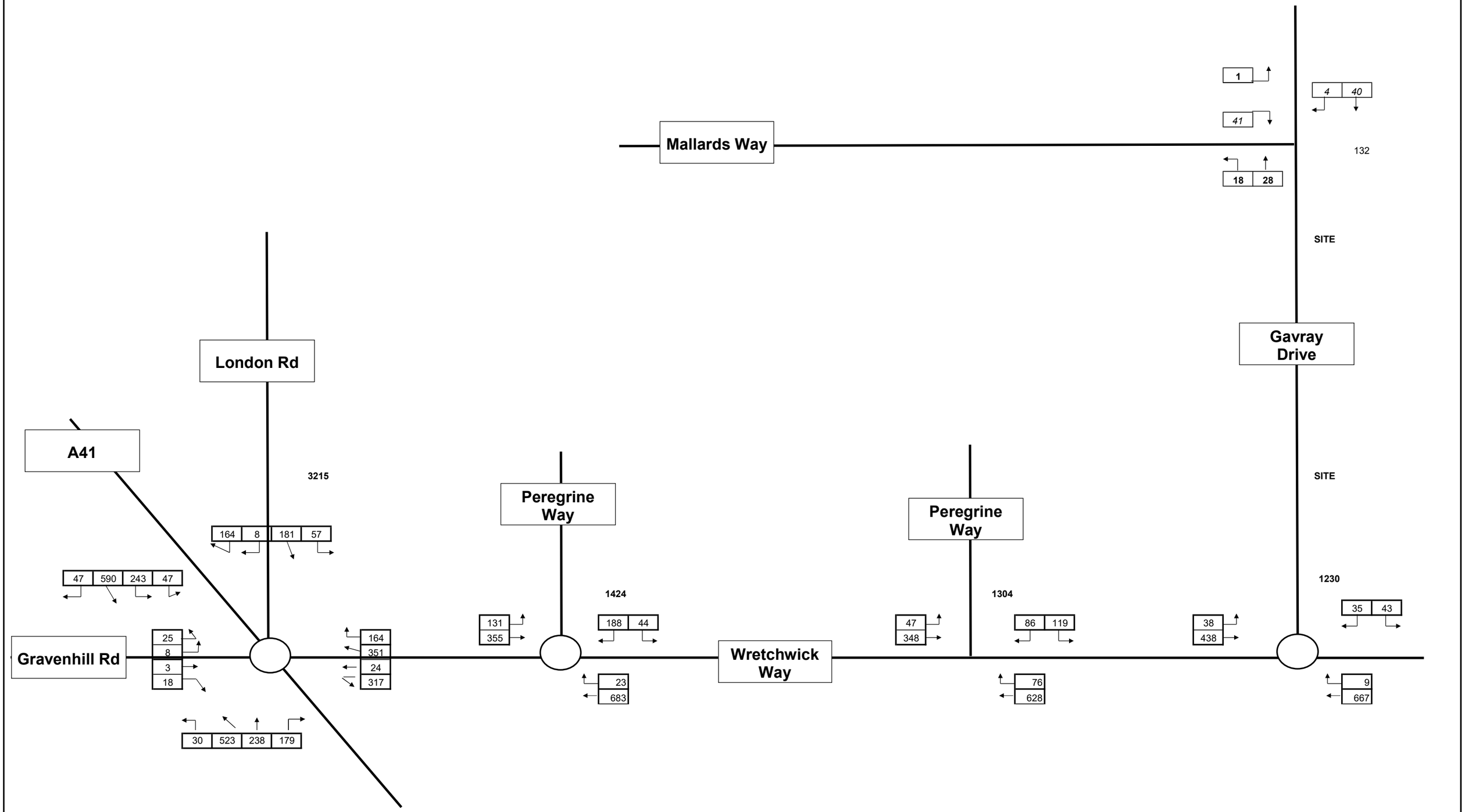
APPENDIX E – SURVEYED TRAFFIC FLOW DIAGRAMS



Notes

Job Title: GAVRAY DRIVE, BICESTER	Drawing No: FIGURE 3-2	Job No: 14-133	
Drawing Title: AM PEAK 2014 OBSERVED FLOWS (PCU)	Client: GALLAGHER ESTATES	Date: 13/10/2014	

Odyssey Markides
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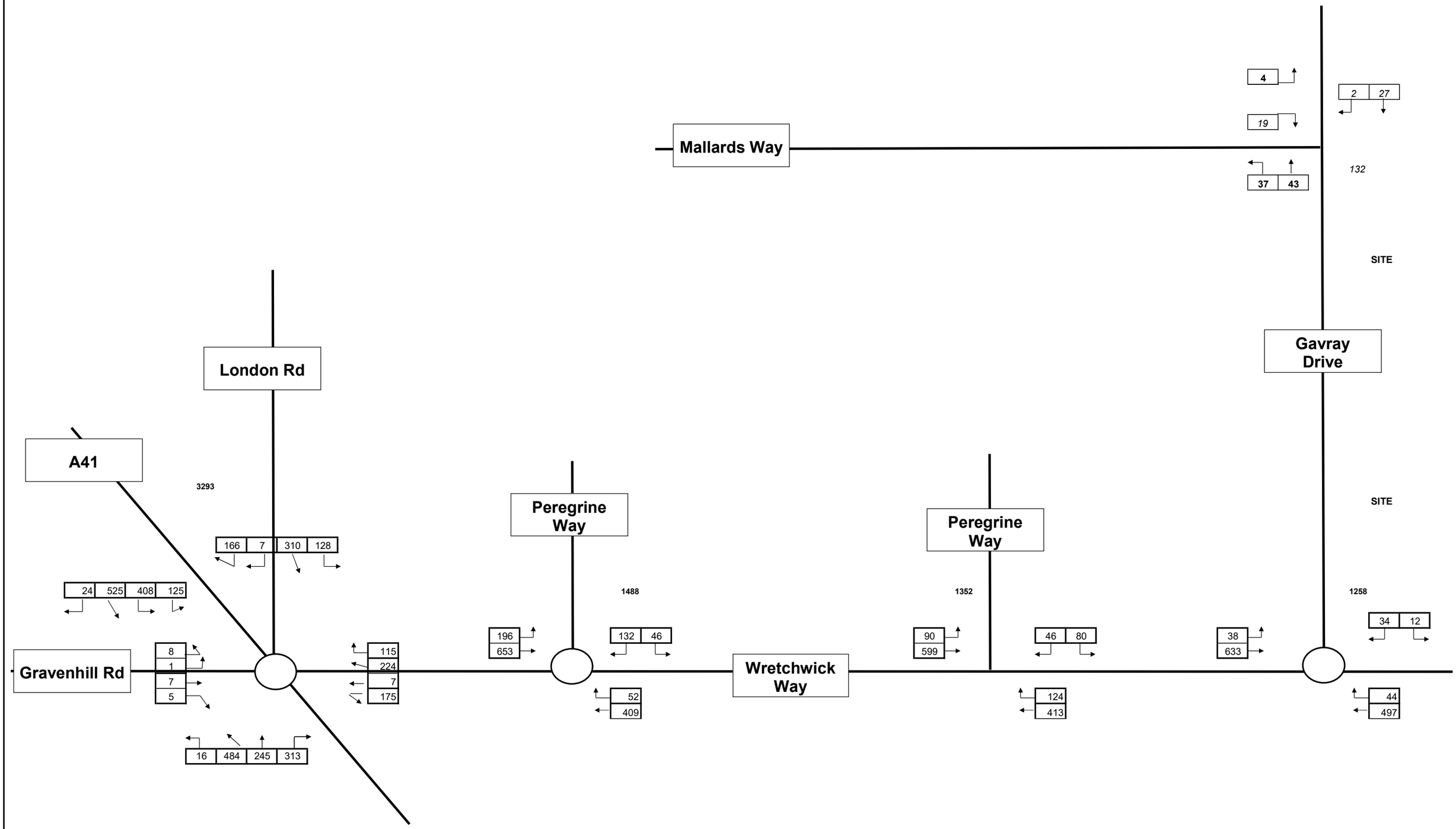

Notes

Job Title: GAVRAY DRIVE, BICESTER	Drawing No: FIGURE 3-3	Job No: 14-133	
Drawing Title: PM PEAK 2014 OBSERVED FLOWS (PCU)	Client GALLAGHER ESTATES	Date: 13/10/2014	

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APPENDIX F– 2014 JUNCTION MODELLING OUTPUTS

ARCADY 7

File: Q:\14-033 - Gavray Drive, Bicester\Trans\Arcady\Revision A\2014 Peregrine Way - Wretchwick Way roundaboout.arc7
Report generation date: 10/04/2015 10:42:48

» A1 - (Default Analysis Set) - D3 - 2014 PCU - Peregrine Way/Wretchwick Way PM Peak, PM
» A1 - (Default Analysis Set) - D4 - 2014 PCU - Peregrine Way/Wretchwick Way AM Peak, AM

Summary of roundabout performance

	AM				PM			
	Queue (PCU)	Delay (min)	RFC	LOS	Queue (PCU)	Delay (min)	RFC	LOS
	(Default Analysis Set) - 2014 PCU - Peregrine Way/Wretchwick Way AM Peak							
Arm A	0.23	0.03	0.19	A				
Arm B	0.23	0.05	0.19	A				
Arm C	0.53	0.04	0.35	A				
	(Default Analysis Set) - 2014 PCU - Peregrine Way/Wretchwick Way PM Peak							
Arm A					0.48	0.03	0.33	A
Arm B					0.20	0.06	0.17	A
Arm C					0.29	0.03	0.22	A

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle.

