	31.4%
7/2	A4421 Exit Ahead	U	6	N/A	P		1	39	-	492	2115	1410	34.9%
8/1	A41 East Exit Ahead	U	7	N/A	R		1	39	-	389	1965	1310	29.7%
8/2	A41 East Exit Ahead	U	7	N/A	R		1	39	-	438	2105	1403	31.2%
9/1	Site Access Exit Ahead	U	8	N/A	T		1	39	-	468	1940	1293	36.2%
10/1	A41 West Exit Ahead	U	9	N/A	V		1	39	-	510	1980	1320	38.6%
10/2	A41 West Exit Ahead	U	9	N/A	V		1	39	-	596	2120	1413	42.2%
11/1	Ahead	U	5	N/A	N		1	38	-	354	2035	1323	26.8%
11/2	Ahead Right	U	5	N/A	N		1	38	-	641	2137	1389	46.1%
11/3	Right	U	5	N/A	N		1	38	-	482	2061	1340	36.0%
12/1	Ahead	U	1	N/A	B		1	33	-	361	2035	1153	31.3%
12/2	Ahead	U	1	N/A	B		1	33	-	415	2175	1232	33.7%
12/3	Right	U	1	N/A	B		1	33	-	362	2061	1168	31.0%
13/1	Ahead	U	2	N/A	E		1	33	-	423	2035	1153	36.7%
13/2	Right	U	2	N/A	E		1	33	-	125	2071	1174	10.7%
13/3	Right	U	2	N/A	E		1	33	-	252	2061	1168	21.6%
14/1	Ahead	U	3	N/A	H		1	37	-	435	2035	1289	33.8%
14/2	Ahead Right	U	3	N/A	H		1	37	-	589	2159	1367	43.1%
14/3	Right	U	3	N/A	H		1	37	-	311	2061	1305	23.8%
15/1	Ahead	U	4	N/A	K		1	19	-	139	2035	678	20.5%
15/2	Ahead Right	U	4	N/A	K		1	19	-	247	2147	716	34.5%
15/3	Right	U	4	N/A	K		1	19	-	215	2061	687	31.3%
16/1	41 Exit 2	U	N/A	N/A	-		-	-	-	389	Inf	Inf	0.0%
16/2	41 Exit 2	U	N/A	N/A	-		-	-	-	438	Inf	Inf	0.0%
17/1		U	N/A	N/A	-		-	-	-	413	1978	1978	20.9%

Full Input Data And Results

17/2		U	N/A	N/A	-		-	-	-	492	1978	1978	24.9%
18/1		U	N/A	N/A	-		-	-	-	468	2015	2015	23.2%
19/1		U	N/A	N/A	-		-	-	-	510	1980	1980	25.8%
19/2		U	N/A	N/A	-		-	-	-	596	1980	1980	30.1%
20/1		U	N/A	N/A	-		-	-	-	231	1980	1980	11.7%
20/2		U	N/A	N/A	-		-	-	-	232	1980	1980	11.7%
Ped Link: P1	Unnamed Ped Link	-	6	-	Q		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	C		1	26	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	7	-	S		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2	-	F		1	26	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	8	-	U		1	7	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	3	-	I		1	30	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	9	-	W		1	8	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	4	-	L		1	12	-	0	-	0	0.0%
Ped Link: P9	Unnamed Ped Link	-	10	-	Y		1	8	-	0	-	0	0.0%
Ped Link: P10	Unnamed Ped Link	-	5	-	O		1	31	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 Rodney House Roundabout	**-**	**-**	**0**	**0**	**0**	**22.3**	**11.0**	**0.0**	**33.3**	**-**	**-**	**-**	**-**
Rodney House Roundabout	**-**	**-**	**0**	**0**	**0**	**22.3**	**11.0**	**0.0**	**33.3**	**-**	**-**	**-**	**-**
1/2+1/1	343	343	-	-	-	1.9	0.4	-	2.3	24.4	2.9	0.4	3.3
1/3	223	223	-	-	-	1.3	0.5	-	1.8	28.3	3.2	0.5	3.7
2/2+2/1	285	285	-	-	-	1.3	0.3	-	1.6	20.1	3.1	0.3	3.4
2/3	204	204	-	-	-	0.9	0.2	-	1.2	20.6	2.6	0.2	2.8
3/2+3/1	699	699	-	-	-	3.5	1.1	-	4.6	23.6	5.0	1.1	6.1
3/3	304	304	-	-	-	1.5	0.5	-	1.9	22.9	4.1	0.5	4.6
4/2+4/1	240	240	-	-	-	1.3	0.3	-	1.6	24.2	2.3	0.3	2.7
4/3	132	132	-	-	-	0.7	0.2	-	0.9	23.8	1.8	0.2	2.0
5/2+5/1	860	860	-	-	-	2.0	0.5	-	2.5	10.5	4.3	0.5	4.8
5/3	479	479	-	-	-	1.1	0.4	-	1.5	11.4	4.8	0.4	5.2
6/1	231	231	-	-	-	0.1	0.1	-	0.2	3.1	0.4	0.1	0.5
6/2	232	232	-	-	-	0.0	0.1	-	0.1	2.3	0.2	0.1	0.3
7/1	413	413	-	-	-	0.3	0.2	-	0.5	4.2	1.7	0.2	2.0
7/2	492	492	-	-	-	0.3	0.3	-	0.6	4.3	1.6	0.3	1.8
8/1	389	389	-	-	-	0.1	0.2	-	0.3	2.5	1.8	0.2	2.0
8/2	438	438	-	-	-	0.1	0.2	-	0.3	2.3	3.0	0.2	3.2
9/1	468	468	-	-	-	0.1	0.3	-	0.4	3.3	0.8	0.3	1.1
10/1	510	510	-	-	-	0.3	0.3	-	0.6	4.4	1.4	0.3	1.7
10/2	596	596	-	-	-	0.4	0.4	-	0.7	4.4	1.9	0.4	2.3
11/1	354	354	-	-	-	0.3	0.2	-	0.5	5.1	1.7	0.2	1.9
11/2	641	641	-	-	-	0.6	0.4	-	1.0	5.5	3.6	0.4	4.0

Full Input Data And Results

11/3	482	482	-	-	-	0.5	0.3	-	0.8	6.1	2.2	0.3	2.5
12/1	361	361	-	-	-	0.1	0.2	-	0.4	3.6	2.3	0.2	2.6
12/2	415	415	-	-	-	0.3	0.3	-	0.6	4.9	3.9	0.3	4.1
12/3	362	362	-	-	-	0.1	0.2	-	0.3	3.4	1.4	0.2	1.7
13/1	423	423	-	-	-	0.8	0.3	-	1.1	9.7	3.4	0.3	3.7
13/2	125	125	-	-	-	0.1	0.1	-	0.2	5.8	1.3	0.1	1.3
13/3	252	252	-	-	-	0.1	0.1	-	0.2	3.5	0.8	0.1	0.9
14/1	435	435	-	-	-	0.4	0.3	-	0.7	5.6	1.6	0.3	1.8
14/2	589	589	-	-	-	0.3	0.4	-	0.7	4.4	3.4	0.4	3.8
14/3	311	311	-	-	-	0.0	0.2	-	0.2	1.9	0.6	0.2	0.7
15/1	139	139	-	-	-	0.3	0.1	-	0.4	11.0	1.4	0.1	1.5
15/2	247	247	-	-	-	0.8	0.3	-	1.0	15.2	3.8	0.3	4.1
15/3	215	215	-	-	-	0.3	0.2	-	0.5	8.7	1.4	0.2	1.7
16/1	389	389	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/2	438	438	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
17/1	413	413	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
17/2	492	492	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
18/1	468	468	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
19/1	510	510	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
19/2	596	596	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
20/1	231	231	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
20/2	232	232	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P9	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P10	0	0	-	-	-	-	-	-	-	-	-	-	-

C1	Stream: 1	PRC for Signalled Lanes (%):	140.0	Total Delay for Signalled Lanes (pcuHr):	4.03	Cycle Time (s):	60
C1	Stream: 2	PRC for Signalled Lanes (%):	30.3	Total Delay for Signalled Lanes (pcuHr):	8.09	Cycle Time (s):	60
C1	Stream: 3	PRC for Signalled Lanes (%):	108.9	Total Delay for Signalled Lanes (pcuHr):	4.05	Cycle Time (s):	60
C1	Stream: 4	PRC for Signalled Lanes (%):	77.3	Total Delay for Signalled Lanes (pcuHr):	6.03	Cycle Time (s):	60
C1	Stream: 5	PRC for Signalled Lanes (%):	84.1	Total Delay for Signalled Lanes (pcuHr):	6.39	Cycle Time (s):	60
C1	Stream: 6	PRC for Signalled Lanes (%):	157.9	Total Delay for Signalled Lanes (pcuHr):	1.08	Cycle Time (s):	60
C1	Stream: 7	PRC for Signalled Lanes (%):	188.4	Total Delay for Signalled Lanes (pcuHr):	0.56	Cycle Time (s):	60
C1	Stream: 8	PRC for Signalled Lanes (%):	148.7	Total Delay for Signalled Lanes (pcuHr):	0.43	Cycle Time (s):	60
C1	Stream: 9	PRC for Signalled Lanes (%):	113.4	Total Delay for Signalled Lanes (pcuHr):	1.36	Cycle Time (s):	60
C1	Stream: 10	PRC for Signalled Lanes (%):	401.4	Total Delay for Signalled Lanes (pcuHr):	0.35	Cycle Time (s):	60
		PRC Over All Lanes (%):	30.3	Total Delay Over All Lanes(pcuHr):	33.33		

Junctions 9

ARCADY 9 - Roundabout Module

Filename: Import of Peregrine Way.j9
Path: \\s-bm\WIEL\Projects\WIE16470_GH_Health Hub\100\5_Technical\Transport\Modelling\A4421 Peregrine Way
Report generation date: 19/03/2021 12:16:59

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	A1 - 2026 Base							
Arm 1	0.3	2.73	0.23	A	0.3	2.44	0.22	A
Arm 2	0.3	1.65	0.21	A	0.6	2.04	0.36	A
Arm 3	0.8	5.33	0.45	A	0.3	3.89	0.23	A
	A1 - 2026 DS							
Arm 1	0.4	2.93	0.28	A	0.3	2.48	0.24	A
Arm 2	0.3	1.68	0.22	A	0.6	2.10	0.38	A
Arm 3	0.9	5.55	0.46	A	0.3	4.01	0.23	A
	A1 - 2031 Base							
Arm 1	0.3	2.70	0.22	A	0.3	2.37	0.20	A
Arm 2	0.2	1.61	0.19	A	0.5	2.01	0.35	A
Arm 3	0.8	5.12	0.44	A	0.3	3.81	0.22	A
	A1 - 2031 DS							
Arm 1	0.4	2.89	0.27	A	0.3	2.42	0.22	A
Arm 2	0.3	1.64	0.21	A	0.6	2.06	0.36	A
Arm 3	0.8	5.32	0.45	A	0.3	3.93	0.23	A

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.

File summary

File Description

Title	A4421 Wretchwick Way_Seelshcheid Way_Peregrine Way
Location	
Site number	
Date	21/02/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	BMJP
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

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	(Default Analysis Set)	100.000

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Base	AM	ONE HOUR	08:00	09:30	15

(Default Analysis Set) - 2026 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3	3.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A4421 Wretchwick Way	
2	A4421 Seelchied Way	
3	Peregrine Way	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	5.00	8.30	8.0	33.0	50.0	24.0	
2	7.40	9.80	8.0	42.0	50.0	18.0	
3	3.10	7.20	9.0	80.0	50.0	11.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.681	2024
2	0.834	2789
3	0.618	1593

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

Traffic Demand

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	353	100.000
2		✓	528	100.000
3		✓	507	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	327	26
	2	405	123	0
	3	205	302	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	0
	2	0	0	0
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.23	2.73	0.3	A
2	0.21	1.65	0.3	A
3	0.45	5.33	0.8	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	266	319	1807	0.147	265	0.2	2.333	A
2	398	20	2773	0.143	397	0.2	1.514	A
3	382	397	1348	0.283	380	0.4	3.713	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	317	382	1764	0.180	317	0.2	2.488	A
2	475	23	2769	0.171	475	0.2	1.568	A
3	456	475	1300	0.351	455	0.5	4.259	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	389	467	1706	0.228	388	0.3	2.732	A
2	581	29	2765	0.210	581	0.3	1.647	A
3	558	581	1234	0.452	557	0.8	5.309	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	389	468	1705	0.228	389	0.3	2.733	A
2	581	29	2765	0.210	581	0.3	1.647	A
3	558	581	1234	0.452	558	0.8	5.327	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	317	383	1763	0.180	318	0.2	2.490	A
2	475	23	2769	0.171	475	0.2	1.570	A
3	456	475	1300	0.351	457	0.5	4.278	A

09:15 - 09:30

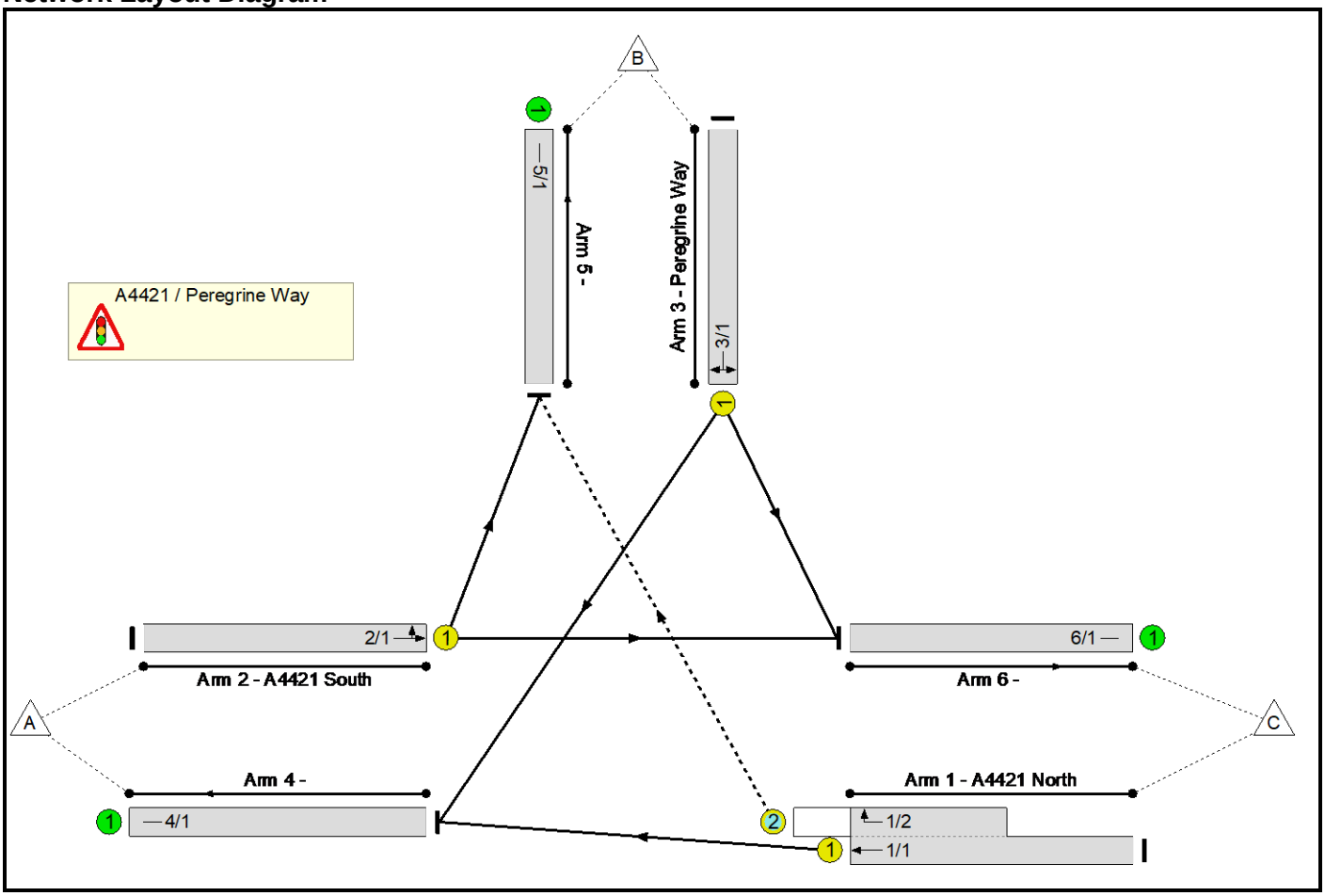
Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	266	320	1806	0.147	266	0.2	2.337	A
2	398	20	2773	0.143	398	0.2	1.517	A
3	382	398	1347	0.283	382	0.4	3.731	A