2014 PCU - Peregrine Way/Wretchwick Way PM Peak - PM runs from 16:45:00 to 18:15:00
2014 PCU - Peregrine Way/Wretchwick Way AM Peak - AM runs from 07:45:00 to 09:15:00
2020 PCU + CD - Peregrine Way/Wretchwick Way PM Peak - PM runs from 16:45:00 to 18:15:00
2020 PCU + CD - Peregrine Way/Wretchwick Way AM Peak - AM runs from 07:45:00 to 09:15:00
2020 PCU + CD +DEV180 - Peregrine Way/Wretchwick Way PM Peak - PM runs from 16:45:00 to 18:15:00
2020 PCU + CD +DEV180 - Peregrine Way/Wretchwick Way AM Peak - AM runs from 07:45:00 to 09:15:00
2020 PCU + CD +DEV300 - Peregrine Way/Wretchwick Way PM Peak - PM runs from 16:45:00 to 18:15:00
2020 PCU + CD +DEV300 - Peregrine Way/Wretchwick Way AM Peak - AM runs from 07:45:00 to 09:15:00

File summary

File Description

Title	Peregrine Way/Wretchwick Way AM Peak
Location	Bicester
Date	13/07/2010
Status	TIA
Client	JJ Gallagher
Jobnumber	18578-01-1
Enumerator	Alexanders [CS5DG3J]
Results Upto Date	True

Analysis Options

RFC Threshold	Vehicle Length (m)	Do Queue Variations
0.85	5.75	

Sorting and Display

Show Arm Names	Arm Grouping	Sorting Direction	Sorting Type	Data Matrix Style	Time Style
	Order	Ascending	Numerical	By Destination	Absolute Time

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	min	-Min	perMin

A1 - (Default Analysis Set) - D3 - 2014 PCU - Peregrine Way/Wretchwick Way PM Peak, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Include In Report	Use Specific Demand Set	Demand Set	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)		Yes		(D1)		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Locked	Run Automatically	Use Relationship	Relationship	Start Time (HH:mm)	Finish Time (HH:mm)	Time Period Length (min)	Time Segment Length (min)	Traffic Profile Type
2014 PCU - Peregrine Way/Wretchwick Way PM Peak, PM	2014 PCU - Peregrine Way/Wretchwick Way PM Peak	PM			Yes			16:45	18:15	90	15	Varies by Arm

Roundabout Network

Roundabout Type(s)

ID	Name	Arm Order	Roundabout Type	Grade Separated	Large Roundabout	Do Geometric Delay
1	(untitled)	A,B,C	Standard			

Roundabout Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	((Mini-roundabouts only))	

Arms

Arms

ID	Name	Description
A	Neunkirchen Way	
B	Peregine Way	
C	Wretchwick Way North	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00

B	0.00	99999.00		0.00
C	0.00	99999.00		0.00

Standard 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
A	7.00	10.00	25.00	40.00	49.00	23.00	
B	3.00	6.50	15.00	60.00	49.00	24.50	
C	5.50	8.00	19.00	45.00	49.00	12.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Arm Slope/ Intercept and Capacity

Slope and Intercept used in model

Arm	Enter Directly	Slope	Intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		((calculated))	((calculated))	0.858	2913.181
B		((calculated))	((calculated))	0.608	1594.519
C		((calculated))	((calculated))	0.772	2396.694

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		Yes	Yes	HV Percentages	2.00				Yes	Yes

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)	PHF
A	ONE HOUR	Yes	849.00	100.000	N/A
B	ONE HOUR	Yes	178.00	100.000	N/A
C	ONE HOUR	Yes	461.00	100.000	N/A

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:45-17:00	A	639.17	639.17	N/A	N/A
16:45-17:00	B	134.01	134.01	N/A	N/A
16:45-17:00	C	347.06	347.06	N/A	N/A
17:00-17:15	A	763.23	763.23	N/A	N/A

17:00-17:15	B	160.02	160.02	N/A	N/A
17:00-17:15	C	414.43	414.43	N/A	N/A
17:15-17:30	A	934.77	934.77	N/A	N/A
17:15-17:30	B	195.98	195.98	N/A	N/A
17:15-17:30	C	507.57	507.57	N/A	N/A
17:30-17:45	A	934.77	934.77	N/A	N/A
17:30-17:45	B	195.98	195.98	N/A	N/A
17:30-17:45	C	507.57	507.57	N/A	N/A
17:45-18:00	A	763.23	763.23	N/A	N/A
17:45-18:00	B	160.02	160.02	N/A	N/A
17:45-18:00	C	414.43	414.43	N/A	N/A
18:00-18:15	A	639.17	639.17	N/A	N/A
18:00-18:15	B	134.01	134.01	N/A	N/A
18:00-18:15	C	347.06	347.06	N/A	N/A

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Roundabout 1 (for whole period)

		To		
		A	B	C
From	A	0.00	196.00	653.00
	B	132.00	0.00	46.00
	C	409.00	52.00	0.00

Turning Proportions (PCU) - Roundabout 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.23	0.77
	B	0.74	0.00	0.26
	C	0.89	0.11	0.00

Vehicle Mix

Average PCU Per Vehicle - Roundabout 1 (for whole period)

		To		
		A	B	C
From	A	1.00	1.00	1.00
	B	1.00	1.00	1.00
	C	1.00	1.00	1.00

Heavy Vehicle Percentages - Roundabout 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	0.00
	B	0.00	0.00	0.00
	C	0.00	0.00	0.00

Results

Results Summary

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Total Demand (PCU/hr)	Total Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Queueing Total Delay (PCU-min)	Inclusive Queueing Average Delay (min)	Slope	Intercept (PCU/hr)
A	0.33	0.03	0.48	A	779.06	1168.59	33.83	0.03	0.38	33.83	0.03	0.858	2913.181
B	0.17	0.06	0.20	A	163.34	245.00	13.95	0.06	0.16	13.95	0.06	0.608	1594.519
C	0.22	0.03	0.29	A	423.02	634.53	20.35	0.03	0.23	20.35	0.03	0.772	2396.694

Main Results

Main results: (16:45-17:00)

Arm	Demand (PCU/hr)	Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)
A	639.17	159.79	638.03	406.33	39.07	0.00	2879.65	2699.64	0.222	0.00	0.28
B	134.01	33.50	133.55	186.37	490.74	0.00	1296.33	332.82	0.103	0.00	0.11
C	347.06	86.77	346.36	525.25	99.04	0.00	2320.29	2206.28	0.150	0.00	0.18

Main results: (17:00-17:15)

Arm	Demand (PCU/hr)	Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)
A	763.23	190.81	762.93	486.10	46.73	0.00	2873.08	2699.64	0.266	0.28	0.36
B	160.02	40.00	159.89	222.86	586.80	0.00	1237.96	332.82	0.129	0.11	0.15
C	414.43	103.61	414.26	628.12	118.57	0.00	2305.22	2206.28	0.180	0.18	0.22

Main results: (17:15-17:30)

Arm	Demand (PCU/hr)	Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)
A	934.77	233.69	934.28	595.25	57.22	0.00	2864.08	2699.63	0.326	0.36	0.48
B	195.98	49.00	195.76	272.91	718.59	0.00	1157.87	332.82	0.169	0.15	0.20
C	507.57	126.89	507.31	769.18	145.17	0.00	2284.69	2206.28	0.222	0.22	0.28

Main results: (17:30-17:45)

Arm	Demand (PCU/hr)	Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)
A	934.77	233.69	934.76	595.65	57.25	0.00	2864.05	2699.63	0.326	0.48	0.48
B	195.98	49.00	195.98	273.05	718.96	0.00	1157.65	332.82	0.169	0.20	0.20
C	507.57	126.89	507.57	769.61	145.33	0.00	2284.57	2206.28	0.222	0.28	0.29

Main results: (17:45-18:00)

Arm	Demand (PCU/hr)	Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)
A	763.23	190.81	763.72	486.74	46.78	0.00	2873.04	2699.64	0.266	0.48	0.36
B	160.02	40.00	160.23	223.09	587.41	0.00	1237.59	332.82	0.129	0.20	0.15
C	414.43	103.61	414.69	628.82	118.83	0.00	2305.02	2206.28	0.180	0.29	0.22

Main results: (18:00-18:15)

Arm	Demand (PCU/hr)	Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)
A	639.17	159.79	639.48	407.55	39.17	0.00	2879.57	2699.64	0.222	0.36	0.29
B	134.01	33.50	134.14	186.80	491.85	0.00	1295.65	332.82	0.103	0.15	0.12
C	347.06	86.77	347.24	526.51	99.48	0.00	2319.95	2206.28	0.150	0.22	0.18

Queueing Delay Results

Queueing Delay results: (16:45-17:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	4.22	0.28	0.027	A	A
B	1.69	0.11	0.052	A	A
C	2.60	0.17	0.030	A	A

Queueing Delay results: (17:00-17:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	5.36	0.36	0.028	A	A
B	2.19	0.15	0.056	A	A
C	3.25	0.22	0.032	A	A

Queueing Delay results: (17:15-17:30)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	7.17	0.48	0.031	A	A
B	2.99	0.20	0.062	A	A
C	4.23	0.28	0.034	A	A

Queueing Delay results: (17:30-17:45)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	7.25	0.48	0.031	A	A
B	3.05	0.20	0.062	A	A
C	4.28	0.29	0.034	A	A

Queueing Delay results: (17:45-18:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	5.49	0.37	0.028	A	A
B	2.27	0.15	0.056	A	A
C	3.33	0.22	0.032	A	A

Queueing Delay results: (18:00-18:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	4.33	0.29	0.027	A	A
B	1.76	0.12	0.052	A	A
C	2.67	0.18	0.030	A	A

Overview: Standard Roundabout Geometry

Standard Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only	Final Slope	Final Intercept (PCU/hr)
A	7.00	10.00	25.00	40.00	49.00	23.00		0.858	2913.181
B	3.00	6.50	15.00	60.00	49.00	24.50		0.608	1594.519
C	5.50	8.00	19.00	45.00	49.00	12.00		0.772	2396.694

Overview: Time Segment Results

Time Segment Results

					Start	End			Average Delay Per

Time Segment	Arm	Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Pedestrian Demand (Ped/hr)	Queue (PCU)	Queue (PCU)	Queueing Total Delay (PCU-min)	Geometric Total Delay (PCU-min)	Arriving Vehicle (min)
16:45-17:00	A	639.17	2879.65	0.222	0.00	0.00	0.28	4.22	(0.00)	0.027
16:45-17:00	B	134.01	1296.33	0.103	0.00	0.00	0.11	1.69	(0.00)	0.052
16:45-17:00	C	347.06	2320.29	0.150	0.00	0.00	0.18	2.60	(0.00)	0.030
17:00-17:15	A	763.23	2873.08	0.266	0.00	0.28	0.36	5.36	(0.00)	0.028
17:00-17:15	B	160.02	1237.96	0.129	0.00	0.11	0.15	2.19	(0.00)	0.056
17:00-17:15	C	414.43	2305.22	0.180	0.00	0.18	0.22	3.25	(0.00)	0.032
17:15-17:30	A	934.77	2864.08	0.326	0.00	0.36	0.48	7.17	(0.00)	0.031
17:15-17:30	B	195.98	1157.87	0.169	0.00	0.15	0.20	2.99	(0.00)	0.062
17:15-17:30	C	507.57	2284.69	0.222	0.00	0.22	0.28	4.23	(0.00)	0.034
17:30-17:45	A	934.77	2864.05	0.326	0.00	0.48	0.48	7.25	(0.00)	0.031
17:30-17:45	B	195.98	1157.65	0.169	0.00	0.20	0.20	3.05	(0.00)	0.062
17:30-17:45	C	507.57	2284.57	0.222	0.00	0.28	0.29	4.28	(0.00)	0.034
17:45-18:00	A	763.23	2873.04	0.266	0.00	0.48	0.36	5.49	(0.00)	0.028
17:45-18:00	B	160.02	1237.59	0.129	0.00	0.20	0.15	2.27	(0.00)	0.056
17:45-18:00	C	414.43	2305.02	0.180	0.00	0.29	0.22	3.33	(0.00)	0.032
18:00-18:15	A	639.17	2879.57	0.222	0.00	0.36	0.29	4.33	(0.00)	0.027
18:00-18:15	B	134.01	1295.65	0.103	0.00	0.15	0.12	1.76	(0.00)	0.052
18:00-18:15	C	347.06	2319.95	0.150	0.00	0.22	0.18	2.67	(0.00)	0.030

A1 - (Default Analysis Set) - D4 - 2014 PCU - Peregrine Way/Wretchwick Way AM Peak, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Include In Report	Use Specific Demand Set	Demand Set	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)		Yes		(D1)		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Locked	Run Automatically	Use Relationship	Relationship	Start Time (HH:mm)	Finish Time (HH:mm)	Time Period Length (min)	Time Segment Length (min)	Traffic Profile Type
2014 PCU - Peregrine Way/Wretchwick Way AM Peak, AM	2014 PCU - Peregrine Way/Wretchwick Way AM Peak	AM			Yes			07:45	09:15	90	15	Varies by Arm

Roundabout Network

Roundabout Type(s)

ID	Name	Arm Order	Roundabout Type	Grade Separated	Large Roundabout	Do Geometric Delay
1	(untitled)	A,B,C	Standard			

Roundabout Network Options

Driving Side	Lighting	Road Surface	In London

Left	Normal/unknown	((Mini-roundabouts only))	

Arms

Arms

ID	Name	Description
A	Neunkirchen Way	
B	Peregine Way	
C	Wretchwick Way North	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00
B	0.00	99999.00		0.00
C	0.00	99999.00		0.00

Standard 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
A	7.00	10.00	25.00	40.00	49.00	23.00	
B	3.00	6.50	15.00	60.00	49.00	24.50	
C	5.50	8.00	19.00	45.00	49.00	12.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Arm Slope/ Intercept and Capacity

Slope and Intercept used in model

Arm	Enter Directly	Slope	Intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		((calculated))	((calculated))	0.858	2913.181
B		((calculated))	((calculated))	0.608	1594.519
C		((calculated))	((calculated))	0.772	2396.694

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		Yes	Yes	HV Percentages	2.00				Yes	Yes

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)	PHF

A	ONE HOUR	Yes	486.00	100.000	N/A
B	ONE HOUR	Yes	232.00	100.000	N/A
C	ONE HOUR	Yes	706.00	100.000	N/A

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	365.89	365.89	N/A	N/A
07:45-08:00	B	174.66	174.66	N/A	N/A
07:45-08:00	C	531.51	531.51	N/A	N/A
08:00-08:15	A	436.90	436.90	N/A	N/A
08:00-08:15	B	208.56	208.56	N/A	N/A
08:00-08:15	C	634.68	634.68	N/A	N/A
08:15-08:30	A	535.10	535.10	N/A	N/A
08:15-08:30	B	255.44	255.44	N/A	N/A
08:15-08:30	C	777.32	777.32	N/A	N/A
08:30-08:45	A	535.10	535.10	N/A	N/A
08:30-08:45	B	255.44	255.44	N/A	N/A
08:30-08:45	C	777.32	777.32	N/A	N/A
08:45-09:00	A	436.90	436.90	N/A	N/A
08:45-09:00	B	208.56	208.56	N/A	N/A
08:45-09:00	C	634.68	634.68	N/A	N/A
09:00-09:15	A	365.89	365.89	N/A	N/A
09:00-09:15	B	174.66	174.66	N/A	N/A
09:00-09:15	C	531.51	531.51	N/A	N/A

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Roundabout 1 (for whole period)

		To		
		A	B	C
From	A	0.00	131.00	355.00
	B	188.00	0.00	44.00
	C	683.00	23.00	0.00

Turning Proportions (PCU) - Roundabout 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.27	0.73
	B	0.81	0.00	0.19
	C	0.97	0.03	0.00

Vehicle Mix

Average PCU Per Vehicle - Roundabout 1 (for whole period)

		To		
		A	B	C
From	A	1.00	1.00	1.00
	B	1.00	1.00	1.00

	C	1.00	1.00	1.00

Heavy Vehicle Percentages - Roundabout 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	0.00
	B	0.00	0.00	0.00
	C	0.00	0.00	0.00

Results

Results Summary

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Total Demand (PCU/hr)	Total Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Queueing Total Delay (PCU-min)	Inclusive Queueing Average Delay (min)	Slope	Intercept (PCU/hr)
A	0.19	0.03	0.23	A	445.96	668.94	16.44	0.02	0.18	16.44	0.02	0.858	2913.181
B	0.19	0.05	0.23	A	212.89	319.33	16.29	0.05	0.18	16.29	0.05	0.608	1594.519
C	0.35	0.04	0.53	A	647.84	971.76	36.56	0.04	0.41	36.56	0.04	0.772	2396.694

Main Results

Main results: (07:45-08:00)

Arm	Demand (PCU/hr)	Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)
A	365.89	91.47	365.31	654.12	17.28	0.00	2898.36	2851.93	0.126	0.00	0.14
B	174.66	43.67	174.11	115.74	266.84	0.00	1432.38	328.69	0.122	0.00	0.14
C	531.51	132.88	530.31	299.86	141.09	0.00	2287.85	2191.21	0.232	0.00	0.30

Main results: (08:00-08:15)

Arm	Demand (PCU/hr)	Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)
A	436.90	109.23	436.77	782.56	20.67	0.00	2895.45	2851.93	0.151	0.14	0.18
B	208.56	52.14	208.42	138.40	319.04	0.00	1400.66	328.69	0.149	0.14	0.17
C	634.68	158.67	634.34	358.57	168.89	0.00	2266.39	2191.21	0.280	0.30	0.39

Main results: (08:15-08:30)

Arm	Demand (PCU/hr)	Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)
A	535.10	133.77	534.90	958.25	25.30	0.00	2891.47	2851.93	0.185	0.18	0.23
B	255.44	63.86	255.21	169.49	390.72	0.00	1357.10	328.69	0.188	0.17	0.23
C	777.32	194.33	776.75	439.12	206.81	0.00	2237.14	2191.21	0.347	0.39	0.53

Main results: (08:30-08:45)

Arm	Demand (PCU/hr)	Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)
A	535.10	133.77	535.10	958.98	25.32	0.00	2891.45	2851.93	0.185	0.23	0.23
B	255.44	63.86	255.43	169.56	390.86	0.00	1357.02	328.69	0.188	0.23	0.23
C	777.32	194.33	777.32	439.31	206.99	0.00	2237.00	2191.21	0.347	0.53	0.53

Main results: (08:45-09:00)

Arm	Demand (PCU/hr)	Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity	RFC	Start Queue	End Queue

								(PCU/hr)		(PCU)	(PCU)
A	436.90	109.23	437.10	783.74	20.69	0.00	2895.42	2851.93	0.151	0.23	0.18
B	208.56	52.14	208.79	138.51	319.28	0.00	1400.51	328.69	0.149	0.23	0.18
C	634.68	158.67	635.24	358.88	169.19	0.00	2266.17	2191.21	0.280	0.53	0.39

Main results: (09:00-09:15)

Arm	Demand (PCU/hr)	Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)
A	365.89	91.47	366.02	656.19	17.33	0.00	2898.31	2851.93	0.126	0.18	0.14
B	174.66	43.67	174.81	115.99	267.36	0.00	1432.06	328.69	0.122	0.18	0.14
C	531.51	132.88	531.86	300.51	141.65	0.00	2287.41	2191.21	0.232	0.39	0.30

Queueing Delay Results

Queueing Delay results: (07:45-08:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	2.14	0.14	0.024	A	A
B	2.04	0.14	0.048	A	A
C	4.46	0.30	0.034	A	A

Queueing Delay results: (08:00-08:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	2.64	0.18	0.024	A	A
B	2.58	0.17	0.050	A	A
C	5.75	0.38	0.037	A	A

Queueing Delay results: (08:15-08:30)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	3.37	0.22	0.025	A	A
B	3.42	0.23	0.054	A	A
C	7.85	0.52	0.041	A	A

Queueing Delay results: (08:30-08:45)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	3.40	0.23	0.025	A	A
B	3.47	0.23	0.054	A	A
C	7.96	0.53	0.041	A	A

Queueing Delay results: (08:45-09:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	2.69	0.18	0.024	A	A
B	2.67	0.18	0.050	A	A
C	5.93	0.40	0.037	A	A

Queueing Delay results: (09:00-09:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	2.19	0.15	0.024	A	A
B	2.12	0.14	0.048	A	A
C	4.60	0.31	0.034	A	A

Overview: Standard Roundabout Geometry

Standard 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	Final Slope	Final Intercept (PCU/hr)
A	7.00	10.00	25.00	40.00	49.00	23.00		0.858	2913.181
B	3.00	6.50	15.00	60.00	49.00	24.50		0.608	1594.519
C	5.50	8.00	19.00	45.00	49.00	12.00		0.772	2396.694

Overview: Time Segment Results

Time Segment Results

Time Segment	Arm	Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Pedestrian Demand (Ped/hr)	Start Queue (PCU)	End Queue (PCU)	Queueing Total Delay (PCU-min)	Geometric Total Delay (PCU-min)	Average Delay Per Arriving Vehicle (min)
07:45-08:00	A	365.89	2898.36	0.126	0.00	0.00	0.14	2.14	(0.00)	0.024
07:45-08:00	B	174.66	1432.38	0.122	0.00	0.00	0.14	2.04	(0.00)	0.048
07:45-08:00	C	531.51	2287.85	0.232	0.00	0.00	0.30	4.46	(0.00)	0.034
08:00-08:15	A	436.90	2895.45	0.151	0.00	0.14	0.18	2.64	(0.00)	0.024
08:00-08:15	B	208.56	1400.66	0.149	0.00	0.14	0.17	2.58	(0.00)	0.050
08:00-08:15	C	634.68	2266.39	0.280	0.00	0.30	0.39	5.75	(0.00)	0.037
08:15-08:30	A	535.10	2891.47	0.185	0.00	0.18	0.23	3.37	(0.00)	0.025
08:15-08:30	B	255.44	1357.10	0.188	0.00	0.17	0.23	3.42	(0.00)	0.054
08:15-08:30	C	777.32	2237.14	0.347	0.00	0.39	0.53	7.85	(0.00)	0.041
08:30-08:45	A	535.10	2891.45	0.185	0.00	0.23	0.23	3.40	(0.00)	0.025
08:30-08:45	B	255.44	1357.02	0.188	0.00	0.23	0.23	3.47	(0.00)	0.054
08:30-08:45	C	777.32	2237.00	0.347	0.00	0.53	0.53	7.96	(0.00)	0.041
08:45-09:00	A	436.90	2895.42	0.151	0.00	0.23	0.18	2.69	(0.00)	0.024
08:45-09:00	B	208.56	1400.51	0.149	0.00	0.23	0.18	2.67	(0.00)	0.050
08:45-09:00	C	634.68	2266.17	0.280	0.00	0.53	0.39	5.93	(0.00)	0.037
09:00-09:15	A	365.89	2898.31	0.126	0.00	0.18	0.14	2.19	(0.00)	0.024
09:00-09:15	B	174.66	1432.06	0.122	0.00	0.18	0.14	2.12	(0.00)	0.048
09:00-09:15	C	531.51	2287.41	0.232	0.00	0.39	0.30	4.60	(0.00)	0.034

ARCADY 7

File: Q:\14-033 - Gavray Drive, Bicester\Trans\Arcady\Revision A\2014 Seel Way - A41 East - Grav Rd N - A41 W - B4100.arc7
Report generation date: 10/04/2015 10:31:13

» A1 - (Default Analysis Set) - D7 - 2014 PCU -AM Peak, AM
» A1 - (Default Analysis Set) - D8 - 2014 PCU- PM Peak, PM

Summary of roundabout performance

	AM				PM			
	Queue (PCU)	Delay (min)	RFC	LOS	Queue (PCU)	Delay (min)	RFC	LOS
(Default Analysis Set) - 2014 PCU -AM Peak								
Arm A	1.73	0.11	0.64	A				
Arm B	1.58	0.09	0.61	A				
Arm C	0.11	0.11	0.10	A				
Arm D	1.34	0.08	0.57	A				
Arm E	0.48	0.06	0.32	A				
(Default Analysis Set) - 2014 PCU- PM Peak								
Arm A					0.64	0.07	0.39	A
Arm B					1.62	0.08	0.62	A
Arm C					0.04	0.10	0.04	A
Arm D					2.18	0.11	0.69	A
Arm E					1.11	0.10	0.53	A

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle.