Full Input Data And Results

User and Project Details

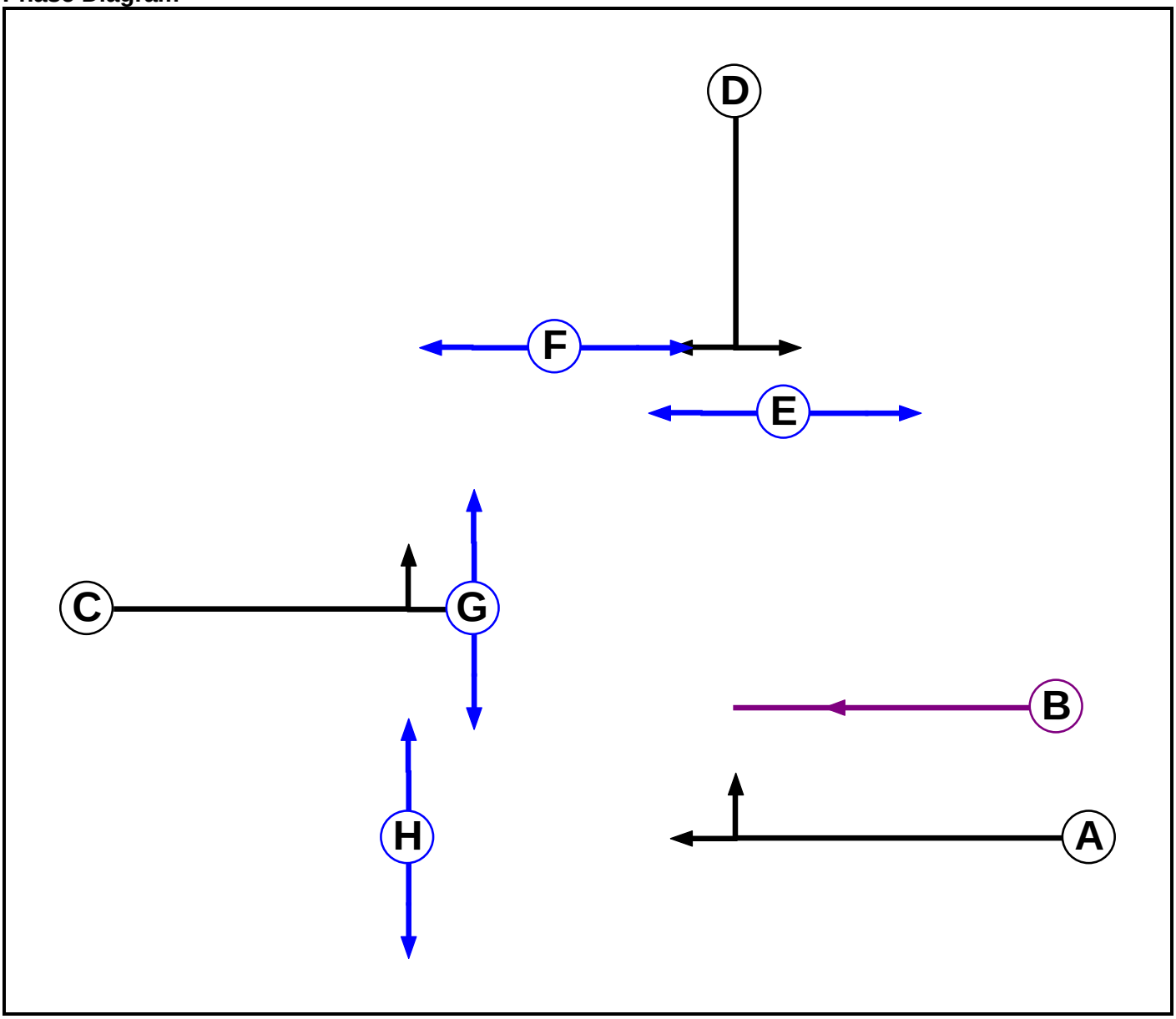
Project:	**Health & Wellbeing Club, Graven Hill, Bicester**
Title:	**A4421 / Peregrine Way**
Location:	
Additional detail:	
File name:	A4421 - Peregrine Way LinSig Model.lsg3x
Author:	David Whalley
Company:	Waterman
Address:	Halifax House, Halifax Place, The Lace Market, Nottingham, NG1 1QN

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Ind. Arrow		4	4
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		4	4
F	Pedestrian		4	4
G	Pedestrian		4	4
H	Pedestrian		4	4

Full Input Data And Results

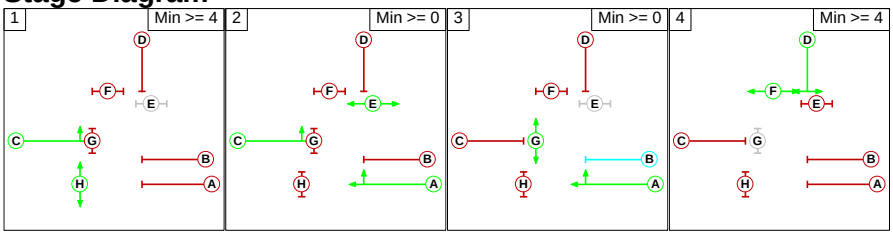
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H
A		-	-	5	-	8	-	7
B	-		5	5	-	8	-	-
C	-	5		6	-	7	5	-
D	6	5	5		5	-	-	8
E	-	-	-	5		-	-	-
F	8	8	8	-	-		-	-
G	-	-	7	-	-	-		-
H	7	-	-	7	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	C H
2	A C E
3	A G
4	D F

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage \ To Stage	1	2	3	4
1		7	7	7
2	7		5	8
3	7	7		8
4	8	8	8	

Full Input Data And Results

Give-Way Lane Input Data

Junction: A4421 / Peregrine Way											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/2 (A4421 North)	5/1 (Right)	1439	0	2/1	1.09	All	3.00	-	0.50	2	3.00

Full Input Data And Results

Lane Input Data

Junction: A4421 / Peregrine Way												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (A4421 North)	U	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Ahead	Inf
1/2 (A4421 North)	O	A	2	3	8.3	Geom	-	3.50	0.00	N	Arm 5 Right	20.00
2/1 (A4421 South)	U	C	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Left	20.00
											Arm 6 Ahead	Inf
3/1 (Peregrine Way)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Right	15.00
											Arm 6 Left	25.00
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2026 Base AM'	08:00	09:00	01:00	
2: '2026 Base PM'	17:00	18:00	01:00	
3: '2031 Base AM'	08:00	09:00	01:00	
4: '2031 Base PM'	17:00	18:00	01:00	
5: '2026 Base + Dev AM'	08:00	09:00	01:00	
6: '2026 Base + Dev PM'	17:00	18:00	01:00	
7: '2031 Base + Dev AM'	08:00	09:00	01:00	
8: '2031 Base + Dev PM'	17:00	18:00	01:00	

Scenario 1: '2026 Base AM' (FG1: '2026 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	38	572	610
	B	42	0	124	166
	C	312	111	0	423
	Tot.	354	149	696	1199

Traffic Lane Flows

Lane	Scenario 1: 2026 Base AM
Junction: A4421 / Peregrine Way	
1/1 (with short)	423(In) 312(Out)
1/2 (short)	111
2/1	610
3/1	166
4/1	354
5/1	149
6/1	696

Lane Saturation Flows

Junction: A4421 / Peregrine Way								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A4421 North)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
1/2 (A4421 North)	3.50	0.00	N	Arm 5 Right	20.00	100.0 %	1958	1958
2/1 (A4421 South)	3.50	0.00	Y	Arm 5 Left	20.00	6.2 %	1956	1956
				Arm 6 Ahead	Inf	93.8 %		
3/1 (Peregrine Way)	3.50	0.00	Y	Arm 4 Right	15.00	25.3 %	1836	1836
				Arm 6 Left	25.00	74.7 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: '2026 Base PM' (FG2: '2026 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	119	548	667
	B	35	0	71	106
	C	355	150	0	505
	Tot.	390	269	619	1278

Traffic Lane Flows

Lane	Scenario 2: 2026 Base PM
Junction: A4421 / Peregrine Way	
1/1 (with short)	505(In) 355(Out)
1/2 (short)	150
2/1	667
3/1	106
4/1	390
5/1	269
6/1	619

Lane Saturation Flows

Junction: A4421 / Peregrine Way

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A4421 North)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
1/2 (A4421 North)	3.50	0.00	N	Arm 5 Right	20.00	100.0 %	1958	1958
2/1 (A4421 South)	3.50	0.00	Y	Arm 5 Left	20.00	17.8 %	1939	1939
				Arm 6 Ahead	Inf	82.2 %		
3/1 (Peregrine Way)	3.50	0.00	Y	Arm 4 Right	15.00	33.0 %	1831	1831
				Arm 6 Left	25.00	67.0 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2031 Base AM' (FG3: '2031 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	41	522	563
	B	42	0	125	167
	C	291	107	0	398
	Tot.	333	148	647	1128

Traffic Lane Flows

Lane	Scenario 3: 2031 Base AM
Junction: A4421 / Peregrine Way	
1/1 (with short)	398(In) 291(Out)
1/2 (short)	107
2/1	563
3/1	167
4/1	333
5/1	148
6/1	647

Lane Saturation Flows

Junction: A4421 / Peregrine Way

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A4421 North)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
1/2 (A4421 North)	3.50	0.00	N	Arm 5 Right	20.00	100.0 %	1958	1958
2/1 (A4421 South)	3.50	0.00	Y	Arm 5 Left	20.00	7.3 %	1954	1954
				Arm 6 Ahead	Inf	92.7 %		
3/1 (Peregrine Way)	3.50	0.00	Y	Arm 4 Right	15.00	25.1 %	1836	1836
				Arm 6 Left	25.00	74.9 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 4: '2031 Base PM' (FG4: '2031 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	124	514	638
	B	37	0	69	106
	C	313	145	0	458
	Tot.	350	269	583	1202

Traffic Lane Flows

Lane	Scenario 4: 2031 Base PM
Junction: A4421 / Peregrine Way	
1/1 (with short)	458(In) 313(Out)
1/2 (short)	145
2/1	638
3/1	106
4/1	350
5/1	269
6/1	583

Lane Saturation Flows

Junction: A4421 / Peregrine Way

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A4421 North)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
1/2 (A4421 North)	3.50	0.00	N	Arm 5 Right	20.00	100.0 %	1958	1958
2/1 (A4421 South)	3.50	0.00	Y	Arm 5 Left	20.00	19.4 %	1937	1937
				Arm 6 Ahead	Inf	80.6 %		
3/1 (Peregrine Way)	3.50	0.00	Y	Arm 4 Right	15.00	34.9 %	1830	1830
				Arm 6 Left	25.00	65.1 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: '2026 Base + Dev AM' (FG5: '2026 Base + Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	40	603	643
	B	47	0	124	171
	C	382	111	0	493
	Tot.	429	151	727	1307

Traffic Lane Flows

Lane	Scenario 5: 2026 Base + Dev AM
Junction: A4421 / Peregrine Way	
1/1 (with short)	493(In) 382(Out)
1/2 (short)	111
2/1	643
3/1	171
4/1	429
5/1	151
6/1	727

Lane Saturation Flows

Junction: A4421 / Peregrine Way								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A4421 North)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
1/2 (A4421 North)	3.50	0.00	N	Arm 5 Right	20.00	100.0 %	1958	1958
2/1 (A4421 South)	3.50	0.00	Y	Arm 5 Left	20.00	6.2 %	1956	1956
				Arm 6 Ahead	Inf	93.8 %		
3/1 (Peregrine Way)	3.50	0.00	Y	Arm 4 Right	15.00	27.5 %	1835	1835
				Arm 6 Left	25.00	72.5 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 6: '2026 Base + Dev PM' (FG6: '2026 Base + Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	122	586	708
	B	37	0	71	108
	C	378	150	0	528
	Tot.	415	272	657	1344

Traffic Lane Flows

Lane	Scenario 6: 2026 Base + Dev PM
Junction: A4421 / Peregrine Way	
1/1 (with short)	528(In) 378(Out)
1/2 (short)	150
2/1	708
3/1	108
4/1	415
5/1	272
6/1	657

Lane Saturation Flows

Junction: A4421 / Peregrine Way								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A4421 North)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
1/2 (A4421 North)	3.50	0.00	N	Arm 5 Right	20.00	100.0 %	1958	1958
2/1 (A4421 South)	3.50	0.00	Y	Arm 5 Left	20.00	17.2 %	1940	1940
				Arm 6 Ahead	Inf	82.8 %		
3/1 (Peregrine Way)	3.50	0.00	Y	Arm 4 Right	15.00	34.3 %	1830	1830
				Arm 6 Left	25.00	65.7 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 7: '2031 Base + Dev AM' (FG7: '2031 Base + Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	43	553	596
	B	47	0	125	172
	C	361	107	0	468
	Tot.	408	150	678	1236

Traffic Lane Flows

Lane	Scenario 7: 2031 Base + Dev AM
Junction: A4421 / Peregrine Way	
1/1 (with short)	468(In) 361(Out)
1/2 (short)	107
2/1	596
3/1	172
4/1	408
5/1	150
6/1	678

Lane Saturation Flows

Junction: A4421 / Peregrine Way								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A4421 North)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
1/2 (A4421 North)	3.50	0.00	N	Arm 5 Right	20.00	100.0 %	1958	1958
2/1 (A4421 South)	3.50	0.00	Y	Arm 5 Left	20.00	7.2 %	1954	1954
				Arm 6 Ahead	Inf	92.8 %		
3/1 (Peregrine Way)	3.50	0.00	Y	Arm 4 Right	15.00	27.3 %	1835	1835
				Arm 6 Left	25.00	72.7 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 8: '2031 Base + Dev PM' (FG8: '2031 Base + Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	127	552	679
	B	38	0	69	107
	C	336	145	0	481
	Tot.	374	272	621	1267

Traffic Lane Flows

Lane	Scenario 8: 2031 Base + Dev PM
Junction: A4421 / Peregrine Way	
1/1 (with short)	481(In) 336(Out)
1/2 (short)	145
2/1	679
3/1	107
4/1	374
5/1	272
6/1	621

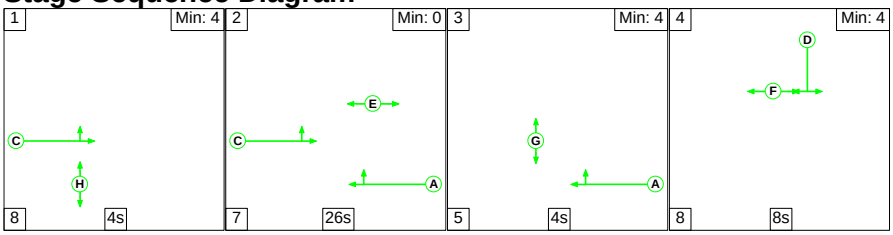
Lane Saturation Flows

Junction: A4421 / Peregrine Way								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A4421 North)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
1/2 (A4421 North)	3.50	0.00	N	Arm 5 Right	20.00	100.0 %	1958	1958
2/1 (A4421 South)	3.50	0.00	Y	Arm 5 Left	20.00	18.7 %	1938	1938
				Arm 6 Ahead	Inf	81.3 %		
3/1 (Peregrine Way)	3.50	0.00	Y	Arm 4 Right	15.00	35.5 %	1829	1829
				Arm 6 Left	25.00	64.5 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: '2026 Base AM' (FG1: '2026 Base AM', Plan 1: 'Network Control Plan 1')

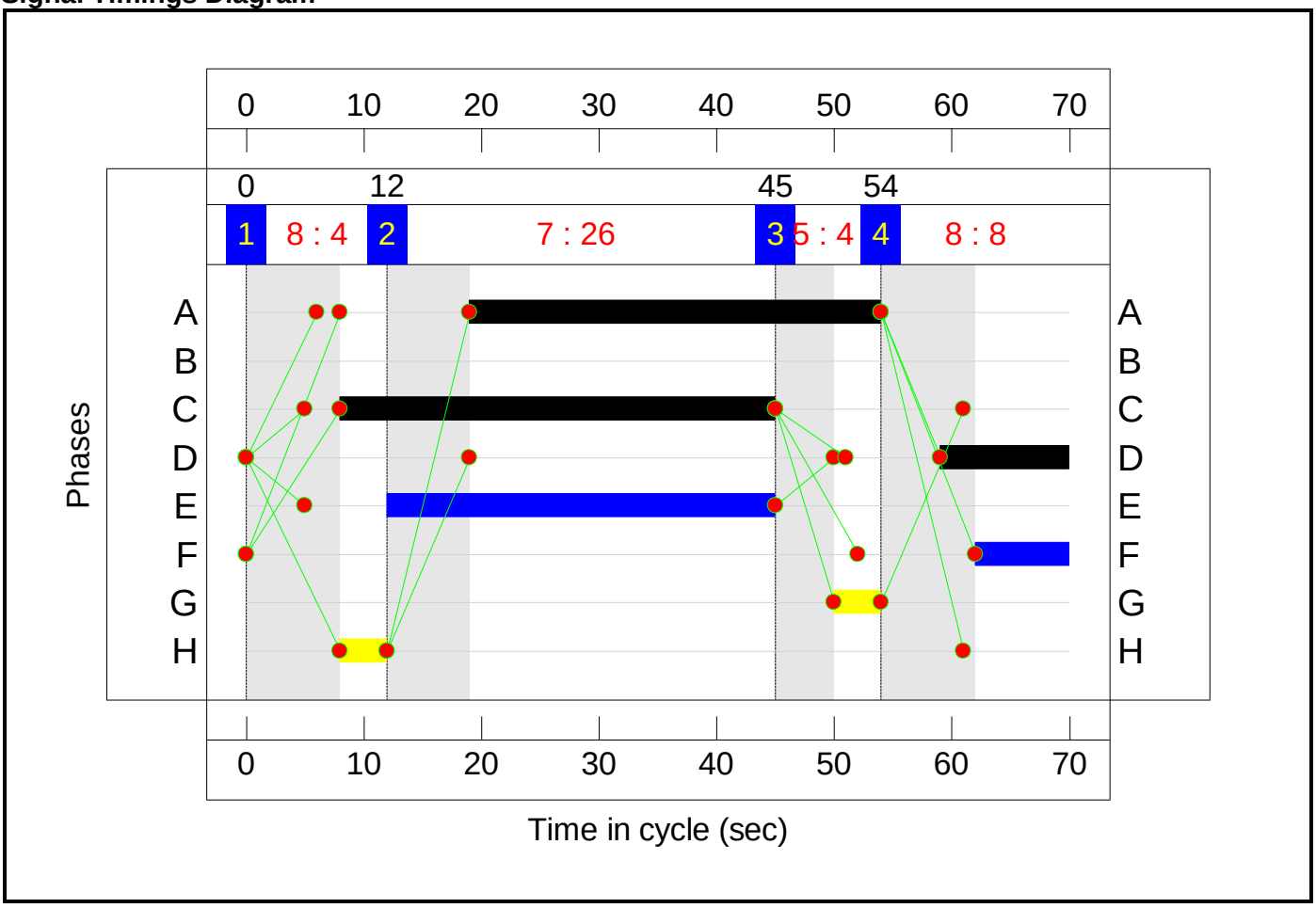
Stage Sequence Diagram



Stage Timings

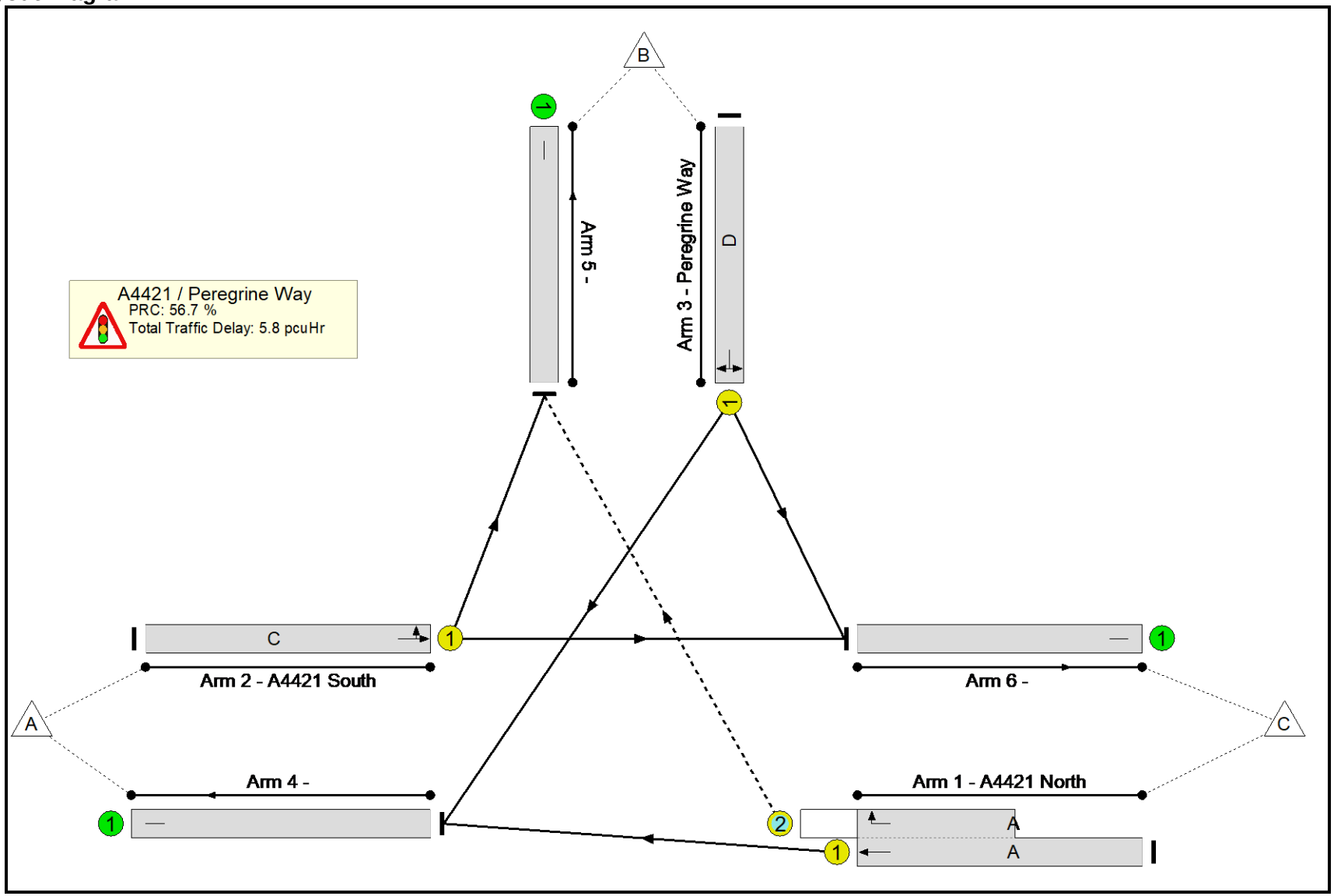
Stage	1	2	3	4
Duration	4	26	4	8
Change Point	0	12	45	54

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A4421 / Peregrine Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**57.4%**
A4421 / Peregrine Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**57.4%**
1/1+1/2	A4421 North Ahead Right	U+O	N/A	N/A	A		1	35	-	423	1965:1958	856+305	36.4 : 36.4%
2/1	A4421 South Left Ahead	U	N/A	N/A	C		1	37	-	610	1956	1062	57.4%
3/1	Peregrine Way Right Left	U	N/A	N/A	D		1	11	-	166	1836	315	52.7%
4/1		U	N/A	N/A	-		-	-	-	354	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	149	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	696	Inf	Inf	0.0%

Full Input Data And Results

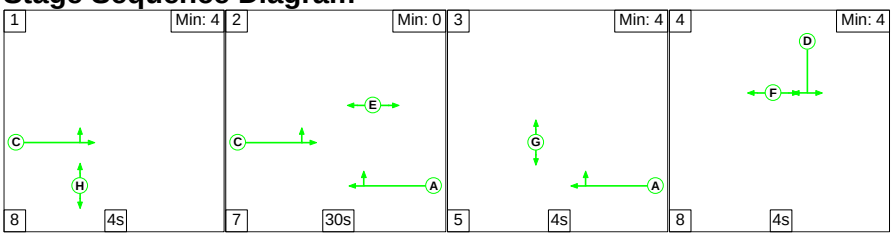
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A4421 / Peregrine Way	**-**	**-**	**97**	**11**	**3**	**4.1**	**1.5**	**0.1**	**5.8**	**-**	**-**	**-**	**-**
A4421 / Peregrine Way	**-**	**-**	**97**	**11**	**3**	**4.1**	**1.5**	**0.1**	**5.8**	**-**	**-**	**-**	**-**
1/1+1/2	423	423	97	11	3	1.1	0.3	0.1	1.5	12.8	3.5	0.3	3.8
2/1	610	610	-	-	-	1.8	0.7	-	2.5	14.6	7.8	0.7	8.5
3/1	166	166	-	-	-	1.2	0.6	-	1.8	38.4	2.9	0.6	3.5
4/1	354	354	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	149	149	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	696	696	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 56.7 Total Delay for Signalled Lanes (pcuHr): 5.76 Cycle Time (s): 70
PRC Over All Lanes (%): 56.7 Total Delay Over All Lanes(pcuHr): 5.76

Full Input Data And Results

Scenario 2: '2026 Base PM' (FG2: '2026 Base PM', Plan 1: 'Network Control Plan 1')

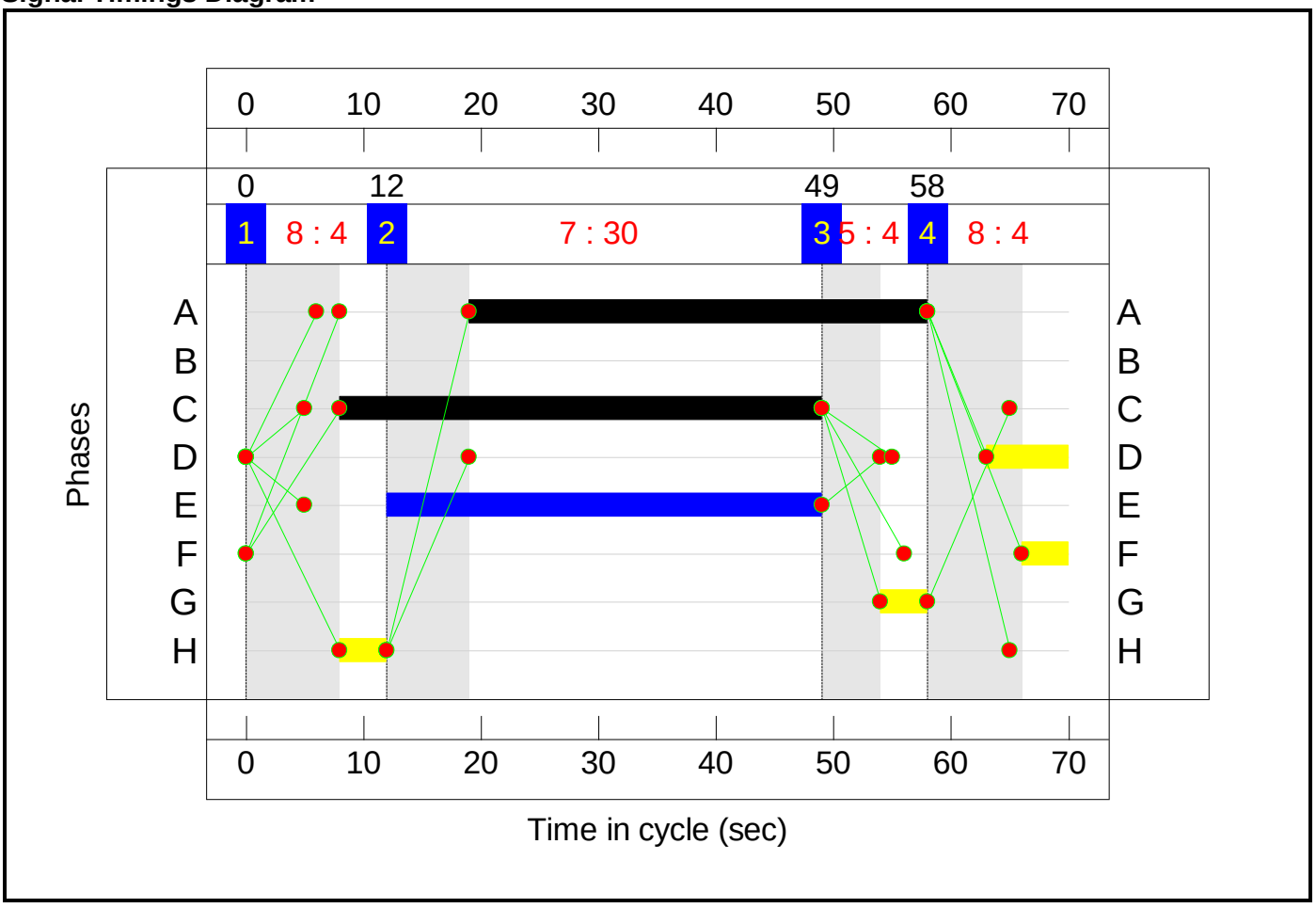
Stage Sequence Diagram



Stage Timings

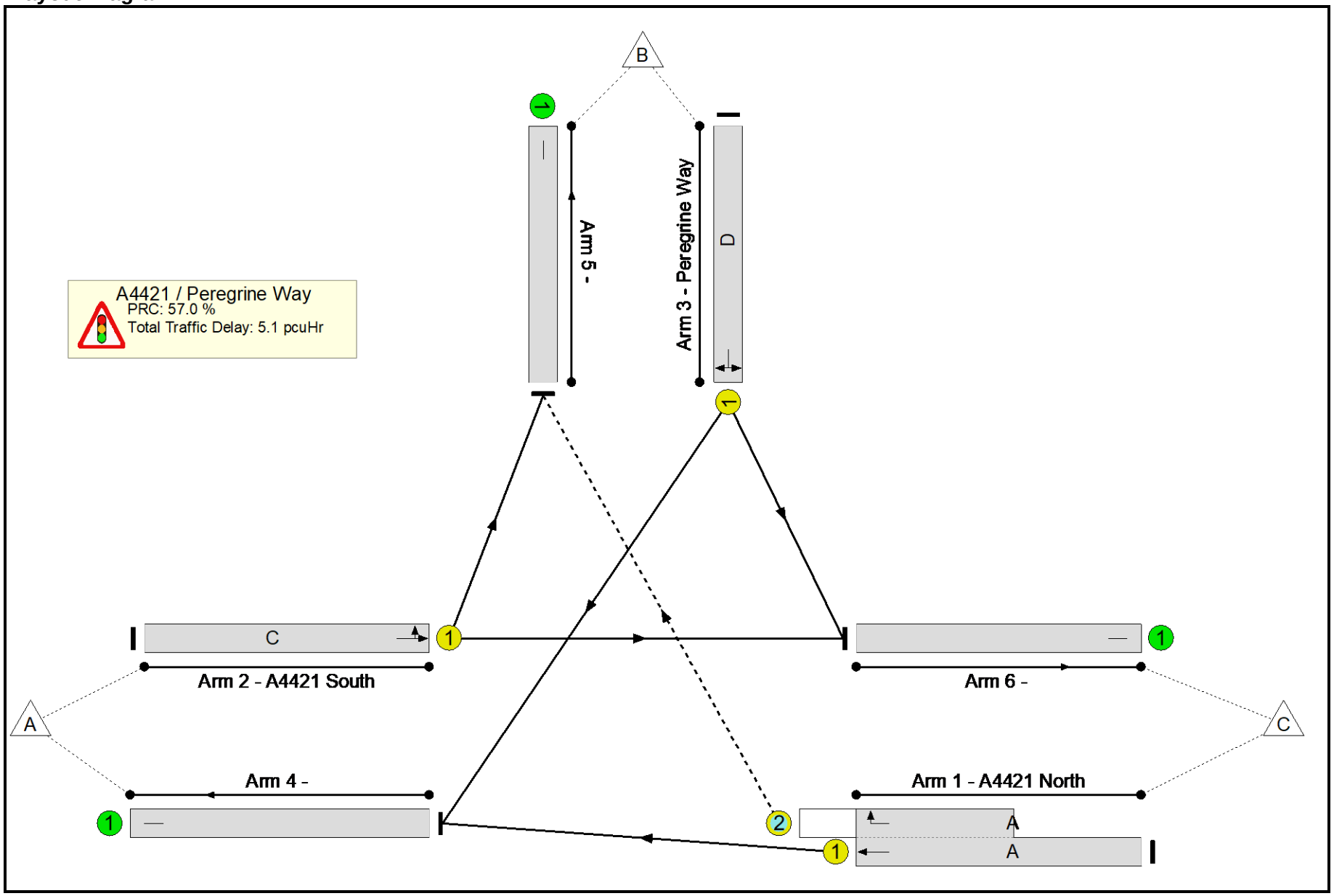
Stage	1	2	3	4
Duration	4	30	4	4
Change Point	0	12	49	58

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A4421 / Peregrine Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**57.3%**
A4421 / Peregrine Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**57.3%**
1/1+1/2	A4421 North Ahead Right	U+O	N/A	N/A	A		1	39	-	505	1965:1958	915+387	38.8 : 38.8%
2/1	A4421 South Left Ahead	U	N/A	N/A	C		1	41	-	667	1939	1163	57.3%
3/1	Peregrine Way Right Left	U	N/A	N/A	D		1	7	-	106	1831	209	50.7%
4/1		U	N/A	N/A	-		-	-	-	390	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	269	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	619	Inf	Inf	0.0%

Full Input Data And Results

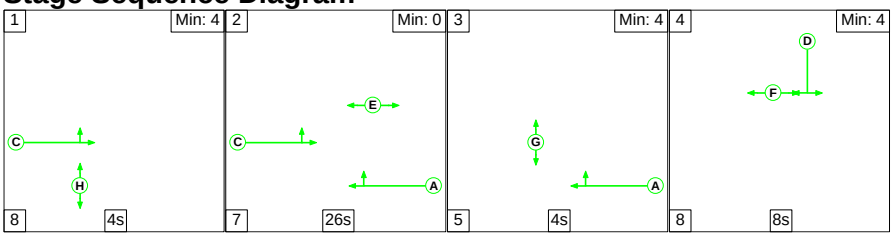
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A4421 / Peregrine Way	**-**	**-**	**131**	**15**	**4**	**3.5**	**1.5**	**0.1**	**5.1**	**-**	**-**	**-**	**-**
A4421 / Peregrine Way	**-**	**-**	**131**	**15**	**4**	**3.5**	**1.5**	**0.1**	**5.1**	**-**	**-**	**-**	**-**
1/1+1/2	505	505	131	15	4	1.1	0.3	0.1	1.5	10.9	3.5	0.3	3.9
2/1	667	667	-	-	-	1.6	0.7	-	2.3	12.2	7.8	0.7	8.5
3/1	106	106	-	-	-	0.9	0.5	-	1.4	46.4	1.9	0.5	2.4
4/1	390	390	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	269	269	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	619	619	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 57.0 Total Delay for Signalled Lanes (pcuHr): 5.15 Cycle Time (s): 70
PRC Over All Lanes (%): 57.0 Total Delay Over All Lanes(pcuHr): 5.15

Full Input Data And Results

Scenario 3: '2031 Base AM' (FG3: '2031 Base AM', Plan 1: 'Network Control Plan 1')