2014 PCU -AM Peak - AM runs from 07:45:00 to 09:15:00
2014 PCU- PM Peak - PM runs from 16:45:00 to 18:15:00
2020 PCU + CD -AM Peak - AM runs from 07:45:00 to 09:15:00
2020 PCU + CD - PM Peak - PM runs from 16:45:00 to 18:15:00
2020 PCU + CD + DEV180 -AM Peak - AM runs from 07:45:00 to 09:15:00
2020 PCU + CD + DEV180 - PM Peak - PM runs from 16:45:00 to 18:15:00
2020 PCU + CD + DEV300 -AM Peak - AM runs from 07:45:00 to 09:15:00
2020 PCU + CD + DEV300 - PM Peak - PM runs from 16:45:00 to 18:15:00

File summary

File Description

Title	Seelshield Way/A41 East/Gravenhill Road North/A41 West/B4100 London Road AM Peak
Location	Bicester
Date	13/07/2010
Status	TIA
Client	JJ Gallagher Ltd
Jobnumber	18578-01-1
Enumerator	Alexanders [CS5DG3J]
Results Upto Date	False

Analysis Options

RFC Threshold	Vehicle Length (m)	Do Queue Variations

RFC Threshold	Vehicle Length (m)	Do Queue Variations
0.85	5.75	

Sorting and Display

Show Arm Names	Arm Grouping	Sorting Direction	Sorting Type	Data Matrix Style	Time Style
	Order	Ascending	Numerical	By Destination	Absolute Time

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	min	-Min	perMin

A1 - (Default Analysis Set) - D7 - 2014 PCU -AM Peak, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Include In Report	Use Specific Demand Set	Demand Set	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)		Yes		(D1)		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Locked	Run Automatically	Use Relationship	Relationship	Start Time (HH:mm)	Finish Time (HH:mm)	Time Period Length (min)	Time Segment Length (min)	Traffic Profile Type
2014 PCU - AM Peak, AM	2014 PCU -AM Peak	AM			Yes			07:45	09:15	90	15	Varies by Arm

Roundabout Network

Roundabout Type(s)

ID	Name	Arm Order	Roundabout Type	Grade Separated	Large Roundabout	Do Geometric Delay
1	(untitled)	A,B,C,D,E	Standard			

Roundabout Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	((Mini-roundabouts only))	

Arms

Arms

ID	Name	Description
A	Seelshield Way	
B	A41 East	
C	Gravenhill Road North	

D	A41 West	
E	B4100 London Road	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00
B	0.00	99999.00		0.00
C	0.00	99999.00		0.00
D	0.00	99999.00		0.00
E	0.00	99999.00		0.00

Standard 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
A	7.00	7.00	0.00	20.00	70.00	31.00	
B	5.25	8.50	20.00	20.00	70.00	31.00	
C	3.50	7.00	5.00	20.00	70.00	20.00	
D	5.00	9.00	20.00	20.00	70.00	42.00	
E	7.00	7.00	0.00	20.00	70.00	39.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None
E	None

Arm Slope/ Intercept and Capacity

Arm Intercept Adjustments

Arm	Use Adjustment	Reason	Direct Intercept Adjustment (PCU/hr)
A	Yes	(ARCADY 6 CT10 Import)	0.00
B	Yes	(ARCADY 6 CT10 Import)	0.00
C	Yes	(ARCADY 6 CT10 Import)	0.00
D	Yes	(ARCADY 6 CT10 Import)	0.00
E	Yes	(ARCADY 6 CT10 Import)	0.00

Slope and Intercept used in model

Arm	Enter Directly	Slope	Intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		((calculated))	((calculated))	0.570	2113.640
B		((calculated))	((calculated))	0.588	2230.844
C		((calculated))	((calculated))	0.472	1435.972
D		((calculated))	((calculated))	0.568	2160.167
E		((calculated))	((calculated))	0.554	2054.761

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry

			Yes	HV Percentages	2.00				Yes	Yes

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)	PHF
A	ONE HOUR	Yes	856.00	100.000	N/A
B	ONE HOUR	Yes	970.00	100.000	N/A
C	ONE HOUR	Yes	54.00	100.000	N/A
D	ONE HOUR	Yes	927.00	100.000	N/A
E	ONE HOUR	Yes	410.00	100.000	N/A

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	644.44	644.44	N/A	N/A
07:45-08:00	B	730.27	730.27	N/A	N/A
07:45-08:00	C	40.65	40.65	N/A	N/A
07:45-08:00	D	697.89	697.89	N/A	N/A
07:45-08:00	E	308.67	308.67	N/A	N/A
08:00-08:15	A	769.53	769.53	N/A	N/A
08:00-08:15	B	872.01	872.01	N/A	N/A
08:00-08:15	C	48.54	48.54	N/A	N/A
08:00-08:15	D	833.35	833.35	N/A	N/A
08:00-08:15	E	368.58	368.58	N/A	N/A
08:15-08:30	A	942.47	942.47	N/A	N/A
08:15-08:30	B	1067.99	1067.99	N/A	N/A
08:15-08:30	C	59.46	59.46	N/A	N/A
08:15-08:30	D	1020.65	1020.65	N/A	N/A
08:15-08:30	E	451.42	451.42	N/A	N/A
08:30-08:45	A	942.47	942.47	N/A	N/A
08:30-08:45	B	1067.99	1067.99	N/A	N/A
08:30-08:45	C	59.46	59.46	N/A	N/A
08:30-08:45	D	1020.65	1020.65	N/A	N/A
08:30-08:45	E	451.42	451.42	N/A	N/A
08:45-09:00	A	769.53	769.53	N/A	N/A
08:45-09:00	B	872.01	872.01	N/A	N/A
08:45-09:00	C	48.54	48.54	N/A	N/A
08:45-09:00	D	833.35	833.35	N/A	N/A
08:45-09:00	E	368.58	368.58	N/A	N/A
09:00-09:15	A	644.44	644.44	N/A	N/A
09:00-09:15	B	730.27	730.27	N/A	N/A
09:00-09:15	C	40.65	40.65	N/A	N/A
09:00-09:15	D	697.89	697.89	N/A	N/A
09:00-09:15	E	308.67	308.67	N/A	N/A

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Roundabout 1 (for whole period)

		To				
		A	B	C	D	E
From	A	0.00	317.00	24.00	351.00	164.00
	B	179.00	0.00	30.00	523.00	238.00
	C	3.00	18.00	0.00	25.00	8.00
	D	243.00	590.00	47.00	0.00	47.00
	E	57.00	181.00	8.00	164.00	0.00

Turning Proportions (PCU) - Roundabout 1 (for whole period)

		To				
		A	B	C	D	E
From	A	0.00	0.37	0.03	0.41	0.19
	B	0.18	0.00	0.03	0.54	0.25
	C	0.06	0.33	0.00	0.46	0.15
	D	0.26	0.64	0.05	0.00	0.05
	E	0.14	0.44	0.02	0.40	0.00

Vehicle Mix

Average PCU Per Vehicle - Roundabout 1 (for whole period)

		To				
		A	B	C	D	E
From	A	1.00	1.00	1.00	1.00	1.00
	B	1.00	1.00	1.00	1.00	1.00
	C	1.00	1.00	1.00	1.00	1.00
	D	1.00	1.00	1.00	1.00	1.00
	E	1.00	1.00	1.00	1.00	1.00

Heavy Vehicle Percentages - Roundabout 1 (for whole period)

		To				
		A	B	C	D	E
From	A	0.00	0.00	0.00	0.00	0.00
	B	0.00	0.00	0.00	0.00	0.00
	C	0.00	0.00	0.00	0.00	0.00
	D	0.00	0.00	0.00	0.00	0.00
	E	0.00	0.00	0.00	0.00	0.00

Results

Results Summary

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Total Demand (PCU/hr)	Total Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Queueing Total Delay (PCU-min)	Inclusive Queueing Average Delay (min)	Slope	Intercept (PCU/hr)
A	0.64	0.11	1.73	A	785.48	1178.22	96.98	0.08	1.08	96.99	0.08	0.570	2113.640
B	0.61	0.09	1.58	A	890.09	1335.13	92.32	0.07	1.03	92.33	0.07	0.588	2230.844
C	0.10	0.11	0.11	A	49.55	74.33	6.84	0.09	0.08	6.84	0.09	0.472	1435.972
D	0.57	0.08	1.34	A	850.63	1275.95	81.41	0.06	0.90	81.41	0.06	0.568	2160.167
E	0.32	0.06	0.48	A	376.22	564.33	30.89	0.05	0.34	30.89	0.05	0.554	2054.761

Main Results

Main results: (07:45-08:00)

Arm	Demand (PCU/hr)	Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)
A	644.44	161.11	641.97	361.67	756.41	0.00	1682.65	951.06	0.383	0.00	0.62
B	730.27	182.57	727.78	829.79	568.59	0.00	1896.39	1584.08	0.385	0.00	0.62
C	40.65	10.16	40.46	81.78	1214.59	0.00	862.30	251.56	0.047	0.00	0.05
D	697.89	174.47	695.58	797.46	457.59	0.00	1900.25	1593.12	0.367	0.00	0.58
E	308.67	77.17	307.72	342.82	810.35	0.00	1605.89	1000.93	0.192	0.00	0.24

Main results: (08:00-08:15)