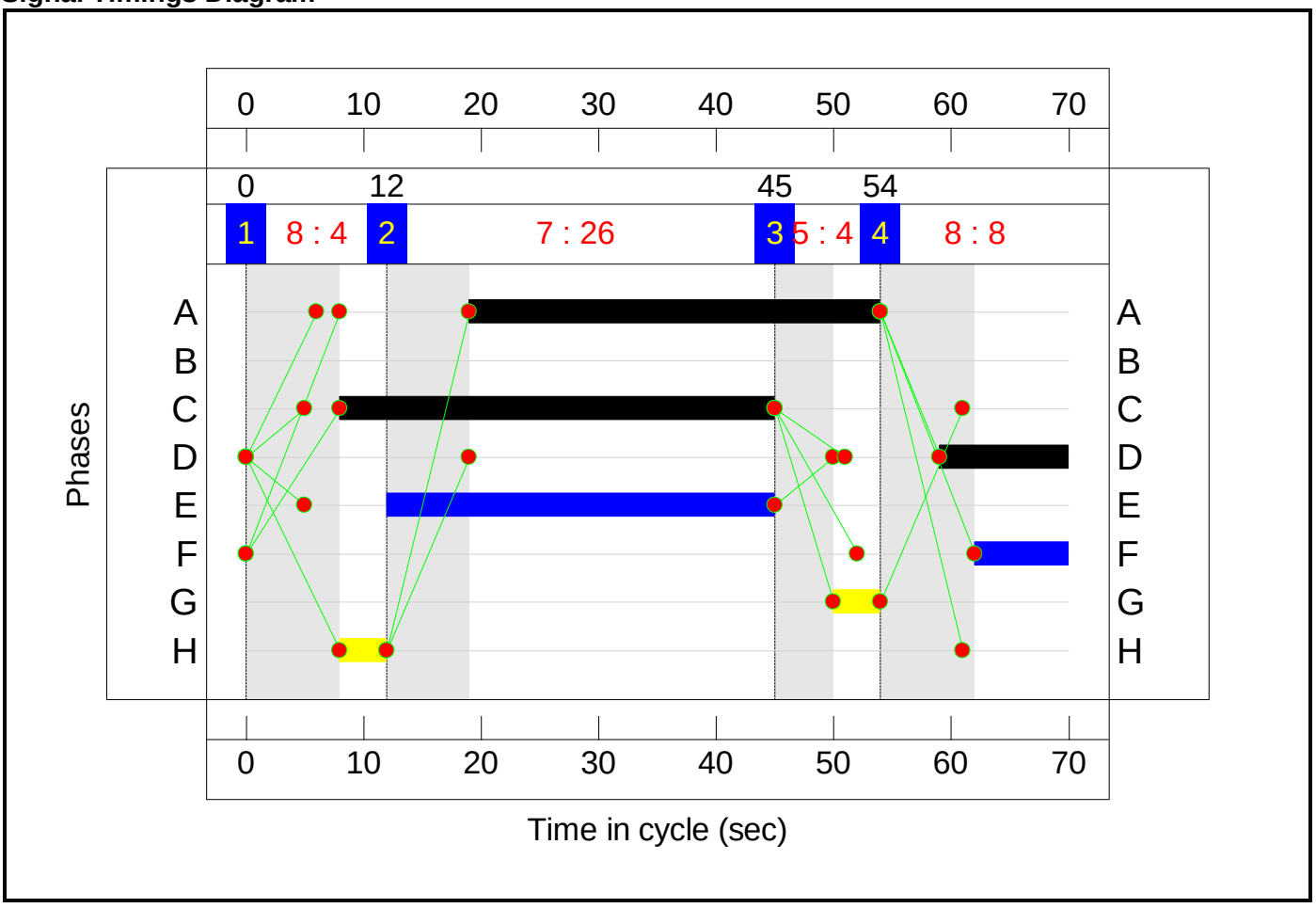
Stage Sequence Diagram



Stage Timings

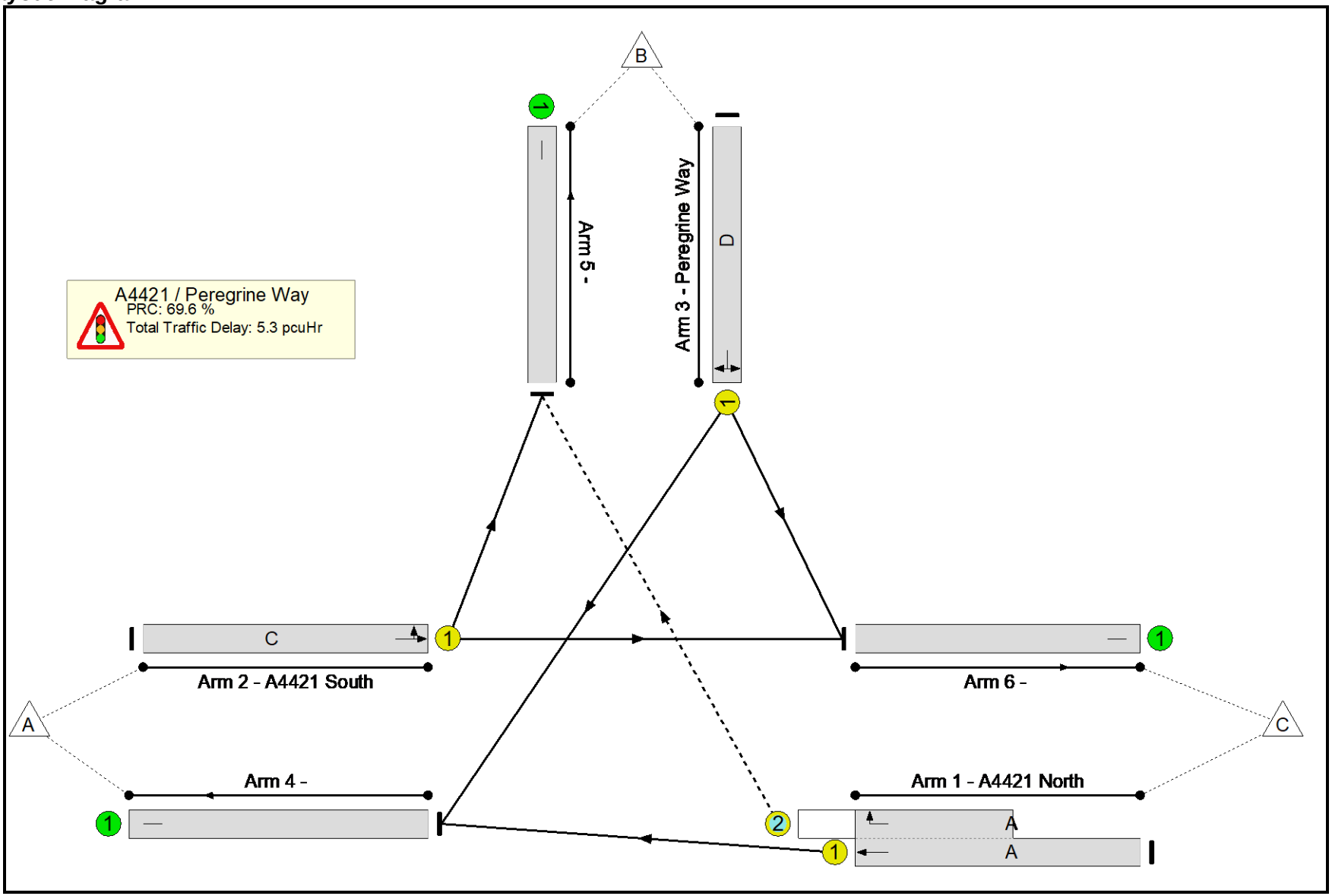
Stage	1	2	3	4
Duration	4	26	4	8
Change Point	0	12	45	54

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A4421 / Peregrine Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**53.1%**
A4421 / Peregrine Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**53.1%**
1/1+1/2	A4421 North Ahead Right	U+O	N/A	N/A	A		1	35	-	398	1965:1958	853+313	34.1 : 34.1%
2/1	A4421 South Left Ahead	U	N/A	N/A	C		1	37	-	563	1954	1061	53.1%
3/1	Peregrine Way Right Left	U	N/A	N/A	D		1	11	-	167	1836	315	53.1%
4/1		U	N/A	N/A	-		-	-	-	333	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	148	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	647	Inf	Inf	0.0%

Full Input Data And Results

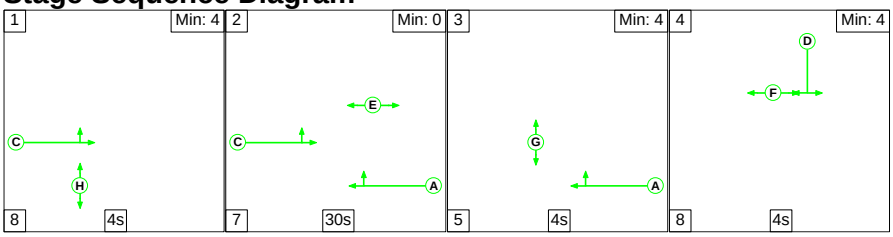
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A4421 / Peregrine Way	**-**	**-**	**93**	**11**	**3**	**3.9**	**1.4**	**0.1**	**5.3**	**-**	**-**	**-**	**-**
A4421 / Peregrine Way	**-**	**-**	**93**	**11**	**3**	**3.9**	**1.4**	**0.1**	**5.3**	**-**	**-**	**-**	**-**
1/1+1/2	398	398	93	11	3	1.0	0.3	0.1	1.4	12.3	3.2	0.3	3.4
2/1	563	563	-	-	-	1.6	0.6	-	2.2	13.9	6.9	0.6	7.4
3/1	167	167	-	-	-	1.2	0.6	-	1.8	38.5	2.9	0.6	3.5
4/1	333	333	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	148	148	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	647	647	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 69.6 Total Delay for Signalled Lanes (pcuHr): 5.32 Cycle Time (s): 70
PRC Over All Lanes (%): 69.6 Total Delay Over All Lanes(pcuHr): 5.32

Full Input Data And Results

Scenario 4: '2031 Base PM' (FG4: '2031 Base PM', Plan 1: 'Network Control Plan 1')

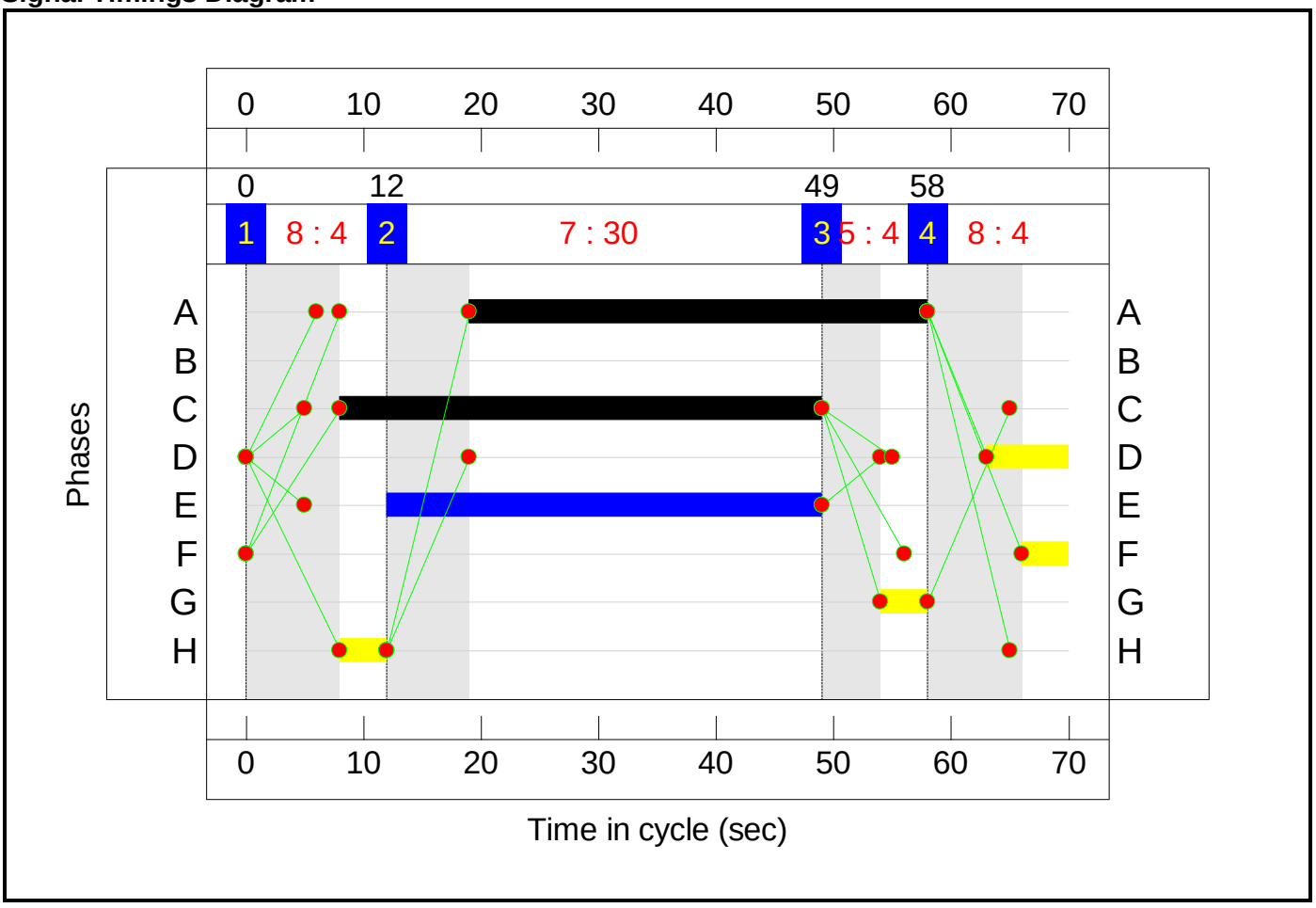
Stage Sequence Diagram



Stage Timings

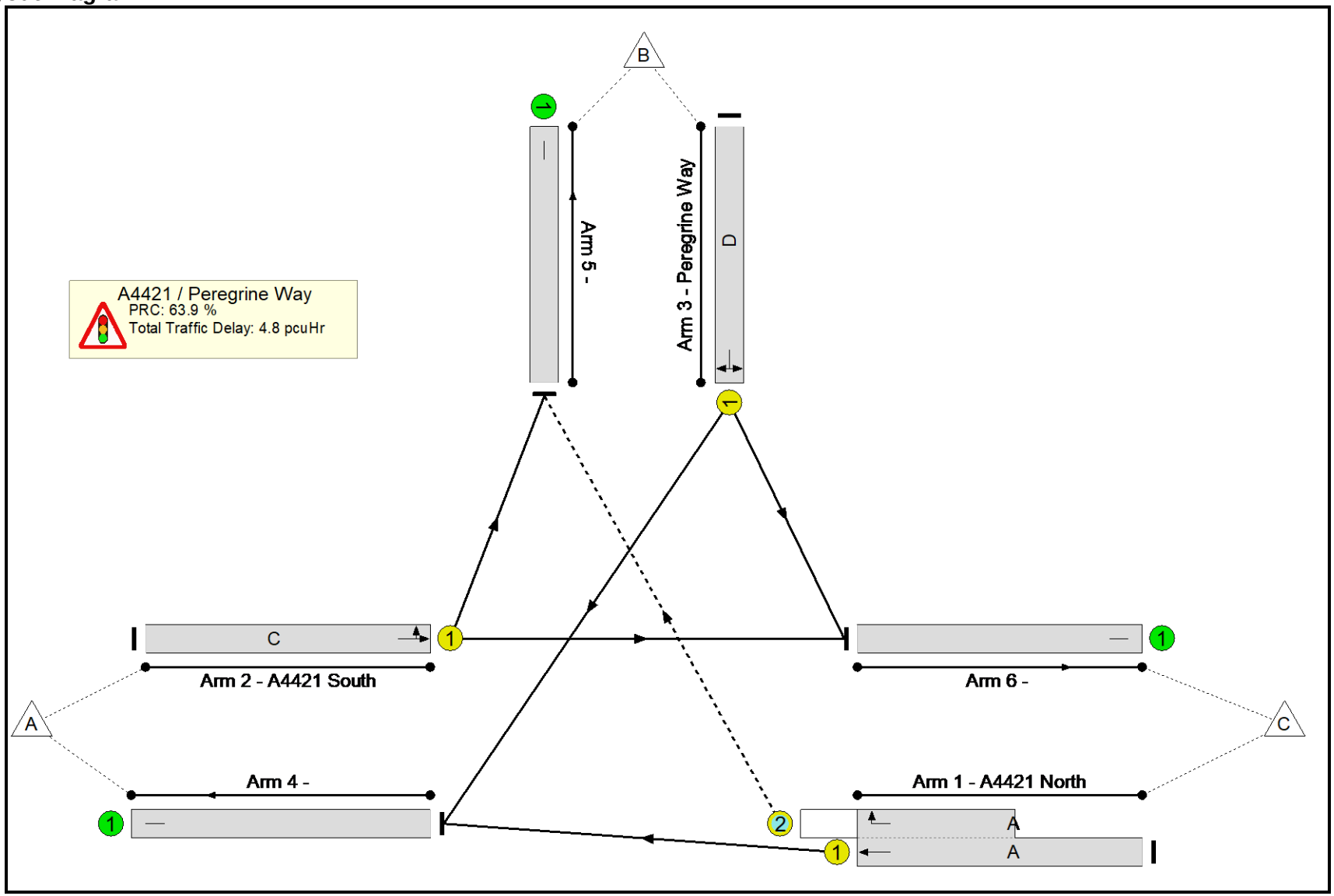
Stage	1	2	3	4
Duration	4	30	4	4
Change Point	0	12	49	58

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A4421 / Peregrine Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**54.9%**
A4421 / Peregrine Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**54.9%**
1/1+1/2	A4421 North Ahead Right	U+O	N/A	N/A	A		1	39	-	458	1965:1958	902+418	34.7 : 34.7%
2/1	A4421 South Left Ahead	U	N/A	N/A	C		1	41	-	638	1937	1162	54.9%
3/1	Peregrine Way Right Left	U	N/A	N/A	D		1	7	-	106	1830	209	50.7%
4/1		U	N/A	N/A	-		-	-	-	350	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	269	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	583	Inf	Inf	0.0%

Full Input Data And Results

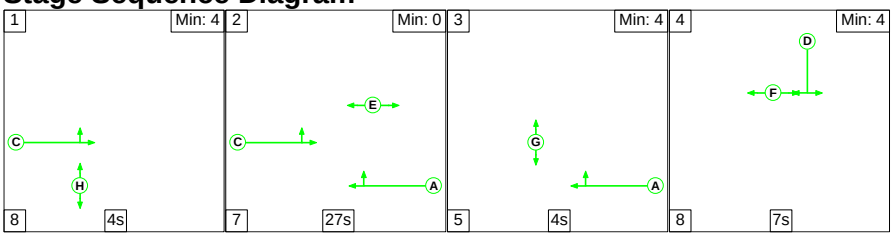
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A4421 / Peregrine Way	**-**	**-**	**126**	**15**	**4**	**3.3**	**1.4**	**0.1**	**4.8**	**-**	**-**	**-**	**-**
A4421 / Peregrine Way	**-**	**-**	**126**	**15**	**4**	**3.3**	**1.4**	**0.1**	**4.8**	**-**	**-**	**-**	**-**
1/1+1/2	458	458	126	15	4	0.9	0.3	0.1	1.3	10.4	3.0	0.3	3.3
2/1	638	638	-	-	-	1.5	0.6	-	2.1	11.8	7.3	0.6	7.9
3/1	106	106	-	-	-	0.9	0.5	-	1.4	46.4	1.9	0.5	2.4
4/1	350	350	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	269	269	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	583	583	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 63.9 Total Delay for Signalled Lanes (pcuHr): 4.78 Cycle Time (s): 70
PRC Over All Lanes (%): 63.9 Total Delay Over All Lanes(pcuHr): 4.78

Full Input Data And Results

Scenario 5: '2026 Base + Dev AM' (FG5: '2026 Base + Dev AM', Plan 1: 'Network Control Plan 1')