Arm	Demand (PCU/hr)	Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)
A	769.53	192.38	768.31	432.80	905.21	0.00	1597.86	951.06	0.482	0.62	0.92
B	872.01	218.00	870.89	993.05	680.48	0.00	1830.57	1584.08	0.476	0.62	0.90
C	48.54	12.14	48.47	97.87	1453.50	0.00	749.45	251.56	0.065	0.05	0.07
D	833.35	208.34	832.40	954.35	547.62	0.00	1849.11	1593.12	0.451	0.58	0.81
E	368.58	92.15	368.25	410.27	969.76	0.00	1517.59	1000.93	0.243	0.24	0.32

Main results: (08:15-08:30)

Arm	Demand (PCU/hr)	Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)
A	942.47	235.62	939.31	529.57	1107.83	0.00	1482.41	951.06	0.636	0.92	1.71
B	1067.99	267.00	1065.35	1214.92	832.22	0.00	1741.32	1584.08	0.613	0.90	1.56
C	59.46	14.86	59.29	119.72	1777.84	0.00	596.26	251.56	0.100	0.07	0.11
D	1020.65	255.16	1018.59	1167.34	669.79	0.00	1779.72	1593.12	0.573	0.81	1.33
E	451.42	112.85	450.80	501.78	1186.60	0.00	1397.48	1000.93	0.323	0.32	0.47

Main results: (08:30-08:45)

Arm	Demand (PCU/hr)	Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)
A	942.47	235.62	942.40	530.67	1109.80	0.00	1481.29	951.06	0.636	1.71	1.73
B	1067.99	267.00	1067.93	1217.67	834.52	0.00	1739.96	1584.08	0.614	1.56	1.58
C	59.46	14.86	59.45	120.01	1782.45	0.00	594.09	251.56	0.100	0.11	0.11
D	1020.65	255.16	1020.61	1170.32	671.58	0.00	1778.70	1593.12	0.574	1.33	1.34
E	451.42	112.85	451.41	503.14	1189.06	0.00	1396.12	1000.93	0.323	0.47	0.48

Main results: (08:45-09:00)

Arm	Demand (PCU/hr)	Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)
A	769.53	192.38	772.69	434.42	908.16	0.00	1596.18	951.06	0.482	1.73	0.94
B	872.01	218.00	874.64	997.07	683.78	0.00	1828.63	1584.08	0.477	1.58	0.92
C	48.54	12.14	48.71	98.27	1460.15	0.00	746.32	251.56	0.065	0.11	0.07
D	833.35	208.34	835.40	958.65	550.20	0.00	1847.65	1593.12	0.451	1.34	0.83
E	368.58	92.15	369.20	412.21	973.38	0.00	1515.58	1000.93	0.243	0.48	0.32

Main results: (09:00-09:15)

Arm	Demand (PCU/hr)	Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)
A	644.44	161.11	645.70	363.39	759.86	0.00	1680.68	951.06	0.383	0.94	0.63
B	730.27	182.57	731.42	833.91	571.64	0.00	1894.59	1584.08	0.385	0.92	0.63
C	40.65	10.16	40.73	82.19	1220.87	0.00	859.33	251.56	0.047	0.07	0.05
D	697.89	174.47	698.87	801.59	460.02	0.00	1898.87	1593.12	0.368	0.83	0.58

E	308.67	77.17	309.00	344.64	814.25	0.00	1603.73	1000.93	0.192	0.32	0.24

Queueing Delay Results

Queueing Delay results: (07:45-08:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	9.03	0.60	0.058	A	A
B	9.13	0.61	0.051	A	A
C	0.72	0.05	0.073	A	A
D	8.47	0.56	0.050	A	A
E	3.49	0.23	0.046	A	A

Queueing Delay results: (08:00-08:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	13.47	0.90	0.072	A	A
B	13.25	0.88	0.062	A	A
C	1.01	0.07	0.086	A	A
D	11.98	0.80	0.059	A	A
E	4.72	0.31	0.052	A	A

Queueing Delay results: (08:15-08:30)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	24.52	1.63	0.110	A	A
B	22.58	1.51	0.088	A	A
C	1.61	0.11	0.112	A	A
D	19.31	1.29	0.079	A	A
E	6.98	0.47	0.063	A	A

Queueing Delay results: (08:30-08:45)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	25.85	1.72	0.111	A	A
B	23.57	1.57	0.089	A	A
C	1.66	0.11	0.112	A	A
D	20.01	1.33	0.079	A	A
E	7.13	0.48	0.063	A	A

Queueing Delay results: (08:45-09:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	14.53	0.97	0.073	A	A
B	14.15	0.94	0.063	A	A
C	1.07	0.07	0.086	A	A
D	12.71	0.85	0.059	A	A
E	4.92	0.33	0.052	A	A

Queueing Delay results: (09:00-09:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	9.58	0.64	0.058	A	A
B	9.64	0.64	0.052	A	A
C	0.76	0.05	0.073	A	A
D	8.92	0.59	0.050	A	A

E	3.64	0.24	0.046	A	A

Overview: Standard Roundabout Geometry

Standard Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only	Final Slope	Final Intercept (PCU/hr)
A	7.00	7.00	0.00	20.00	70.00	31.00		0.570	2113.640
B	5.25	8.50	20.00	20.00	70.00	31.00		0.588	2230.844
C	3.50	7.00	5.00	20.00	70.00	20.00		0.472	1435.972
D	5.00	9.00	20.00	20.00	70.00	42.00		0.568	2160.167
E	7.00	7.00	0.00	20.00	70.00	39.00		0.554	2054.761

Overview: Time Segment Results

Time Segment Results

Time Segment	Arm	Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Pedestrian Demand (Ped/hr)	Start Queue (PCU)	End Queue (PCU)	Queueing Total Delay (PCU-min)	Geometric Total Delay (PCU-min)	Average Delay Per Arriving Vehicle (min)
07:45-08:00	A	644.44	1682.65	0.383	0.00	0.00	0.62	9.03	(0.00)	0.058
07:45-08:00	B	730.27	1896.39	0.385	0.00	0.00	0.62	9.13	(0.00)	0.051
07:45-08:00	C	40.65	862.30	0.047	0.00	0.00	0.05	0.72	(0.00)	0.073
07:45-08:00	D	697.89	1900.25	0.367	0.00	0.00	0.58	8.47	(0.00)	0.050
07:45-08:00	E	308.67	1605.89	0.192	0.00	0.00	0.24	3.49	(0.00)	0.046
08:00-08:15	A	769.53	1597.86	0.482	0.00	0.62	0.92	13.47	(0.00)	0.072
08:00-08:15	B	872.01	1830.57	0.476	0.00	0.62	0.90	13.25	(0.00)	0.062
08:00-08:15	C	48.54	749.45	0.065	0.00	0.05	0.07	1.01	(0.00)	0.086
08:00-08:15	D	833.35	1849.11	0.451	0.00	0.58	0.81	11.98	(0.00)	0.059
08:00-08:15	E	368.58	1517.59	0.243	0.00	0.24	0.32	4.72	(0.00)	0.052
08:15-08:30	A	942.47	1482.41	0.636	0.00	0.92	1.71	24.52	(0.00)	0.110
08:15-08:30	B	1067.99	1741.32	0.613	0.00	0.90	1.56	22.58	(0.00)	0.088
08:15-08:30	C	59.46	596.26	0.100	0.00	0.07	0.11	1.61	(0.00)	0.112
08:15-08:30	D	1020.65	1779.72	0.573	0.00	0.81	1.33	19.31	(0.00)	0.079
08:15-08:30	E	451.42	1397.48	0.323	0.00	0.32	0.47	6.98	(0.00)	0.063
08:30-08:45	A	942.47	1481.29	0.636	0.00	1.71	1.73	25.85	(0.00)	0.111
08:30-08:45	B	1067.99	1739.96	0.614	0.00	1.56	1.58	23.57	(0.00)	0.089
08:30-08:45	C	59.46	594.09	0.100	0.00	0.11	0.11	1.66	(0.00)	0.112
08:30-08:45	D	1020.65	1778.70	0.574	0.00	1.33	1.34	20.01	(0.00)	0.079
08:30-08:45	E	451.42	1396.12	0.323	0.00	0.47	0.48	7.13	(0.00)	0.063
08:45-09:00	A	769.53	1596.18	0.482	0.00	1.73	0.94	14.53	(0.00)	0.073
08:45-09:00	B	872.01	1828.63	0.477	0.00	1.58	0.92	14.15	(0.00)	0.063
08:45-09:00	C	48.54	746.32	0.065	0.00	0.11	0.07	1.07	(0.00)	0.086
08:45-09:00	D	833.35	1847.65	0.451	0.00	1.34	0.83	12.71	(0.00)	0.059
08:45-09:00	E	368.58	1515.58	0.243	0.00	0.48	0.32	4.92	(0.00)	0.052
09:00-09:15	A	644.44	1680.68	0.383	0.00	0.94	0.63	9.58	(0.00)	0.058
09:00-09:15	B	730.27	1894.59	0.385	0.00	0.92	0.63	9.64	(0.00)	0.052
09:00-09:15	C	40.65	859.33	0.047	0.00	0.07	0.05	0.76	(0.00)	0.073
09:00-09:15	D	697.89	1898.87	0.368	0.00	0.83	0.58	8.92	(0.00)	0.050
09:00-09:15	E	308.67	1603.73	0.192	0.00	0.32	0.24	3.64	(0.00)	0.046

A1 - (Default Analysis Set) - D8 - 2014 PCU- PM Peak

PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Include In Report	Use Specific Demand Set	Demand Set	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)		Yes		(D1)		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Locked	Run Automatically	Use Relationship	Relationship	Start Time (HH:mm)	Finish Time (HH:mm)	Time Period Length (min)	Time Segment Length (min)	Traffic Profile Type
2014 PCU- PM Peak, PM	2014 PCU- PM Peak	PM			Yes			16:45	18:15	90	15	Varies by Arm

Roundabout Network

Roundabout Type(s)

ID	Name	Arm Order	Roundabout Type	Grade Separated	Large Roundabout	Do Geometric Delay
1	(untitled)	A,B,C,D,E	Standard			

Roundabout Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	((Mini-roundabouts only))	

Arms

Arms

ID	Name	Description
A	Seelshield Way	
B	A41 East	
C	Gravenhill Road North	
D	A41 West	
E	B4100 London Road	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00
B	0.00	99999.00		0.00
C	0.00	99999.00		0.00
D	0.00	99999.00		0.00
E	0.00	99999.00		0.00

Standard 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

A	7.00	7.00	0.00	20.00	70.00	31.00	
B	5.25	8.50	20.00	20.00	70.00	31.00	
C	3.50	7.00	5.00	20.00	70.00	20.00	
D	5.00	9.00	20.00	20.00	70.00	42.00	
E	7.00	7.00	0.00	20.00	70.00	39.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None
E	None