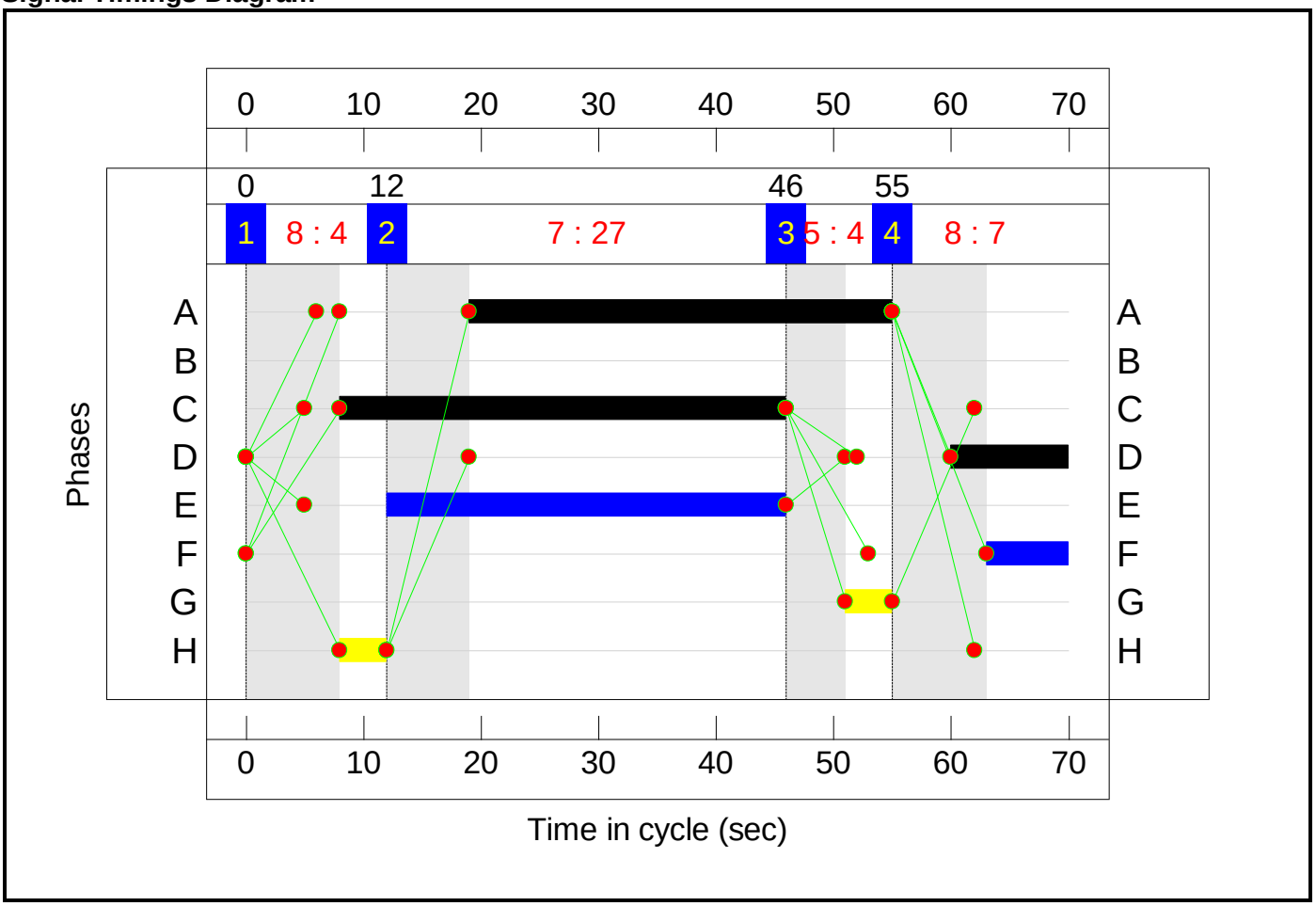
Stage Sequence Diagram



Stage Timings

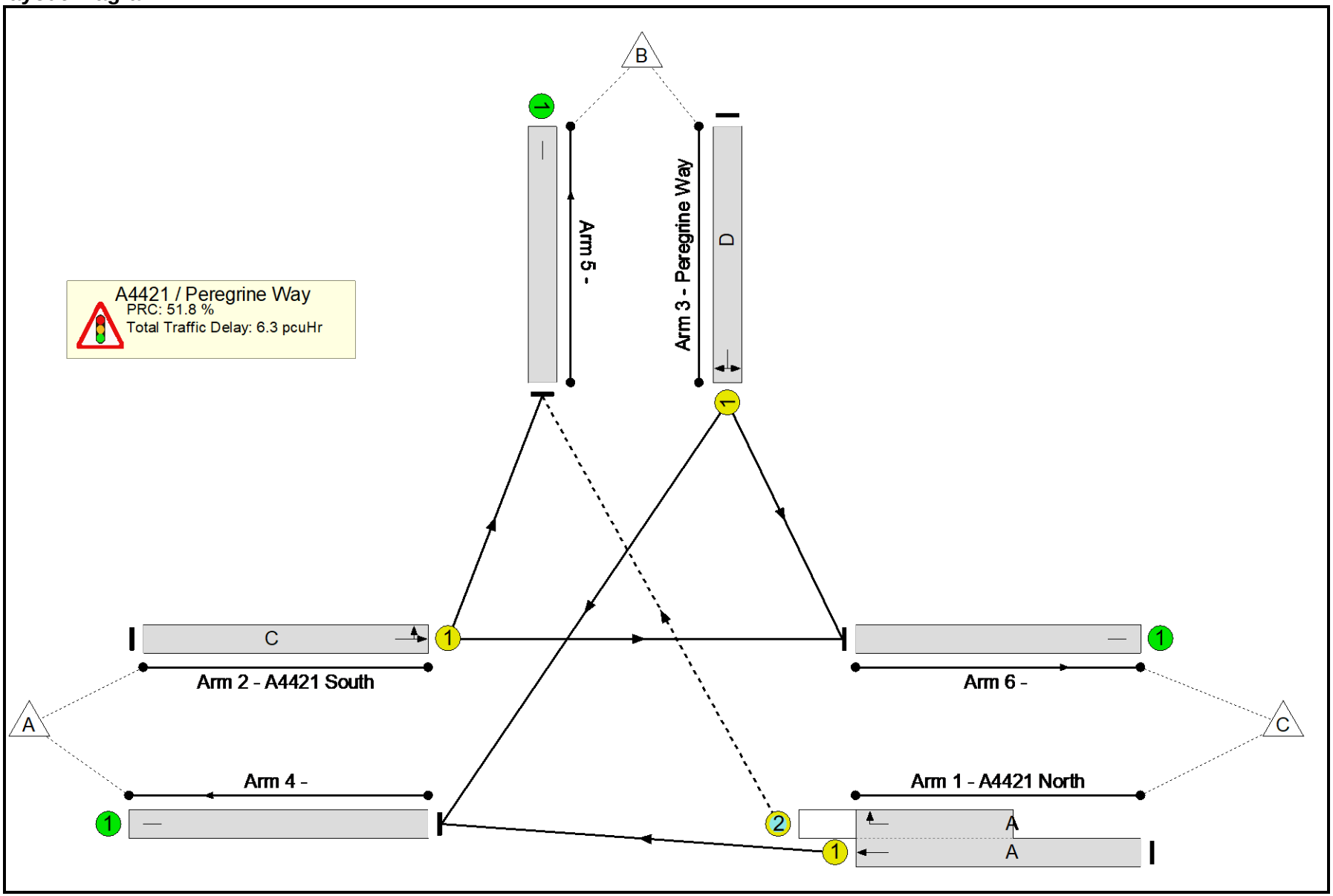
Stage	1	2	3	4
Duration	4	27	4	7
Change Point	0	12	46	55

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A4421 / Peregrine Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**59.3%**
A4421 / Peregrine Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**59.3%**
1/1+1/2	A4421 North Ahead Right	U+O	N/A	N/A	A		1	36	-	493	1965:1958	900+261	42.5 : 42.5%
2/1	A4421 South Left Ahead	U	N/A	N/A	C		1	38	-	643	1956	1090	59.0%
3/1	Peregrine Way Right Left	U	N/A	N/A	D		1	10	-	171	1835	288	59.3%
4/1		U	N/A	N/A	-		-	-	-	429	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	151	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	727	Inf	Inf	0.0%

Full Input Data And Results

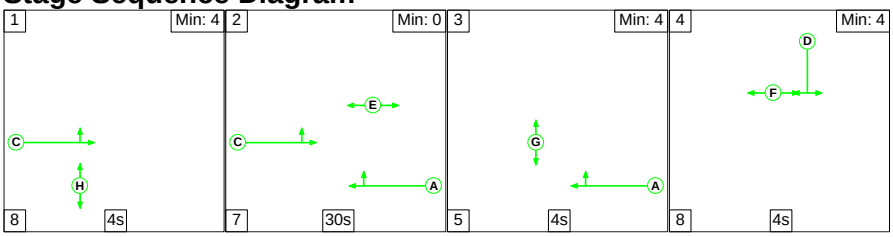
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A4421 / Peregrine Way	**-**	**-**	**97**	**11**	**3**	**4.4**	**1.8**	**0.1**	**6.3**	**-**	**-**	**-**	**-**
A4421 / Peregrine Way	**-**	**-**	**97**	**11**	**3**	**4.4**	**1.8**	**0.1**	**6.3**	**-**	**-**	**-**	**-**
1/1+1/2	493	493	97	11	3	1.3	0.4	0.1	1.8	12.8	4.2	0.4	4.6
2/1	643	643	-	-	-	1.8	0.7	-	2.5	14.2	8.2	0.7	8.9
3/1	171	171	-	-	-	1.3	0.7	-	2.0	42.6	3.1	0.7	3.8
4/1	429	429	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	151	151	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	727	727	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 51.8 Total Delay for Signalled Lanes (pcuHr): 6.32 Cycle Time (s): 70
PRC Over All Lanes (%): 51.8 Total Delay Over All Lanes(pcuHr): 6.32

Full Input Data And Results

Scenario 6: '2026 Base + Dev PM' (FG6: '2026 Base + Dev PM', Plan 1: 'Network Control Plan 1')

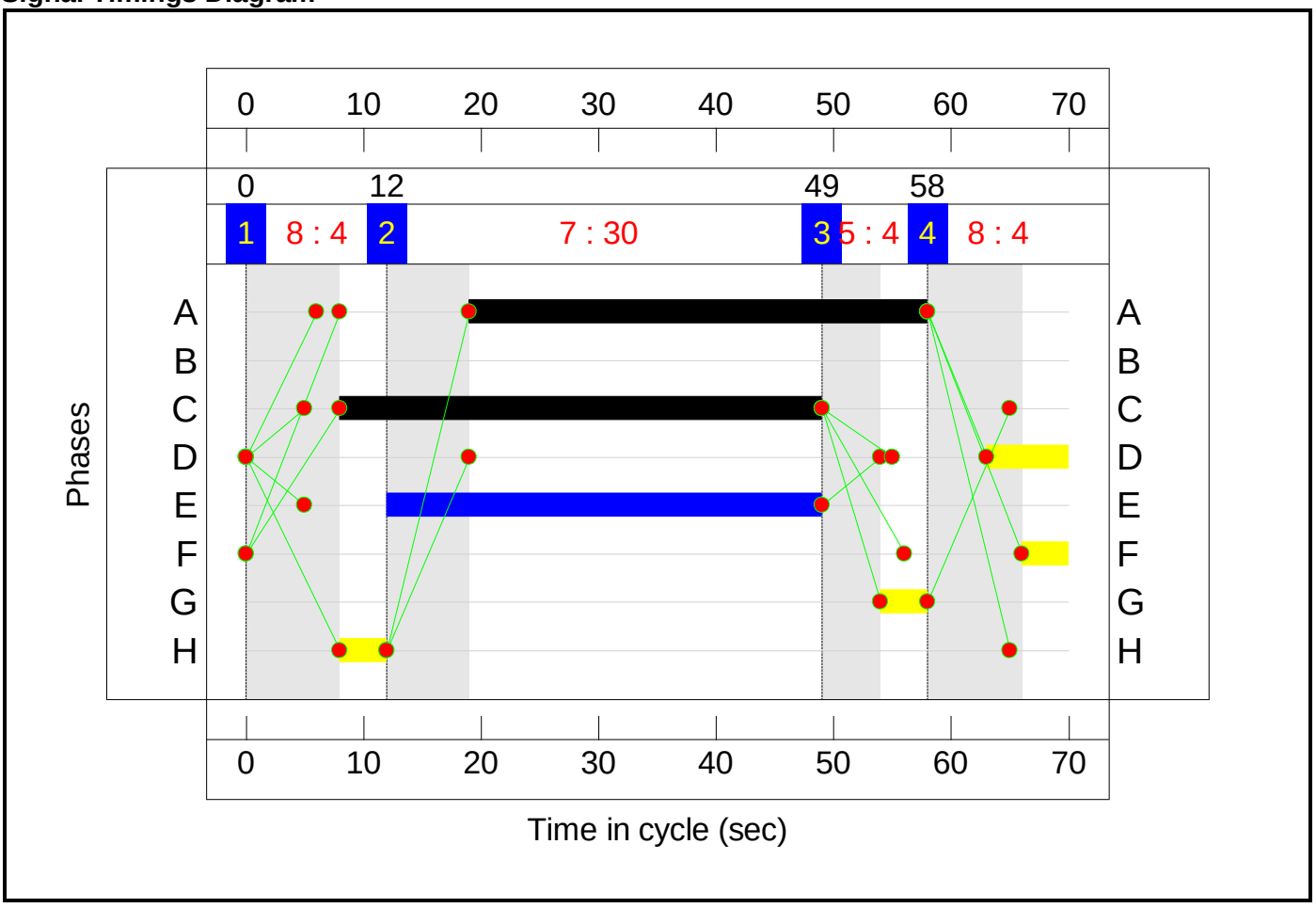
Stage Sequence Diagram



Stage Timings

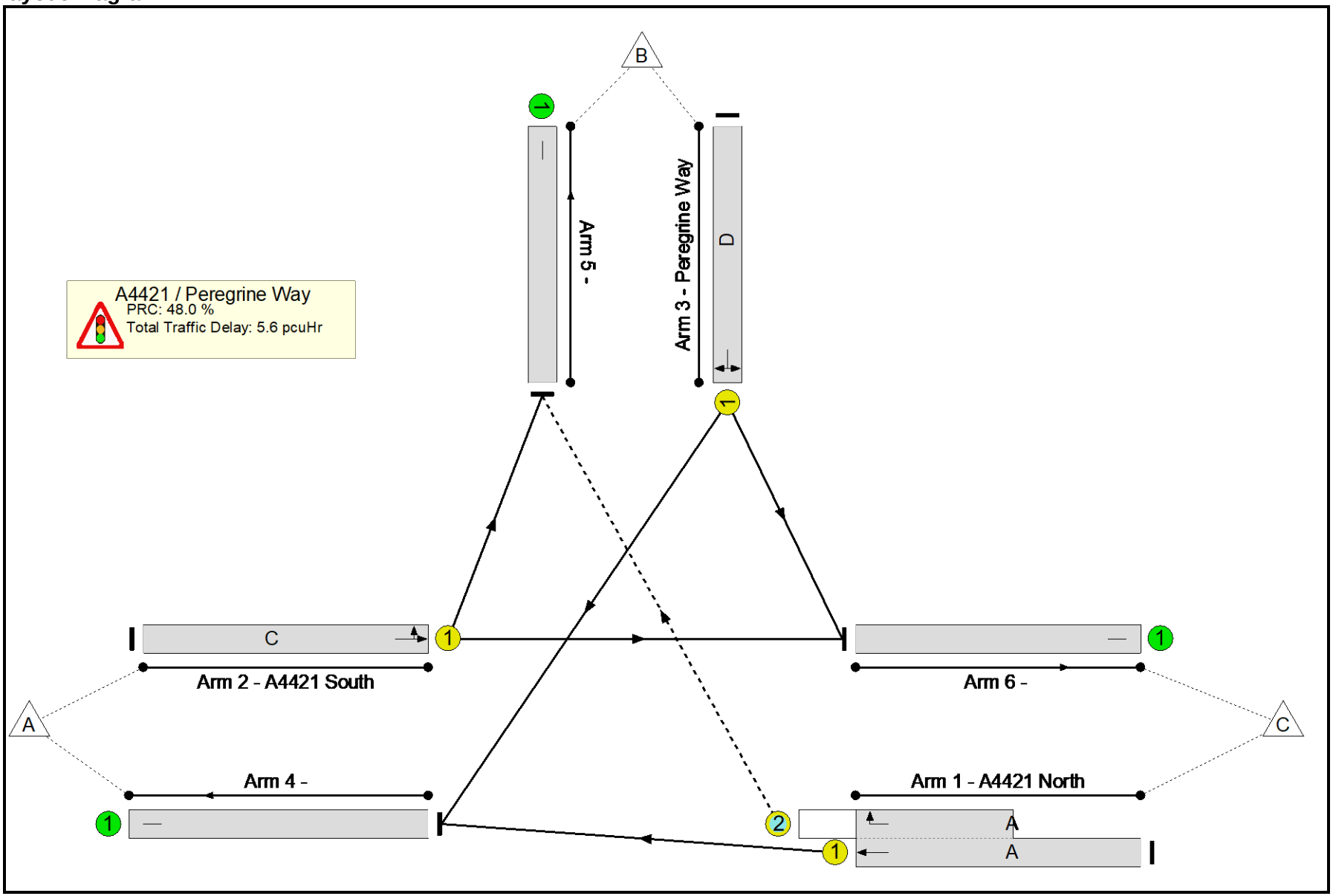
Stage	1	2	3	4
Duration	4	30	4	4
Change Point	0	12	49	58

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A4421 / Peregrine Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**60.8%**
A4421 / Peregrine Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**60.8%**
1/1+1/2	A4421 North Ahead Right	U+O	N/A	N/A	A		1	39	-	528	1965:1958	924+367	40.9 : 40.9%
2/1	A4421 South Left Ahead	U	N/A	N/A	C		1	41	-	708	1940	1164	60.8%
3/1	Peregrine Way Right Left	U	N/A	N/A	D		1	7	-	108	1830	209	51.6%
4/1		U	N/A	N/A	-		-	-	-	415	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	272	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	657	Inf	Inf	0.0%

Full Input Data And Results

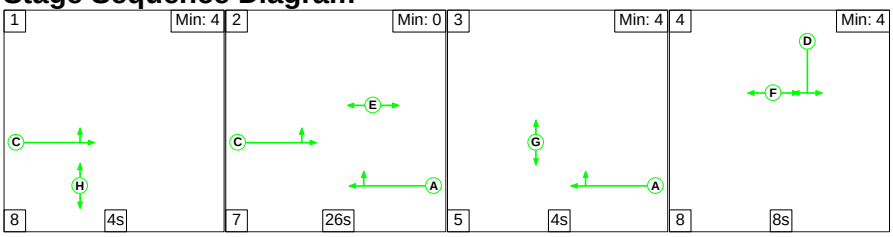
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A4421 / Peregrine Way	**-**	**-**	**131**	**15**	**4**	**3.7**	**1.6**	**0.2**	**5.6**	**-**	**-**	**-**	**-**
A4421 / Peregrine Way	**-**	**-**	**131**	**15**	**4**	**3.7**	**1.6**	**0.2**	**5.6**	**-**	**-**	**-**	**-**
1/1+1/2	528	528	131	15	4	1.1	0.3	0.2	1.7	11.3	3.9	0.3	4.2
2/1	708	708	-	-	-	1.7	0.8	-	2.5	12.8	8.7	0.8	9.4
3/1	108	108	-	-	-	0.9	0.5	-	1.4	46.8	1.9	0.5	2.5
4/1	415	415	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	272	272	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	657	657	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 48.0 Total Delay for Signalled Lanes (pcuHr): 5.57 Cycle Time (s): 70
PRC Over All Lanes (%): 48.0 Total Delay Over All Lanes(pcuHr): 5.57

Full Input Data And Results

Scenario 7: '2031 Base + Dev AM' (FG7: '2031 Base + Dev AM', Plan 1: 'Network Control Plan 1')

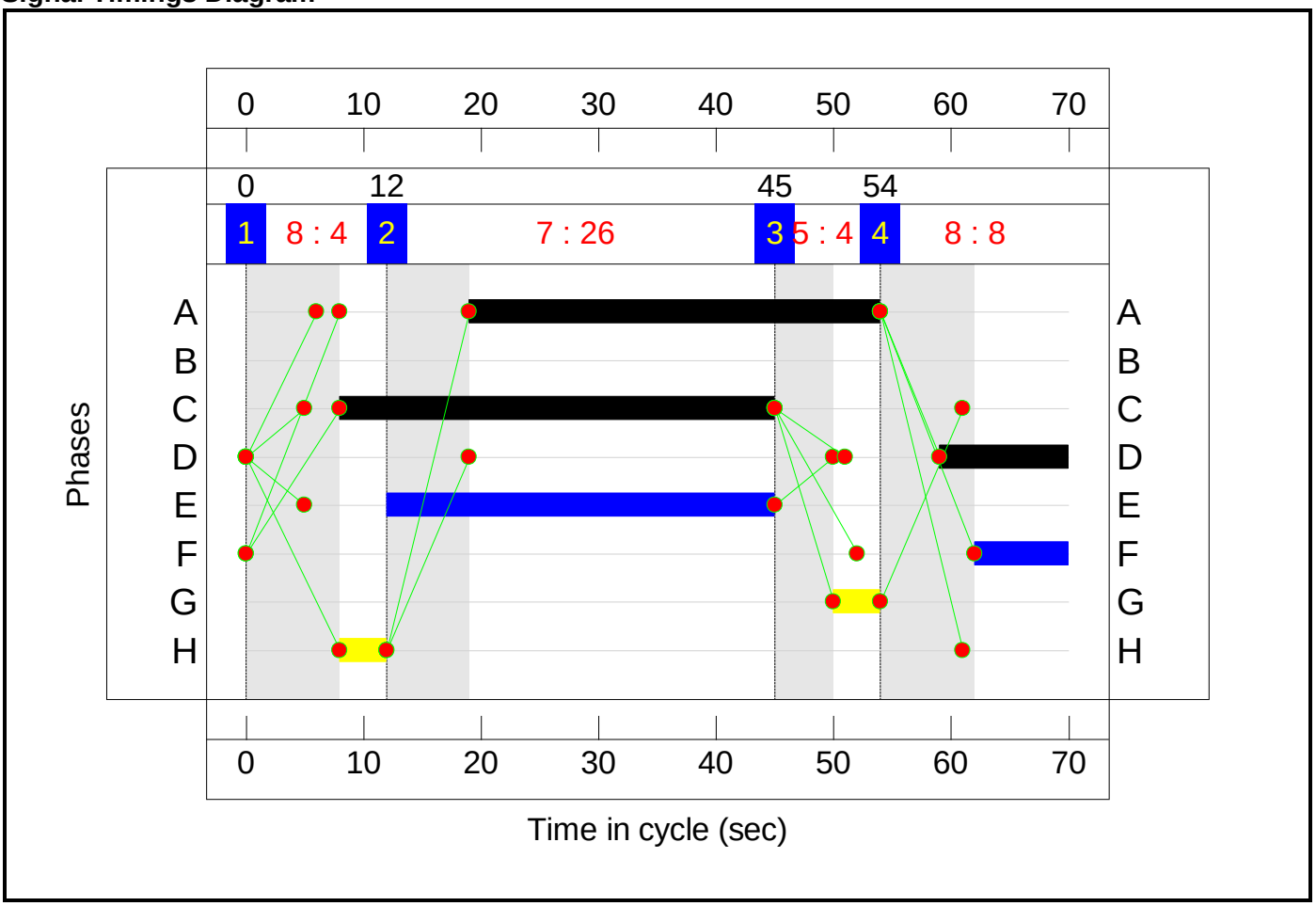
Stage Sequence Diagram



Stage Timings

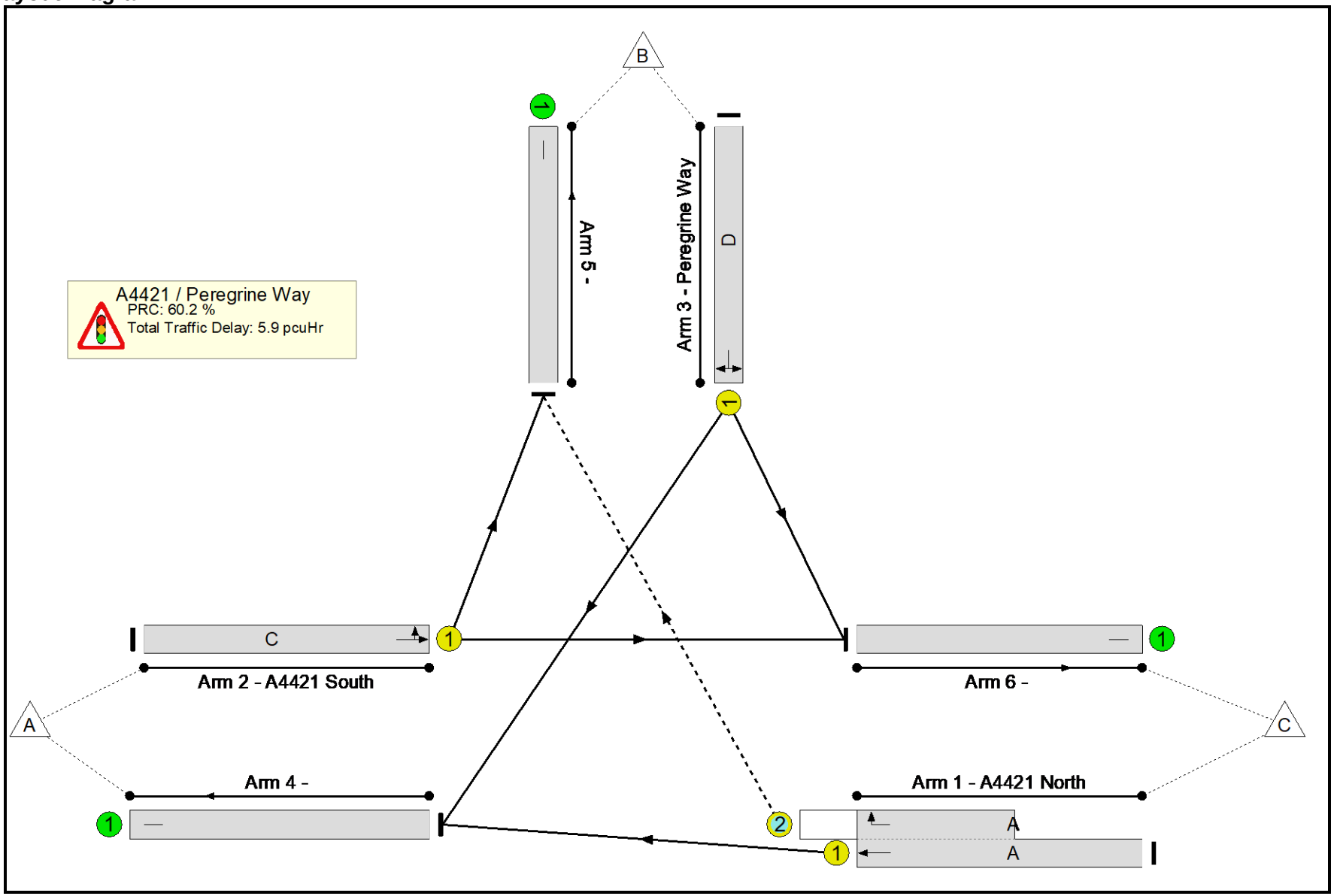
Stage	1	2	3	4
Duration	4	26	4	8
Change Point	0	12	45	54

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A4421 / Peregrine Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**56.2%**
A4421 / Peregrine Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**56.2%**
1/1+1/2	A4421 North Ahead Right	U+O	N/A	N/A	A		1	35	-	468	1965:1958	876+260	41.2 : 41.2%
2/1	A4421 South Left Ahead	U	N/A	N/A	C		1	37	-	596	1954	1061	56.2%
3/1	Peregrine Way Right Left	U	N/A	N/A	D		1	11	-	172	1835	315	54.7%
4/1		U	N/A	N/A	-		-	-	-	408	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	150	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	678	Inf	Inf	0.0%

Full Input Data And Results

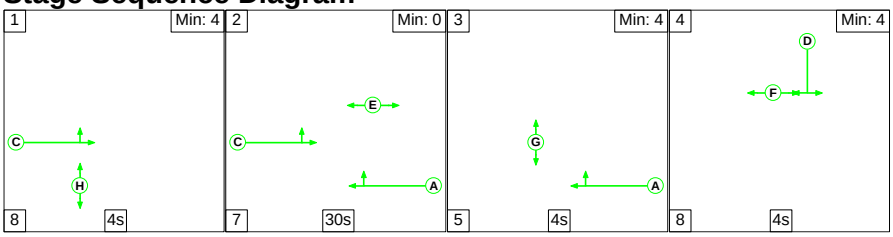
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A4421 / Peregrine Way	**-**	**-**	**93**	**11**	**3**	**4.3**	**1.6**	**0.1**	**5.9**	**-**	**-**	**-**	**-**
A4421 / Peregrine Way	**-**	**-**	**93**	**11**	**3**	**4.3**	**1.6**	**0.1**	**5.9**	**-**	**-**	**-**	**-**
1/1+1/2	468	468	93	11	3	1.3	0.4	0.1	1.7	13.1	4.1	0.4	4.5
2/1	596	596	-	-	-	1.7	0.6	-	2.4	14.4	7.6	0.6	8.3
3/1	172	172	-	-	-	1.3	0.6	-	1.9	39.0	3.0	0.6	3.6
4/1	408	408	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	150	150	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	678	678	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 60.2 Total Delay for Signalled Lanes (pcuHr): 5.95 Cycle Time (s): 70
PRC Over All Lanes (%): 60.2 Total Delay Over All Lanes(pcuHr): 5.95

Full Input Data And Results

Scenario 8: '2031 Base + Dev PM' (FG8: '2031 Base + Dev PM', Plan 1: 'Network Control Plan 1')

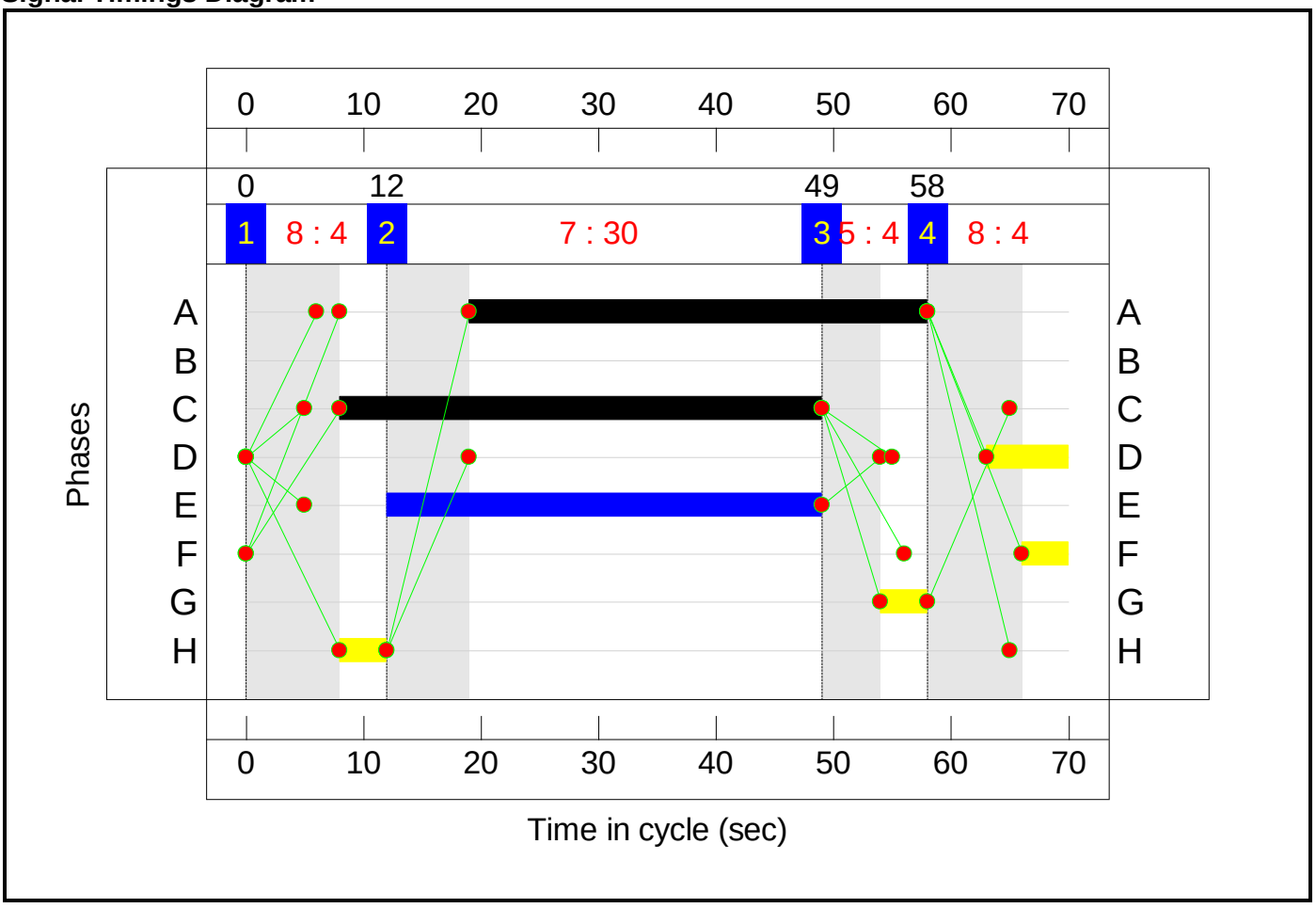
Stage Sequence Diagram



Stage Timings

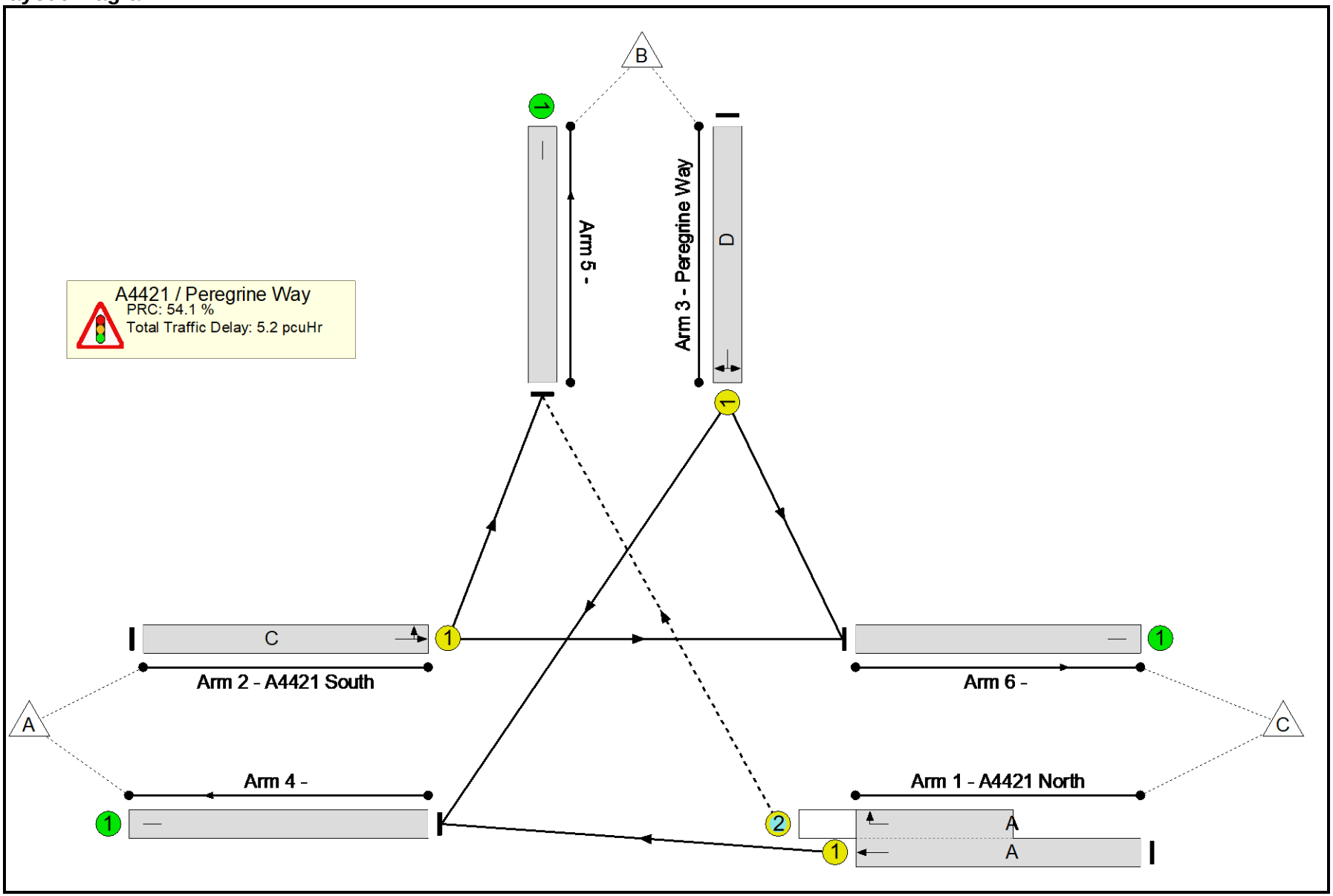
Stage	1	2	3	4
Duration	4	30	4	4
Change Point	0	12	49	58