Arm Slope/ Intercept and Capacity

Arm Intercept Adjustments

Arm	Use Adjustment	Reason	Direct Intercept Adjustment (PCU/hr)
A	Yes	(ARCADY 6 CT10 Import)	0.00
B	Yes	(ARCADY 6 CT10 Import)	0.00
C	Yes	(ARCADY 6 CT10 Import)	0.00
D	Yes	(ARCADY 6 CT10 Import)	0.00
E	Yes	(ARCADY 6 CT10 Import)	0.00

Slope and Intercept used in model

Arm	Enter Directly	Slope	Intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		((calculated))	((calculated))	0.570	2113.640
B		((calculated))	((calculated))	0.588	2230.844
C		((calculated))	((calculated))	0.472	1435.972
D		((calculated))	((calculated))	0.568	2160.167
E		((calculated))	((calculated))	0.554	2054.761

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
			Yes	HV Percentages	2.00				Yes	Yes

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)	PHF
A	ONE HOUR	Yes	521.00	100.000	N/A
B	ONE HOUR	Yes	1058.00	100.000	N/A
C	ONE HOUR	Yes	21.00	100.000	N/A
D	ONE HOUR	Yes	1082.00	100.000	N/A
E	ONE HOUR	Yes	611.00	100.000	N/A

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:45-17:00	A	392.24	392.24	N/A	N/A
16:45-17:00	B	796.52	796.52	N/A	N/A
16:45-17:00	C	15.81	15.81	N/A	N/A
16:45-17:00	D	814.59	814.59	N/A	N/A
16:45-17:00	E	459.99	459.99	N/A	N/A
17:00-17:15	A	468.37	468.37	N/A	N/A
17:00-17:15	B	951.12	951.12	N/A	N/A
17:00-17:15	C	18.88	18.88	N/A	N/A
17:00-17:15	D	972.70	972.70	N/A	N/A
17:00-17:15	E	549.28	549.28	N/A	N/A
17:15-17:30	A	573.63	573.63	N/A	N/A
17:15-17:30	B	1164.88	1164.88	N/A	N/A
17:15-17:30	C	23.12	23.12	N/A	N/A
17:15-17:30	D	1191.30	1191.30	N/A	N/A
17:15-17:30	E	672.72	672.72	N/A	N/A
17:30-17:45	A	573.63	573.63	N/A	N/A
17:30-17:45	B	1164.88	1164.88	N/A	N/A
17:30-17:45	C	23.12	23.12	N/A	N/A
17:30-17:45	D	1191.30	1191.30	N/A	N/A
17:30-17:45	E	672.72	672.72	N/A	N/A
17:45-18:00	A	468.37	468.37	N/A	N/A
17:45-18:00	B	951.12	951.12	N/A	N/A
17:45-18:00	C	18.88	18.88	N/A	N/A
17:45-18:00	D	972.70	972.70	N/A	N/A
17:45-18:00	E	549.28	549.28	N/A	N/A
18:00-18:15	A	392.24	392.24	N/A	N/A
18:00-18:15	B	796.52	796.52	N/A	N/A
18:00-18:15	C	15.81	15.81	N/A	N/A
18:00-18:15	D	814.59	814.59	N/A	N/A
18:00-18:15	E	459.99	459.99	N/A	N/A

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Roundabout 1 (for whole period)

		To				
		A	B	C	D	E
From	A	0.00	175.00	7.00	224.00	115.00
	B	313.00	0.00	16.00	484.00	245.00
	C	7.00	5.00	0.00	8.00	1.00
	D	408.00	525.00	24.00	0.00	125.00
	E	128.00	310.00	7.00	166.00	0.00

Turning Proportions (PCU) - Roundabout 1 (for whole period)

		To				
		A	B	C	D	E
	A	0.00	0.34	0.01	0.43	0.22

From	B	0.30	0.00	0.02	0.46	0.23
	C	0.33	0.24	0.00	0.38	0.05
	D	0.38	0.49	0.02	0.00	0.12
	E	0.21	0.51	0.01	0.27	0.00

Vehicle Mix

Average PCU Per Vehicle - Roundabout 1 (for whole period)

		To				
		A	B	C	D	E
From	A	1.00	1.00	1.00	1.00	1.00
	B	1.00	1.00	1.00	1.00	1.00
	C	1.00	1.00	1.00	1.00	1.00
	D	1.00	1.00	1.00	1.00	1.00
	E	1.00	1.00	1.00	1.00	1.00

Heavy Vehicle Percentages - Roundabout 1 (for whole period)

		To				
		A	B	C	D	E
From	A	0.00	0.00	0.00	0.00	0.00
	B	0.00	0.00	0.00	0.00	0.00
	C	0.00	0.00	0.00	0.00	0.00
	D	0.00	0.00	0.00	0.00	0.00
	E	0.00	0.00	0.00	0.00	0.00

Results

Results Summary

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Total Demand (PCU/hr)	Total Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Queueing Total Delay (PCU-min)	Inclusive Queueing Average Delay (min)	Slope	Intercept (PCU/hr)
A	0.39	0.07	0.64	A	478.08	717.12	40.83	0.06	0.45	40.83	0.06	0.570	2113.640
B	0.62	0.08	1.62	A	970.84	1456.26	96.26	0.07	1.07	96.26	0.07	0.588	2230.844
C	0.04	0.10	0.04	A	19.27	28.90	2.41	0.08	0.03	2.41	0.08	0.472	1435.972
D	0.69	0.11	2.18	A	992.86	1489.29	121.45	0.08	1.35	121.46	0.08	0.568	2160.167
E	0.53	0.10	1.11	A	560.66	841.00	64.63	0.08	0.72	64.63	0.08	0.554	2054.761

Main Results

Main results: (16:45-17:00)

Arm	Demand (PCU/hr)	Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)
A	392.24	98.06	391.01	642.11	777.77	0.00	1670.47	1205.23	0.235	0.00	0.31
B	796.52	199.13	793.87	761.35	407.43	0.00	1991.18	1572.00	0.400	0.00	0.66
C	15.81	3.95	15.74	40.51	1160.79	0.00	887.71	204.18	0.018	0.00	0.02
D	814.59	203.65	811.51	661.78	514.74	0.00	1867.79	1466.33	0.436	0.00	0.77
E	459.99	115.00	458.27	364.64	961.61	0.00	1522.10	1014.13	0.302	0.00	0.43

Main results: (17:00-17:15)

Arm	Demand (PCU/hr)	Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)
A	468.37	117.09	467.92	768.44	930.84	0.00	1583.26	1205.23	0.296	0.31	0.42

A	468.37	117.09	467.92	768.44	930.84	0.00	1583.26	1205.23	0.296	0.31	0.42
B	951.12	237.78	949.97	911.17	487.59	0.00	1944.03	1572.00	0.489	0.66	0.95
C	18.88	4.72	18.85	48.48	1389.08	0.00	779.88	204.18	0.024	0.02	0.02
D	972.70	243.17	971.17	791.96	615.98	0.00	1810.29	1466.33	0.537	0.77	1.15
E	549.28	137.32	548.49	436.36	1150.79	0.00	1417.32	1014.13	0.388	0.43	0.63

Main results: (17:15-17:30)

Arm	Demand (PCU/hr)	Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)
A	573.63	143.41	572.75	939.77	1138.21	0.00	1465.10	1205.23	0.392	0.42	0.64
B	1164.88	291.22	1162.26	1114.32	596.64	0.00	1879.89	1572.00	0.620	0.95	1.61
C	23.12	5.78	23.07	59.29	1699.61	0.00	633.21	204.18	0.037	0.02	0.04
D	1191.30	297.83	1187.29	968.99	753.69	0.00	1732.06	1466.33	0.688	1.15	2.15
E	672.72	168.18	670.83	533.83	1407.15	0.00	1275.31	1014.13	0.528	0.63	1.10

Main results: (17:30-17:45)

Arm	Demand (PCU/hr)	Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)
A	573.63	143.41	573.62	942.41	1141.67	0.00	1463.13	1205.23	0.392	0.64	0.64
B	1164.88	291.22	1164.83	1117.46	597.83	0.00	1879.19	1572.00	0.620	1.61	1.62
C	23.12	5.78	23.12	59.45	1703.21	0.00	631.51	204.18	0.037	0.04	0.04
D	1191.30	297.83	1191.20	971.06	755.27	0.00	1731.17	1466.33	0.688	2.15	2.18
E	672.72	168.18	672.68	535.07	1411.40	0.00	1272.96	1014.13	0.528	1.10	1.11

Main results: (17:45-18:00)

Arm	Demand (PCU/hr)	Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)
A	468.37	117.09	469.24	772.23	935.79	0.00	1580.44	1205.23	0.296	0.64	0.42
B	951.12	237.78	953.73	915.68	489.35	0.00	1943.00	1572.00	0.490	1.62	0.97
C	18.88	4.72	18.93	48.71	1394.37	0.00	777.38	204.18	0.024	0.04	0.03
D	972.70	243.17	976.72	795.00	618.30	0.00	1808.97	1466.33	0.538	2.18	1.17
E	549.28	137.32	551.16	438.17	1156.85	0.00	1413.96	1014.13	0.388	1.11	0.64

Main results: (18:00-18:15)

Arm	Demand (PCU/hr)	Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)
A	392.24	98.06	392.69	645.57	782.16	0.00	1667.97	1205.23	0.235	0.42	0.31
B	796.52	199.13	797.70	765.49	409.37	0.00	1990.05	1572.00	0.400	0.97	0.67
C	15.81	3.95	15.84	40.72	1166.35	0.00	885.08	204.18	0.018	0.03	0.02
D	814.59	203.65	816.17	664.98	517.20	0.00	1866.39	1466.33	0.436	1.17	0.78
E	459.99	115.00	460.81	366.45	966.92	0.00	1519.16	1014.13	0.303	0.64	0.44

Queueing Delay Results

Queueing Delay results: (16:45-17:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	4.50	0.30	0.047	A	A
B	9.72	0.65	0.050	A	A
C	0.27	0.02	0.069	A	A
D	11.23	0.75	0.057	A	A
E	6.32	0.42	0.056	A	A

Queueing Delay results: (17:00-17:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	6.17	0.41	0.054	A	A
B	13.95	0.93	0.060	A	A
C	0.36	0.02	0.079	A	A
D	16.79	1.12	0.071	A	A
E	9.22	0.61	0.069	A	A

Queueing Delay results: (17:15-17:30)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	9.38	0.63	0.067	A	A
B	23.24	1.55	0.083	A	A
C	0.55	0.04	0.098	A	A
D	30.71	2.05	0.109	A	A
E	15.94	1.06	0.099	A	A

Queueing Delay results: (17:30-17:45)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	9.61	0.64	0.067	A	A
B	24.21	1.61	0.084	A	A
C	0.57	0.04	0.099	A	A
D	32.55	2.17	0.111	A	A
E	16.62	1.11	0.100	A	A

Queueing Delay results: (17:45-18:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	6.47	0.43	0.054	A	A
B	14.88	0.99	0.061	A	A
C	0.38	0.03	0.079	A	A
D	18.21	1.21	0.072	A	A
E	9.85	0.66	0.070	A	A