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A4421 / Peregrine Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**58.4%**
A4421 / Peregrine Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**58.4%**
1/1+1/2	A4421 North Ahead Right	U+O	N/A	N/A	A		1	39	-	481	1965:1958	912+394	36.8 : 36.8%
2/1	A4421 South Left Ahead	U	N/A	N/A	C		1	41	-	679	1938	1163	58.4%
3/1	Peregrine Way Right Left	U	N/A	N/A	D		1	7	-	107	1829	209	51.2%
4/1		U	N/A	N/A	-		-	-	-	374	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	272	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	621	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A4421 / Peregrine Way	**-**	**-**	**126**	**15**	**4**	**3.5**	**1.5**	**0.1**	**5.2**	**-**	**-**	**-**	**-**
A4421 / Peregrine Way	**-**	**-**	**126**	**15**	**4**	**3.5**	**1.5**	**0.1**	**5.2**	**-**	**-**	**-**	**-**
1/1+1/2	481	481	126	15	4	1.0	0.3	0.1	1.4	10.8	3.4	0.3	3.7
2/1	679	679	-	-	-	1.6	0.7	-	2.3	12.3	8.1	0.7	8.8
3/1	107	107	-	-	-	0.9	0.5	-	1.4	46.6	1.9	0.5	2.5
4/1	374	374	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	272	272	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	621	621	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 54.1 Total Delay for Signalled Lanes (pcuHr): 5.15 Cycle Time (s): 70
PRC Over All Lanes (%): 54.1 Total Delay Over All Lanes(pcuHr): 5.15

Junctions 9

ARCADY 9 - Roundabout Module

Filename: Import of A4421 Gavray Rd Base.j9
Path: \\s-bm\WIEL\Projects\WIE16470_GH_Health Hub\100\5_Technical\Transport\Modelling\A4421 Gavray Rbt
Report generation date: 19/03/2021 12:01:24

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2026 Base							
Arm 1	1.0	3.15	0.50	A	1.0	3.13	0.49	A
Arm 2	0.4	2.77	0.26	A	0.8	3.81	0.43	A
Arm 3	0.8	3.87	0.45	A	0.8	4.46	0.46	A
Arm 4	0.2	4.80	0.15	A	0.2	5.36	0.15	A
	2026 DS							
Arm 1	1.1	3.37	0.53	A	1.0	3.20	0.50	A
Arm 2	0.4	2.90	0.27	A	0.8	3.89	0.44	A
Arm 3	0.9	4.03	0.47	A	0.9	4.72	0.49	A
Arm 4	0.2	4.97	0.16	A	0.2	5.59	0.16	A
	2031 Base							
Arm 1	1.2	3.39	0.54	A	1.1	3.32	0.52	A
Arm 2	0.4	2.91	0.31	A	0.9	4.06	0.48	A
Arm 3	0.8	3.86	0.43	A	0.8	4.60	0.45	A
Arm 4	0.2	4.94	0.15	A	0.3	6.01	0.20	A
	2031 DS							
Arm 1	1.3	3.65	0.57	A	1.1	3.41	0.53	A
Arm 2	0.5	3.05	0.32	A	0.9	4.15	0.48	A
Arm 3	0.8	4.02	0.46	A	0.9	4.87	0.48	A
Arm 4	0.2	5.12	0.16	A	0.3	6.29	0.21	A

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.

File summary

File Description

Title	A4421 Wretchwick Way/Gavray Drive
Location	
Site number	
Date	21/02/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	BMJP
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

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Base	AM	ONE HOUR	07:45	09:15	15

2026 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
2	(untitled)	Standard Roundabout		1, 2, 3, 4	3.39	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A4421 Charbridge Lane	
2	Site Access	
3	A4421 Wretchwick Way	
4	Gavray Drive	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	6.75	9.00	10.0	15.0	45.0	33.0	
2	3.65	8.00	64.0	15.0	45.0	38.0	
3	4.70	8.20	19.0	17.0	45.0	37.0	
4	3.40	7.10	12.0	25.0	45.0	34.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.752	2376
2	0.691	2092
3	0.681	2022
4	0.605	1588

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

Traffic Demand

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1027	100.000
2		✓	420	100.000
3		✓	697	100.000
4		✓	118	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	612	361	54
	2	373	0	40	7
	3	606	84	0	7
	4	78	18	22	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.50	3.15	1.0	A
2	0.26	2.77	0.4	A
3	0.45	3.87	0.8	A
4	0.15	4.80	0.2	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	773	93	2306	0.335	771	0.5	2.342	A
2	316	328	1865	0.170	315	0.2	2.321	A
3	525	326	1801	0.291	523	0.4	2.814	A
4	89	798	1105	0.080	88	0.1	3.540	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	923	111	2293	0.403	923	0.7	2.626	A
2	378	393	1821	0.207	377	0.3	2.494	A
3	627	390	1757	0.357	626	0.6	3.181	A
4	106	955	1011	0.105	106	0.1	3.979	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1131	136	2274	0.497	1130	1.0	3.143	A
2	462	481	1760	0.263	462	0.4	2.774	A
3	767	477	1697	0.452	766	0.8	3.863	A
4	130	1169	881	0.147	130	0.2	4.790	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1131	137	2274	0.497	1131	1.0	3.148	A
2	462	481	1759	0.263	462	0.4	2.774	A
3	767	478	1697	0.452	767	0.8	3.872	A
4	130	1170	880	0.148	130	0.2	4.797	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	923	112	2292	0.403	924	0.7	2.635	A
2	378	393	1820	0.207	378	0.3	2.498	A
3	627	391	1756	0.357	628	0.6	3.191	A
4	106	957	1009	0.105	106	0.1	3.987	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	773	93	2306	0.335	774	0.5	2.350	A
2	316	329	1864	0.170	316	0.2	2.325	A
3	525	327	1800	0.292	525	0.4	2.827	A
4	89	801	1104	0.081	89	0.1	3.547	A

Junctions 9

ARCADY 9 - Roundabout Module

Filename: Import of Base models 2031 with dev - Original Final Design.j9
Path: \\s-bm\WIEL\Projects\WIE16470_GH_Health Hub\100\5_Technical\Transport\Modelling\Pioneer Rd Rbt
Report generation date: 19/03/2021 13:52:58

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	A1 - 2026 Base							
Arm 1	1.2	3.00	0.54	A	1.4	3.28	0.58	A
Arm 2	0.2	3.36	0.15	A	0.4	4.52	0.30	A
Arm 3	1.4	5.10	0.59	A	2.1	7.21	0.68	A
Arm 4	0.8	4.37	0.46	A	0.6	4.09	0.39	A
	A1 - 2026 DS							
Arm 1	1.2	3.02	0.55	A	1.4	3.29	0.58	A
Arm 2	0.2	3.38	0.15	A	0.4	4.53	0.30	A
Arm 3	1.4	5.12	0.59	A	2.1	7.28	0.69	A
Arm 4	0.8	4.39	0.46	A	0.6	4.11	0.39	A
	A1 - 2031 Base							
Arm 1	1.9	4.06	0.65	A	2.4	4.77	0.71	A
Arm 2	1.0	5.13	0.50	A	3.7	14.92	0.80	B
Arm 3	1.5	6.39	0.60	A	2.7	10.76	0.73	B
Arm 4	1.6	6.82	0.62	A	1.6	7.45	0.62	A
	A1 - 2031 DS							
Arm 1	1.9	4.10	0.66	A	2.4	4.79	0.71	A
Arm 2	1.0	5.18	0.50	A	3.8	15.05	0.80	C
Arm 3	1.5	6.43	0.60	A	2.7	10.94	0.74	B
Arm 4	1.6	6.88	0.62	A	1.6	7.51	0.62	A

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.

File summary

File Description

Title	A41 Pioneer Road Roundabout
Location	Graven Hill, Bicester
Site number	
Date	05/05/2020
Version	1
Status	
Identifier	
Client	Graven Hill Village Development Company Limited
Jobnumber	WIE11386
Enumerator	BMJP
Description	Drawing WIE11386-A41-03-001-A01-General Arrangement

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

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2026 Base	AM	ONE HOUR	08:00	09:30	15
D4	2026 Base	PM	ONE HOUR	16:45	18:15	15
D5	2026 DS	AM	ONE HOUR	08:00	09:30	15
D6	2026 DS	PM	ONE HOUR	16:45	18:15	15
D7	2031 Base	AM	ONE HOUR	08:00	09:30	15
D8	2031 Base	PM	ONE HOUR	16:45	18:15	15
D9	2031 DS	AM	ONE HOUR	08:00	09:30	15
D10	2031 DS	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	(Default Analysis Set)	100.000

(Default Analysis Set) - 2026 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Pedestrian Crossing	Arm 1 - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3, 4	3.94	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A41 (East)	
2	Pioneer Road	
3	A41 (West)	
4	Wretchwick Green	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	5.00	10.50	70.0	40.0	60.0	28.0	
2	5.30	7.45	18.0	30.0	60.0	28.0	
3	5.00	7.00	125.0	25.0	60.0	39.0	
4	7.00	7.40	3.0	26.0	60.0	35.0	

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
1	1.00	3.00	2.90	1.00	6.00	6.00	7.00
2	8.00	3.00	2.90	1.00	6.00	6.00	7.00
3	8.00	3.00	2.90	1.00	6.00	6.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.779	2936
2	0.637	2125
3	0.611	2047
4	0.641	2193

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

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)
D3	2026 Base	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1295	100.000
2		✓	166	100.000
3		✓	912	100.000
4		✓	629	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1	3.00
2	10.00
3	20.00
4	

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	179	820	296
	2	100	0	29	37
	3	794	64	0	54
	4	444	95	90	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
08:00-08:15	1	975	975	0.00
	2	125	125	7.53
	3	687	687	15.06
	4	474	474	
08:15-08:30	1	1164	1164	0.00
	2	149	149	8.99
	3	820	820	17.98
	4	565	565	
08:30-08:45	1	1426	1426	0.00
	2	183	183	11.01
	3	1004	1004	22.02
	4	693	693	
08:45-09:00	1	1426	1426	0.00
	2	183	183	11.01
	3	1004	1004	22.02
	4	693	693	
09:00-09:15	1	1164	1164	0.00
	2	149	149	8.99
	3	820	820	17.98
	4	565	565	
09:15-09:30	1	975	975	0.00
	2	125	125	7.53
	3	687	687	15.06
	4	474	474	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.54	3.00	1.2	A
2	0.15	3.36	0.2	A
3	0.59	5.10	1.4	A
4	0.46	4.37	0.8	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	975	187	0.00	2625	0.371	973	0.6	2.176	A
2	125	906	7.53	1526	0.082	125	0.1	2.568	A
3	687	325	15.06	1799	0.382	684	0.6	3.222	A
4	474	719		1732	0.273	472	0.4	2.853	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1164	224	0.00	2625	0.444	1163	0.8	2.461	A
2	149	1083	8.99	1411	0.106	149	0.1	2.851	A
3	820	389	17.98	1760	0.466	819	0.9	3.823	A
4	565	860		1641	0.345	565	0.5	3.342	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1426	274	0.00	2625	0.543	1424	1.2	2.994	A
2	183	1326	11.01	1255	0.146	183	0.2	3.356	A
3	1004	476	22.02	1706	0.589	1002	1.4	5.096	A
4	693	1053		1518	0.456	691	0.8	4.348	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1426	274	0.00	2625	0.543	1426	1.2	3.001	A
2	183	1328	11.01	1254	0.146	183	0.2	3.358	A
3	1004	477	22.02	1712	0.587	1004	1.4	5.088	A
4	693	1055		1517	0.457	693	0.8	4.367	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1164	224	0.00	2625	0.444	1166	0.8	2.471	A
2	149	1086	8.99	1410	0.106	149	0.1	2.857	A
3	820	390	17.98	1766	0.464	822	0.9	3.820	A
4	565	863		1639	0.345	567	0.5	3.359	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	975	188	0.00	2625	0.371	976	0.6	2.185	A
2	125	909	7.53	1525	0.082	125	0.1	2.573	A
3	687	326	15.06	1805	0.380	688	0.6	3.224	A
4	474	722		1730	0.274	474	0.4	2.870	A

(Default Analysis Set) - 2026 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Pedestrian Crossing	Arm 1 - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3, 4	4.73	A

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)
D4	2026 Base	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1388	100.000
2		✓	313	100.000
3		✓	965	100.000
4		✓	509	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1	3.00
2	10.00
3	20.00
4	

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	117	805	466
	2	147	0	94	72
	3	872	47	0	46
	4	351	54	104	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
16:45-17:00	1	1045	1045	0.00
	2	236	236	7.53
	3	727	727	15.06
	4	383	383	
17:00-17:15	1	1248	1248	0.00
	2	281	281	8.99
	3	868	868	17.98
	4	458	458	
17:15-17:30	1	1528	1528	0.00
	2	345	345	11.01
	3	1062	1062	22.02
	4	560	560	
17:30-17:45	1	1528	1528	0.00
	2	345	345	11.01
	3	1062	1062	22.02
	4	560	560	
17:45-18:00	1	1248	1248	0.00
	2	281	281	8.99
	3	868	868	17.98
	4	458	458	
18:00-18:15	1	1045	1045	0.00
	2	236	236	7.53
	3	727	727	15.06
	4	383	383	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.58	3.28	1.4	A
2	0.30	4.52	0.4	A
3	0.68	7.21	2.1	A
4	0.39	4.09	0.6	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1045	154	0.00	2625	0.398	1042	0.7	2.270	A
2	236	1033	7.53	1447	0.163	235	0.2	2.968	A
3	727	514	15.06	1688	0.430	724	0.8	3.723	A
4	383	799		1680	0.228	382	0.3	2.770	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1248	184	0.00	2625	0.475	1247	0.9	2.611	A
2	281	1235	8.99	1318	0.214	281	0.3	3.473	A
3	868	615	17.98	1629	0.532	866	1.1	4.706	A
4	458	957		1579	0.290	457	0.4	3.205	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1528	225	0.00	2625	0.582	1526	1.4	3.271	A
2	345	1512	11.01	1142	0.302	344	0.4	4.509	A
3	1062	753	22.02	1554	0.684	1059	2.1	7.210	A
4	560	1170		1443	0.388	560	0.6	4.070	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1528	226	0.00	2625	0.582	1528	1.4	3.281	A
2	345	1514	11.01	1141	0.302	345	0.4	4.518	A
3	1062	754	22.02	1563	0.680	1062	2.1	7.185	A
4	560	1174		1440	0.389	560	0.6	4.090	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1248	185	0.00	2625	0.475	1250	0.9	2.622	A
2	281	1238	8.99	1317	0.214	282	0.3	3.480	A
3	868	617	17.98	1640	0.529	871	1.1	4.705	A
4	458	962		1576	0.290	458	0.4	3.223	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1045	155	0.00	2625	0.398	1046	0.7	2.280	A
2	236	1036	7.53	1446	0.163	236	0.2	2.977	A
3	727	516	15.06	1695	0.429	728	0.8	3.731	A
4	383	804		1677	0.228	384	0.3	2.785	A

(Default Analysis Set) - 2026 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Pedestrian Crossing	Arm 1 - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3, 4	3.97	A

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)
D5	2026 DS	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1302	100.000
2		✓	166	100.000
3		✓	916	100.000
4		✓	631	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1	3.00
2	10.00
3	20.00
4	

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	179	827	296
	2	100	0	29	37
	3	797	64	0	55
	4	444	95	92	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
08:00-08:15	1	980	980	0.00
	2	125	125	7.53
	3	690	690	15.06
	4	475	475	
08:15-08:30	1	1170	1170	0.00
	2	149	149	8.99
	3	823	823	17.98
	4	567	567	
08:30-08:45	1	1434	1434	0.00
	2	183	183	11.01
	3	1009	1009	22.02
	4	695	695	
08:45-09:00	1	1434	1434	0.00
	2	183	183	11.01
	3	1009	1009	22.02
	4	695	695	
09:00-09:15	1	1170	1170	0.00
	2	149	149	8.99
	3	823	823	17.98
	4	567	567	
09:15-09:30	1	980	980	0.00
	2	125	125	7.53
	3	690	690	15.06
	4	475	475	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.55	3.02	1.2	A
2	0.15	3.38	0.2	A
3	0.59	5.12	1.4	A
4	0.46	4.39	0.8	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	980	188	0.00	2625	0.373	978	0.6	2.183	A
2	125	912	7.53	1522	0.082	125	0.1	2.576	A
3	690	325	15.06	1799	0.383	687	0.6	3.231	A
4	475	721		1731	0.275	474	0.4	2.859	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1170	225	0.00	2625	0.446	1170	0.8	2.472	A
2	149	1091	8.99	1406	0.106	149	0.1	2.863	A
3	823	389	17.98	1760	0.468	822	0.9	3.837	A
4	567	863		1640	0.346	567	0.5	3.353	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1434	276	0.00	2625	0.546	1432	1.2	3.013	A
2	183	1336	11.01	1249	0.146	183	0.2	3.375	A
3	1009	476	22.02	1706	0.591	1006	1.4	5.125	A
4	695	1056		1516	0.458	693	0.8	4.371	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1434	276	0.00	2625	0.546	1434	1.2	3.020	A
2	183	1338	11.01	1248	0.146	183	0.2	3.377	A
3	1009	477	22.02	1712	0.589	1009	1.4	5.117	A
4	695	1058		1515	0.459	695	0.8	4.390	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1170	226	0.00	2625	0.446	1172	0.8	2.479	A
2	149	1094	8.99	1405	0.106	149	0.1	2.868	A
3	823	390	17.98	1766	0.466	826	0.9	3.835	A
4	567	866		1638	0.346	568	0.5	3.370	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	980	189	0.00	2625	0.373	981	0.6	2.190	A
2	125	916	7.53	1521	0.082	125	0.1	2.581	A
3	690	326	15.06	1805	0.382	691	0.6	3.233	A
4	475	725		1728	0.275	476	0.4	2.874	A