Queueing Delay results: (18:00-18:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	4.70	0.31	0.047	A	A
B	10.25	0.68	0.050	A	A
C	0.28	0.02	0.069	A	A
D	11.95	0.80	0.057	A	A
E	6.67	0.44	0.057	A	A

Overview: Standard Roundabout Geometry

Standard Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only	Final Slope	Final Intercept (PCU/hr)
A	7.00	7.00	0.00	20.00	70.00	31.00		0.570	2113.640
B	5.25	8.50	20.00	20.00	70.00	31.00		0.588	2230.844
C	3.50	7.00	5.00	20.00	70.00	20.00		0.472	1435.972
D	5.00	9.00	20.00	20.00	70.00	42.00		0.568	2160.167
E	7.00	7.00	0.00	20.00	70.00	39.00		0.554	2054.761

Overview: Time Segment Results

Time Segment Results

Time Segment	Arm	Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Pedestrian Demand (Ped/hr)	Start Queue (PCU)	End Queue (PCU)	Queueing Total Delay (PCU-min)	Geometric Total Delay (PCU-min)	Average Delay Per Arriving Vehicle (min)
16:45-17:00	A	392.24	1670.47	0.235	0.00	0.00	0.31	4.50	(0.00)	0.047
16:45-17:00	B	796.52	1991.18	0.400	0.00	0.00	0.66	9.72	(0.00)	0.050
16:45-17:00	C	15.81	887.71	0.018	0.00	0.00	0.02	0.27	(0.00)	0.069
16:45-17:00	D	814.59	1867.79	0.436	0.00	0.00	0.77	11.23	(0.00)	0.057
16:45-17:00	E	459.99	1522.10	0.302	0.00	0.00	0.43	6.32	(0.00)	0.056
17:00-17:15	A	468.37	1583.26	0.296	0.00	0.31	0.42	6.17	(0.00)	0.054
17:00-17:15	B	951.12	1944.03	0.489	0.00	0.66	0.95	13.95	(0.00)	0.060
17:00-17:15	C	18.88	779.88	0.024	0.00	0.02	0.02	0.36	(0.00)	0.079
17:00-17:15	D	972.70	1810.29	0.537	0.00	0.77	1.15	16.79	(0.00)	0.071
17:00-17:15	E	549.28	1417.32	0.388	0.00	0.43	0.63	9.22	(0.00)	0.069
17:15-17:30	A	573.63	1465.10	0.392	0.00	0.42	0.64	9.38	(0.00)	0.067
17:15-17:30	B	1164.88	1879.89	0.620	0.00	0.95	1.61	23.24	(0.00)	0.083
17:15-17:30	C	23.12	633.21	0.037	0.00	0.02	0.04	0.55	(0.00)	0.098
17:15-17:30	D	1191.30	1732.06	0.688	0.00	1.15	2.15	30.71	(0.00)	0.109
17:15-17:30	E	672.72	1275.31	0.528	0.00	0.63	1.10	15.94	(0.00)	0.099
17:30-17:45	A	573.63	1463.13	0.392	0.00	0.64	0.64	9.61	(0.00)	0.067
17:30-17:45	B	1164.88	1879.19	0.620	0.00	1.61	1.62	24.21	(0.00)	0.084
17:30-17:45	C	23.12	631.51	0.037	0.00	0.04	0.04	0.57	(0.00)	0.099
17:30-17:45	D	1191.30	1731.17	0.688	0.00	2.15	2.18	32.55	(0.00)	0.111
17:30-17:45	E	672.72	1272.96	0.528	0.00	1.10	1.11	16.62	(0.00)	0.100
17:45-18:00	A	468.37	1580.44	0.296	0.00	0.64	0.42	6.47	(0.00)	0.054
17:45-18:00	B	951.12	1943.00	0.490	0.00	1.62	0.97	14.88	(0.00)	0.061
17:45-18:00	C	18.88	777.38	0.024	0.00	0.04	0.03	0.38	(0.00)	0.079
17:45-18:00	D	972.70	1808.97	0.538	0.00	2.18	1.17	18.21	(0.00)	0.072
17:45-18:00	E	549.28	1413.96	0.388	0.00	1.11	0.64	9.85	(0.00)	0.070
18:00-18:15	A	392.24	1667.97	0.235	0.00	0.42	0.31	4.70	(0.00)	0.047
18:00-18:15	B	796.52	1990.05	0.400	0.00	0.97	0.67	10.25	(0.00)	0.050
18:00-18:15	C	15.81	885.08	0.018	0.00	0.03	0.02	0.28	(0.00)	0.069
18:00-18:15	D	814.59	1866.39	0.436	0.00	1.17	0.78	11.95	(0.00)	0.057
18:00-18:15	E	459.99	1519.16	0.303	0.00	0.64	0.44	6.67	(0.00)	0.057

ARCADY 7

File: Q:\14-033 - Gavray Drive, Bicester\Trans\Arcady\Revision A\2014 Wretchwick - Gavray Drive - Charbridge AM Peak REV.arc7
Report generation date: 10/04/2015 10:52:18

» A1 - (Default Analysis Set) - D7 - 2014 PCU - Wretchwick - Gavray Drive - Charbridge AM Peak, AM
» A1 - (Default Analysis Set) - D8 - 2014 PCU - Wretchwick - Gavray Drive - Charbridge PM Peak, PM

Summary of roundabout performance

	AM				PM			
	Queue (PCU)	Delay (min)	RFC	LOS	Queue (PCU)	Delay (min)	RFC	LOS
	(Default Analysis Set) - 2014 PCU - Wretchwick - Gavray Drive - Charbridge AM Peak							
Arm A	0.33	0.04	0.25	A				
Arm B	0.08	0.05	0.07	A				
Arm C	0.59	0.05	0.37	A				
	(Default Analysis Set) - 2014 PCU - Wretchwick - Gavray Drive - Charbridge PM Peak							
Arm A					0.56	0.05	0.36	A
Arm B					0.05	0.06	0.05	A
Arm C					0.42	0.04	0.30	A

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle.

2014 PCU - Wretchwick - Gavray Drive - Charbridge AM Peak - AM runs from 07:45:00 to 09:15:00
2014 PCU - Wretchwick - Gavray Drive - Charbridge PM Peak - PM runs from 16:45:00 to 18:15:00
2020 PCU + CD - Wretchwick - Gavray Drive - Charbridge AM Peak - AM runs from 07:45:00 to 09:15:00
2020 PCU + CD - Wretchwick - Gavray Drive - Charbridge PM Peak - PM runs from 16:45:00 to 18:15:00
2020 PCU + CD + DEV180 - Wretchwick - Gavray Drive - Charbridge AM Peak - AM runs from 07:45:00 to 09:15:00
2020 PCU + CD + DEV180 - Wretchwick - Gavray Drive - Charbridge PM Peak - PM runs from 16:45:00 to 18:15:00
2020 PCU + CD + DEV300 - Wretchwick - Gavray Drive - Charbridge AM Peak - AM runs from 07:45:00 to 09:15:00
2020 PCU + CD + DEV300 - Wretchwick - Gavray Drive - Charbridge PM Peak - PM runs from 16:45:00 to 18:15:00

File summary

File Description

Title	Wretchwick - Gavray Drive - Charbridge AM Peak
Location	Bicester
Date	13/07/2010
Client	JJ Gallagher
Jobnumber	18578-01-1
Enumerator	Alexanders [CS5DG3J]
Results Upto Date	False

Analysis Options

RFC Threshold	Vehicle Length (m)	Do Queue Variations
0.85	5.75	

Sorting and Display

Show Arm Names	Arm Grouping	Sorting Direction	Sorting Type	Data Matrix Style	Time Style

	Order	Ascending	Numerical	By Destination	Absolute Time

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	min	-Min	perMin

A1 - (Default Analysis Set) - D7 - 2014 PCU - Wretchwick - Gavray Drive - Charbridge AM Peak, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Include In Report	Use Specific Demand Set	Demand Set	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)		Yes		(D1)		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Locked	Run Automatically	Use Relationship	Relationship	Start Time (HH:mm)	Finish Time (HH:mm)	Time Period Length (min)	Time Segment Length (min)	Traffic Profile Type
2014 PCU - Wretchwick - Gavray Drive - Charbridge AM Peak, AM	2014 PCU - Wretchwick - Gavray Drive - Charbridge AM Peak	AM			Yes			07:45	09:15	90	15	Varies by Arm

Roundabout Network

Roundabout Type(s)

ID	Name	Arm Order	Roundabout Type	Grade Separated	Large Roundabout	Do Geometric Delay
1	(untitled)	A,B,C	Standard			

Roundabout Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	((Mini-roundabouts only))	

Arms

Arms

ID	Name	Description
A	Wretchwick	
B	Gavray Drive	
C	Charbridge	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00
B	0.00	99999.00		0.00

C	0.00	99999.00		0.00

Standard 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
A	6.00	8.00	15.00	20.00	45.00	49.00	
B	3.50	7.00	10.00	20.00	45.00	44.00	
C	5.75	7.00	10.00	35.00	45.00	34.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Arm Slope/ Intercept and Capacity

Slope and Intercept used in model

Arm	Enter Directly	Slope	Intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		((calculated))	((calculated))	0.685	2094.901
B		((calculated))	((calculated))	0.571	1484.915
C		((calculated))	((calculated))	0.694	2027.030

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
			Yes	HV Percentages	2.00				Yes	Yes

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)	PHF
A	ONE HOUR	Yes	476.00	100.000	N/A
B	ONE HOUR	Yes	78.00	100.000	N/A
C	ONE HOUR	Yes	676.00	100.000	N/A

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	358.36	358.36	N/A	N/A
07:45-08:00	B	58.72	58.72	N/A	N/A
07:45-08:00	C	508.93	508.93	N/A	N/A
08:00-08:15	A	427.91	427.91	N/A	N/A
08:00-08:15	B	70.12	70.12	N/A	N/A

08:00-08:15	C	607.71	607.71	N/A	N/A
08:15-08:30	A	524.09	524.09	N/A	N/A
08:15-08:30	B	85.88	85.88	N/A	N/A
08:15-08:30	C	744.29	744.29	N/A	N/A
08:30-08:45	A	524.09	524.09	N/A	N/A
08:30-08:45	B	85.88	85.88	N/A	N/A
08:30-08:45	C	744.29	744.29	N/A	N/A
08:45-09:00	A	427.91	427.91	N/A	N/A
08:45-09:00	B	70.12	70.12	N/A	N/A
08:45-09:00	C	607.71	607.71	N/A	N/A
09:00-09:15	A	358.36	358.36	N/A	N/A
09:00-09:15	B	58.72	58.72	N/A	N/A
09:00-09:15	C	508.93	508.93	N/A	N/A

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Roundabout 1 (for whole period)

		To		
		A	B	C
From	A	0.00	38.00	438.00
	B	35.00	0.00	43.00
	C	667.00	9.00	0.00

Turning Proportions (PCU) - Roundabout 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.08	0.92
	B	0.45	0.00	0.55
	C	0.99	0.01	0.00