(Default Analysis Set) - 2026 DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Pedestrian Crossing	Arm 1 - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3, 4	4.76	A

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)
D6	2026 DS	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1390	100.000
2		✓	313	100.000
3		✓	970	100.000
4		✓	510	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1	3.00
2	10.00
3	20.00
4	

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	117	807	466
	2	147	0	94	72
	3	876	47	0	47
	4	351	54	105	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
16:45-17:00	1	1046	1046	0.00
	2	236	236	7.53
	3	730	730	15.06
	4	384	384	
17:00-17:15	1	1250	1250	0.00
	2	281	281	8.99
	3	872	872	17.98
	4	458	458	
17:15-17:30	1	1530	1530	0.00
	2	345	345	11.01
	3	1068	1068	22.02
	4	562	562	
17:30-17:45	1	1530	1530	0.00
	2	345	345	11.01
	3	1068	1068	22.02
	4	562	562	
17:45-18:00	1	1250	1250	0.00
	2	281	281	8.99
	3	872	872	17.98
	4	458	458	
18:00-18:15	1	1046	1046	0.00
	2	236	236	7.53
	3	730	730	15.06
	4	384	384	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.58	3.29	1.4	A
2	0.30	4.53	0.4	A
3	0.69	7.28	2.1	A
4	0.39	4.11	0.6	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1046	155	0.00	2625	0.399	1044	0.7	2.273	A
2	236	1035	7.53	1446	0.163	235	0.2	2.971	A
3	730	514	15.06	1688	0.433	727	0.8	3.748	A
4	384	802		1678	0.229	383	0.3	2.776	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1250	185	0.00	2625	0.476	1249	0.9	2.614	A
2	281	1238	8.99	1316	0.214	281	0.3	3.478	A
3	872	615	17.98	1630	0.535	870	1.1	4.732	A
4	458	960		1577	0.291	458	0.4	3.214	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1530	226	0.00	2625	0.583	1528	1.4	3.277	A
2	345	1515	11.01	1140	0.302	344	0.4	4.521	A
3	1068	753	22.02	1554	0.687	1064	2.1	7.282	A
4	562	1174		1440	0.390	561	0.6	4.088	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1530	227	0.00	2625	0.583	1530	1.4	3.288	A
2	345	1517	11.01	1139	0.303	345	0.4	4.530	A
3	1068	754	22.02	1564	0.683	1068	2.1	7.255	A
4	562	1178		1438	0.391	562	0.6	4.108	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1250	186	0.00	2625	0.476	1251	0.9	2.626	A
2	281	1241	8.99	1315	0.214	282	0.3	3.488	A
3	872	617	17.98	1641	0.532	876	1.1	4.734	A
4	458	966		1574	0.291	459	0.4	3.232	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1046	155	0.00	2625	0.399	1047	0.7	2.283	A
2	236	1038	7.53	1444	0.163	236	0.2	2.981	A
3	730	516	15.06	1695	0.431	732	0.8	3.745	A
4	384	807		1675	0.229	384	0.3	2.789	A

(Default Analysis Set) - 2031 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Pedestrian Crossing	Arm 1 - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3, 4	5.31	A

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)
D7	2031 Base	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1515	100.000
2		✓	637	100.000
3		✓	757	100.000
4		✓	785	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1	3.00
2	10.00
3	20.00
4	

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	630	548	337
	2	455	0	52	130
	3	614	66	0	77
	4	407	260	118	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
08:00-08:15	1	1141	1141	0.00
	2	480	480	7.53
	3	570	570	15.06
	4	591	591	
08:15-08:30	1	1362	1362	0.00
	2	573	573	8.99
	3	681	681	17.98
	4	706	706	
08:30-08:45	1	1668	1668	0.00
	2	701	701	11.01
	3	833	833	22.02
	4	864	864	
08:45-09:00	1	1668	1668	0.00
	2	701	701	11.01
	3	833	833	22.02
	4	864	864	
09:00-09:15	1	1362	1362	0.00
	2	573	573	8.99
	3	681	681	17.98
	4	706	706	
09:15-09:30	1	1141	1141	0.00
	2	480	480	7.53
	3	570	570	15.06
	4	591	591	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.65	4.06	1.9	A
2	0.50	5.13	1.0	A
3	0.60	6.39	1.5	A
4	0.62	6.82	1.6	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1141	333	0.00	2625	0.435	1138	0.8	2.415	A
2	480	753	7.53	1623	0.295	478	0.4	3.139	A
3	570	692	15.06	1581	0.361	568	0.6	3.546	A
4	591	851		1647	0.359	589	0.6	3.394	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1362	399	0.00	2625	0.519	1361	1.1	2.845	A
2	573	901	8.99	1529	0.374	572	0.6	3.759	A
3	681	828	17.98	1500	0.454	679	0.8	4.384	A
4	706	1019		1540	0.458	705	0.8	4.306	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1668	487	0.00	2556	0.653	1665	1.9	4.023	A
2	701	1102	11.01	1402	0.500	700	1.0	5.116	A
3	833	1013	22.02	1392	0.599	831	1.5	6.389	A
4	864	1246		1394	0.620	861	1.6	6.718	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1668	489	0.00	2555	0.653	1668	1.9	4.058	A
2	701	1104	11.01	1403	0.500	701	1.0	5.133	A
3	833	1015	22.02	1397	0.597	833	1.5	6.385	A
4	864	1250		1392	0.621	864	1.6	6.821	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1362	401	0.00	2624	0.519	1365	1.1	2.869	A
2	573	904	8.99	1530	0.374	574	0.6	3.772	A
3	681	831	17.98	1506	0.452	683	0.8	4.391	A
4	706	1024		1537	0.459	709	0.9	4.366	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1141	335	0.00	2625	0.435	1142	0.8	2.430	A
2	480	756	7.53	1624	0.295	480	0.4	3.152	A
3	570	695	15.06	1585	0.360	571	0.6	3.555	A
4	591	856		1644	0.359	592	0.6	3.425	A

(Default Analysis Set) - 2031 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Pedestrian Crossing	Arm 1 - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3, 4	8.60	A

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)
D8	2031 Base	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1637	100.000
2		✓	844	100.000
3		✓	817	100.000
4		✓	715	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1	3.00
2	10.00
3	20.00
4	

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	414	767	456
	2	573	0	92	179
	3	677	58	0	82
	4	330	243	142	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
16:45-17:00	1	1232	1232	0.00
	2	635	635	7.53
	3	615	615	15.06
	4	538	538	
17:00-17:15	1	1472	1472	0.00
	2	759	759	8.99
	3	734	734	17.98
	4	643	643	
17:15-17:30	1	1802	1802	0.00
	2	929	929	11.01
	3	900	900	22.02
	4	787	787	
17:30-17:45	1	1802	1802	0.00
	2	929	929	11.01
	3	900	900	22.02
	4	787	787	
17:45-18:00	1	1472	1472	0.00
	2	759	759	8.99
	3	734	734	17.98
	4	643	643	
18:00-18:15	1	1232	1232	0.00
	2	635	635	7.53
	3	615	615	15.06
	4	538	538	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.71	4.77	2.4	A
2	0.80	14.92	3.7	B
3	0.73	10.76	2.7	B
4	0.62	7.45	1.6	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1232	332	0.00	2625	0.469	1229	0.9	2.572	A
2	635	1025	7.53	1454	0.437	632	0.8	4.365	A
3	615	906	15.06	1455	0.423	612	0.7	4.256	A
4	538	980		1565	0.344	536	0.5	3.493	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1472	398	0.00	2625	0.561	1470	1.3	3.113	A
2	759	1226	8.99	1331	0.570	757	1.3	6.248	A
3	734	1084	17.98	1353	0.543	733	1.2	5.787	A
4	643	1173		1441	0.446	642	0.8	4.497	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1802	486	0.00	2557	0.705	1798	2.3	4.713	A
2	929	1499	11.01	1171	0.794	920	3.6	13.889	B
3	900	1321	22.02	1227	0.733	894	2.6	10.618	B
4	787	1429		1277	0.616	784	1.6	7.256	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1802	488	0.00	2556	0.705	1802	2.4	4.775	A
2	929	1503	11.01	1168	0.795	929	3.7	14.924	B
3	900	1329	22.02	1234	0.729	899	2.7	10.760	B
4	787	1440		1270	0.620	787	1.6	7.449	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1472	400	0.00	2624	0.561	1476	1.3	3.146	A
2	759	1231	8.99	1340	0.566	768	1.3	6.398	A
3	734	1096	17.98	1362	0.539	740	1.2	5.841	A
4	643	1188		1431	0.449	646	0.8	4.600	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1232	334	0.00	2625	0.469	1234	0.9	2.590	A
2	635	1029	7.53	1456	0.436	638	0.8	4.409	A
3	615	912	15.06	1460	0.421	617	0.7	4.278	A
4	538	988		1560	0.345	539	0.5	3.532	A

(Default Analysis Set) - 2031 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Pedestrian Crossing	Arm 1 - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3, 4	5.35	A

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)
D9	2031 DS	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1522	100.000
2		✓	637	100.000
3		✓	761	100.000
4		✓	787	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1	3.00
2	10.00
3	20.00
4	

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	630	555	337
	2	455	0	52	130
	3	617	66	0	78
	4	407	260	120	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
08:00-08:15	1	1146	1146	0.00
	2	480	480	7.53
	3	573	573	15.06
	4	592	592	
08:15-08:30	1	1368	1368	0.00
	2	573	573	8.99
	3	684	684	17.98
	4	707	707	
08:30-08:45	1	1676	1676	0.00
	2	701	701	11.01
	3	838	838	22.02
	4	867	867	
08:45-09:00	1	1676	1676	0.00
	2	701	701	11.01
	3	838	838	22.02
	4	867	867	
09:00-09:15	1	1368	1368	0.00
	2	573	573	8.99
	3	684	684	17.98
	4	707	707	
09:15-09:30	1	1146	1146	0.00
	2	480	480	7.53
	3	573	573	15.06
	4	592	592	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.66	4.10	1.9	A
2	0.50	5.18	1.0	A
3	0.60	6.43	1.5	A
4	0.62	6.88	1.6	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1146	334	0.00	2625	0.437	1143	0.8	2.423	A
2	480	760	7.53	1619	0.296	478	0.4	3.150	A
3	573	692	15.06	1581	0.362	571	0.6	3.556	A
4	592	854		1646	0.360	590	0.6	3.404	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1368	400	0.00	2624	0.521	1367	1.1	2.861	A
2	573	909	8.99	1524	0.376	572	0.6	3.779	A
3	684	828	17.98	1500	0.456	683	0.8	4.403	A
4	707	1022		1538	0.460	706	0.8	4.322	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1676	489	0.00	2555	0.656	1673	1.9	4.067	A
2	701	1112	11.01	1396	0.502	700	1.0	5.161	A
3	838	1013	22.02	1392	0.602	835	1.5	6.434	A
4	867	1249		1392	0.623	863	1.6	6.773	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1676	491	0.00	2553	0.656	1676	1.9	4.102	A
2	701	1114	11.01	1397	0.502	701	1.0	5.178	A
3	838	1015	22.02	1398	0.600	838	1.5	6.431	A
4	867	1253		1390	0.624	866	1.6	6.877	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1368	403	0.00	2622	0.522	1371	1.1	2.884	A
2	573	912	8.99	1525	0.376	574	0.6	3.792	A
3	684	831	17.98	1506	0.454	687	0.8	4.410	A
4	707	1027		1535	0.461	711	0.9	4.383	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1146	336	0.00	2625	0.437	1147	0.8	2.439	A
2	480	763	7.53	1619	0.296	480	0.4	3.161	A
3	573	695	15.06	1585	0.361	574	0.6	3.563	A
4	592	858		1643	0.361	594	0.6	3.437	A

(Default Analysis Set) - 2031 DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Pedestrian Crossing	Arm 1 - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3, 4	8.69	A

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)
D10	2031 DS	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1639	100.000
2		✓	844	100.000
3		✓	822	100.000
4		✓	716	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1	3.00
2	10.00
3	20.00
4	

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	414	769	456
	2	573	0	92	179
	3	681	58	0	83
	4	330	243	143	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
16:45-17:00	1	1234	1234	0.00
	2	635	635	7.53
	3	619	619	15.06
	4	539	539	
17:00-17:15	1	1473	1473	0.00
	2	759	759	8.99
	3	739	739	17.98
	4	644	644	
17:15-17:30	1	1805	1805	0.00
	2	929	929	11.01
	3	905	905	22.02
	4	788	788	
17:30-17:45	1	1805	1805	0.00
	2	929	929	11.01
	3	905	905	22.02
	4	788	788	
17:45-18:00	1	1473	1473	0.00
	2	759	759	8.99
	3	739	739	17.98
	4	644	644	
18:00-18:15	1	1234	1234	0.00
	2	635	635	7.53
	3	619	619	15.06
	4	539	539	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.71	4.79	2.4	A
2	0.80	15.05	3.8	C
3	0.74	10.94	2.7	B
4	0.62	7.51	1.6	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1234	333	0.00	2625	0.470	1230	0.9	2.575	A
2	635	1027	7.53	1453	0.437	632	0.8	4.371	A
3	619	906	15.06	1455	0.425	616	0.7	4.275	A
4	539	983		1563	0.345	537	0.5	3.502	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1473	398	0.00	2625	0.561	1472	1.3	3.118	A
2	759	1228	8.99	1329	0.571	757	1.3	6.266	A
3	739	1084	17.98	1353	0.546	737	1.2	5.826	A
4	644	1176		1439	0.447	643	0.8	4.515	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1805	487	0.00	2557	0.706	1800	2.4	4.732	A
2	929	1502	11.01	1169	0.795	920	3.6	13.992	B
3	905	1321	22.02	1228	0.737	899	2.7	10.759	B
4	788	1433		1274	0.619	785	1.6	7.313	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1805	489	0.00	2555	0.706	1804	2.4	4.794	A
2	929	1506	11.01	1166	0.797	929	3.8	15.054	C
3	905	1329	22.02	1234	0.734	905	2.7	10.938	B
4	788	1444		1267	0.622	788	1.6	7.510	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1473	401	0.00	2623	0.562	1478	1.3	3.156	A
2	759	1234	8.99	1339	0.567	768	1.3	6.418	A
3	739	1096	17.98	1363	0.542	745	1.2	5.882	A
4	644	1191		1429	0.450	647	0.8	4.620	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1234	335	0.00	2625	0.470	1236	0.9	2.595	A
2	635	1031	7.53	1455	0.437	638	0.8	4.415	A
3	619	912	15.06	1460	0.424	621	0.7	4.296	A
4	539	991		1558	0.346	540	0.5	3.541	A

Junctions 9

ARCADY 9 - Roundabout Module

Filename: Import of Mallards Way.j9
Path: \\s-bm\WIEL\Projects\WIE16470_GH_Health Hub\100\5_Technical\Transport\Modelling\Mallards Way London Rd
Report generation date: 19/03/2021 12:17:38

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	A1 - Base 2031							
Arm 1	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Arm 2	0.4	3.46	0.26	A	0.2	3.06	0.17	A
Arm 3	0.3	3.46	0.24	A	0.2	3.13	0.16	A
Arm 4	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	A1 - DS 2031							
Arm 1	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Arm 2	0.4	3.59	0.29	A	0.2	3.10	0.18	A
Arm 3	0.3	3.52	0.25	A	0.2	3.19	0.17	A
Arm 4	0.0	0.00	0.00	A	0.0	0.00	0.00	A

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.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	22/02/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	BMJP
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

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	(Default Analysis Set)	100.000

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Base 2031	AM	ONE HOUR	07:45	09:15	15

(Default Analysis Set) - Base 2031, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3, 4	3.46	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	London Road B4100	
2	Mallards Way	
3	London Road	
4	Talisman Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	4.75	5.00	5.0	24.0	37.0	32.0	
2	3.50	5.10	17.0	18.0	40.0	32.0	
3	3.65	5.00	10.0	30.0	37.0	40.0	
4	3.50	8.50	4.0	12.5	40.0	50.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.609	1506
2	0.581	1415
3	0.575	1366
4	0.518	1229

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

Traffic Demand

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	0	100.000
2		✓	340	100.000
3		✓	296	100.000
4		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	340	0
	3	0	296	0	0
	4	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.00	0.00	0.0	A
2	0.26	3.46	0.4	A
3	0.24	3.46	0.3	A
4	0.00	0.00	0.0	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	222	1371	0.000	0	0.0	0.000	A
2	256	0	1415	0.181	255	0.2	3.101	A
3	223	0	1366	0.163	222	0.2	3.146	A
4	0	222	1114	0.000	0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	266	1344	0.000	0	0.0	0.000	A
2	306	0	1415	0.216	305	0.3	3.243	A
3	266	0	1366	0.195	266	0.2	3.272	A
4	0	266	1091	0.000	0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	326	1308	0.000	0	0.0	0.000	A
2	374	0	1415	0.264	374	0.4	3.457	A
3	326	0	1366	0.239	326	0.3	3.460	A
4	0	326	1060	0.000	0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	326	1308	0.000	0	0.0	0.000	A
2	374	0	1415	0.264	374	0.4	3.457	A
3	326	0	1366	0.239	326	0.3	3.460	A
4	0	326	1060	0.000	0	0.0	0.000	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	266	1344	0.000	0	0.0	0.000	A
2	306	0	1415	0.216	306	0.3	3.247	A
3	266	0	1366	0.195	266	0.2	3.276	A
4	0	266	1091	0.000	0	0.0	0.000	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	223	1370	0.000	0	0.0	0.000	A
2	256	0	1415	0.181	256	0.2	3.108	A
3	223	0	1366	0.163	223	0.2	3.149	A
4	0	223	1113	0.000	0	0.0	0.000	A

UK and Ireland Office Locations