Vehicle Mix

Average PCU Per Vehicle - Roundabout 1 (for whole period)

		To		
		A	B	C
From	A	1.00	1.00	1.00
	B	1.00	1.00	1.00
	C	1.00	1.00	1.00

Heavy Vehicle Percentages - Roundabout 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	0.00
	B	0.00	0.00	0.00
	C	0.00	0.00	0.00

Results

Results Summary

Arm	Max	Max Delay	Max Queue	Max	Total Demand	Total Arrivals	Total Queueing	Average Queueing	Rate Of Queueing	Inclusive Queueing Total	Inclusive Queueing	Slope	Intercept

Arm	RFC	Delay (min)	Queue (PCU)	LOS	Demand (PCU/hr)	Arrivals (PCU)	Delay (PCU-min)	Queueing Delay (min)	Delay (PCU-min/min)	Delay (PCU-min)	Average Delay (min)	Slope	(PCU/hr)
A	0.25	0.04	0.33	A	436.79	655.18	23.90	0.04	0.27	23.90	0.04	0.685	2094.901
B	0.07	0.05	0.08	A	71.57	107.36	5.46	0.05	0.06	5.46	0.05	0.571	1484.915
C	0.37	0.05	0.59	A	620.31	930.46	40.78	0.04	0.45	40.79	0.04	0.694	2027.030

Main Results

Main results: (07:45-08:00)

Arm	Demand (PCU/hr)	Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)
A	358.36	89.59	357.53	527.08	6.76	0.00	2090.27	2077.52	0.171	0.00	0.21
B	58.72	14.68	58.53	35.30	328.99	0.00	1296.92	392.51	0.045	0.00	0.05
C	508.93	127.23	507.58	361.26	26.27	0.00	2008.81	1904.84	0.253	0.00	0.34

Main results: (08:00-08:15)

Arm	Demand (PCU/hr)	Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)
A	427.91	106.98	427.71	630.69	8.09	0.00	2089.36	2077.52	0.205	0.21	0.26
B	70.12	17.53	70.07	42.23	393.57	0.00	1260.02	392.51	0.056	0.05	0.06
C	607.71	151.93	607.33	432.20	31.44	0.00	2005.22	1904.84	0.303	0.34	0.43

Main results: (08:15-08:30)

Arm	Demand (PCU/hr)	Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)
A	524.09	131.02	523.78	772.27	9.90	0.00	2088.11	2077.52	0.251	0.26	0.33
B	85.88	21.47	85.81	51.71	481.96	0.00	1209.50	392.51	0.071	0.06	0.08
C	744.29	186.07	743.66	529.27	38.50	0.00	2000.32	1904.84	0.372	0.43	0.59

Main results: (08:30-08:45)

Arm	Demand (PCU/hr)	Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)
A	524.09	131.02	524.08	772.91	9.91	0.00	2088.11	2077.52	0.251	0.33	0.33
B	85.88	21.47	85.88	51.75	482.24	0.00	1209.34	392.51	0.071	0.08	0.08
C	744.29	186.07	744.28	529.59	38.54	0.00	2000.30	1904.84	0.372	0.59	0.59

Main results: (08:45-09:00)

Arm	Demand (PCU/hr)	Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)
A	427.91	106.98	428.22	631.72	8.10	0.00	2089.35	2077.52	0.205	0.33	0.26
B	70.12	17.53	70.19	42.28	394.03	0.00	1259.75	392.51	0.056	0.08	0.06
C	607.71	151.93	608.33	432.73	31.50	0.00	2005.18	1904.84	0.303	0.59	0.44

Main results: (09:00-09:15)

Arm	Demand (PCU/hr)	Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)
A	358.36	89.59	358.56	528.90	6.78	0.00	2090.25	2077.52	0.171	0.26	0.21
B	58.72	14.68	58.77	35.41	329.94	0.00	1296.38	392.51	0.045	0.06	0.05
C	508.93	127.23	509.31	362.33	26.37	0.00	2008.74	1904.84	0.253	0.44	0.34

Queueing Delay Results

Queueing Delay results: (07:45-08:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	3.05	0.20	0.035	A	A
B	0.70	0.05	0.048	A	A
C	4.99	0.33	0.040	A	A

Queueing Delay results: (08:00-08:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	3.81	0.25	0.036	A	A
B	0.87	0.06	0.050	A	A
C	6.42	0.43	0.043	A	A

Queueing Delay results: (08:15-08:30)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	4.95	0.33	0.038	A	A
B	1.13	0.08	0.053	A	A
C	8.71	0.58	0.048	A	A

Queueing Delay results: (08:30-08:45)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	5.01	0.33	0.038	A	A
B	1.14	0.08	0.053	A	A
C	8.86	0.59	0.048	A	A

Queueing Delay results: (08:45-09:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	3.92	0.26	0.036	A	A
B	0.90	0.06	0.050	A	A
C	6.64	0.44	0.043	A	A

Queueing Delay results: (09:00-09:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	3.14	0.21	0.035	A	A
B	0.72	0.05	0.049	A	A
C	5.17	0.34	0.040	A	A

Overview: Standard Roundabout Geometry

Standard Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only	Final Slope	Final Intercept (PCU/hr)
A	6.00	8.00	15.00	20.00	45.00	49.00		0.685	2094.901
B	3.50	7.00	10.00	20.00	45.00	44.00		0.571	1484.915
C	5.75	7.00	10.00	35.00	45.00	34.00		0.694	2027.030

Overview: Time Segment Results

Time Segment Results

Time Segment	Arm	Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Pedestrian Demand (Ped/hr)	Start Queue (PCU)	End Queue (PCU)	Queueing Total Delay (PCU-min)	Geometric Total Delay (PCU-min)	Average Delay Per Arriving Vehicle (min)

07:45-08:00	A	358.36	2090.27	0.171	0.00	0.00	0.21	3.05	(0.00)	0.035
07:45-08:00	B	58.72	1296.92	0.045	0.00	0.00	0.05	0.70	(0.00)	0.048
07:45-08:00	C	508.93	2008.81	0.253	0.00	0.00	0.34	4.99	(0.00)	0.040
08:00-08:15	A	427.91	2089.36	0.205	0.00	0.21	0.26	3.81	(0.00)	0.036
08:00-08:15	B	70.12	1260.02	0.056	0.00	0.05	0.06	0.87	(0.00)	0.050
08:00-08:15	C	607.71	2005.22	0.303	0.00	0.34	0.43	6.42	(0.00)	0.043
08:15-08:30	A	524.09	2088.11	0.251	0.00	0.26	0.33	4.95	(0.00)	0.038
08:15-08:30	B	85.88	1209.50	0.071	0.00	0.06	0.08	1.13	(0.00)	0.053
08:15-08:30	C	744.29	2000.32	0.372	0.00	0.43	0.59	8.71	(0.00)	0.048
08:30-08:45	A	524.09	2088.11	0.251	0.00	0.33	0.33	5.01	(0.00)	0.038
08:30-08:45	B	85.88	1209.34	0.071	0.00	0.08	0.08	1.14	(0.00)	0.053
08:30-08:45	C	744.29	2000.30	0.372	0.00	0.59	0.59	8.86	(0.00)	0.048
08:45-09:00	A	427.91	2089.35	0.205	0.00	0.33	0.26	3.92	(0.00)	0.036
08:45-09:00	B	70.12	1259.75	0.056	0.00	0.08	0.06	0.90	(0.00)	0.050
08:45-09:00	C	607.71	2005.18	0.303	0.00	0.59	0.44	6.64	(0.00)	0.043
09:00-09:15	A	358.36	2090.25	0.171	0.00	0.26	0.21	3.14	(0.00)	0.035
09:00-09:15	B	58.72	1296.38	0.045	0.00	0.06	0.05	0.72	(0.00)	0.049
09:00-09:15	C	508.93	2008.74	0.253	0.00	0.44	0.34	5.17	(0.00)	0.040

A1 - (Default Analysis Set) - D8 - 2014 PCU - Wretchwick - Gavray Drive - Charbridge PM Peak, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Include In Report	Use Specific Demand Set	Demand Set	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)		Yes		(D1)		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Locked	Run Automatically	Use Relationship	Relationship	Start Time (HH:mm)	Finish Time (HH:mm)	Time Period Length (min)	Time Segment Length (min)	Traffic Profile Type
2014 PCU - Wretchwick - Gavray Drive - Charbridge PM Peak, PM	2014 PCU - Wretchwick - Gavray Drive - Charbridge PM Peak	PM			Yes			16:45	18:15	90	15	Varies by Arm

Roundabout Network

Roundabout Type(s)

ID	Name	Arm Order	Roundabout Type	Grade Separated	Large Roundabout	Do Geometric Delay
1	(untitled)	A,B,C	Standard			

Roundabout Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	((Mini-roundabouts only))	

Arms

Arms

ID	Name	Description
A	Wretchwick	
B	Gavray Drive	
C	Charbridge	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00
B	0.00	99999.00		0.00
C	0.00	99999.00		0.00

Standard 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
A	6.00	8.00	15.00	20.00	45.00	49.00	
B	3.50	7.00	10.00	20.00	45.00	44.00	
C	5.75	7.00	10.00	35.00	45.00	34.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Arm Slope/ Intercept and Capacity

Slope and Intercept used in model

Arm	Enter Directly	Slope	Intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		((calculated))	((calculated))	0.685	2094.901
B		((calculated))	((calculated))	0.571	1484.915
C		((calculated))	((calculated))	0.694	2027.030

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
			Yes	HV Percentages	2.00				Yes	Yes

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)	PHF
A	ONE HOUR	Yes	671.00	100.000	N/A

B	ONE HOUR	Yes	46.00	100.000	N/A
C	ONE HOUR	Yes	541.00	100.000	N/A

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:45-17:00	A	505.16	505.16	N/A	N/A
16:45-17:00	B	34.63	34.63	N/A	N/A
16:45-17:00	C	407.29	407.29	N/A	N/A
17:00-17:15	A	603.22	603.22	N/A	N/A
17:00-17:15	B	41.35	41.35	N/A	N/A
17:00-17:15	C	486.35	486.35	N/A	N/A
17:15-17:30	A	738.78	738.78	N/A	N/A
17:15-17:30	B	50.65	50.65	N/A	N/A
17:15-17:30	C	595.65	595.65	N/A	N/A
17:30-17:45	A	738.78	738.78	N/A	N/A
17:30-17:45	B	50.65	50.65	N/A	N/A
17:30-17:45	C	595.65	595.65	N/A	N/A
17:45-18:00	A	603.22	603.22	N/A	N/A
17:45-18:00	B	41.35	41.35	N/A	N/A
17:45-18:00	C	486.35	486.35	N/A	N/A
18:00-18:15	A	505.16	505.16	N/A	N/A
18:00-18:15	B	34.63	34.63	N/A	N/A
18:00-18:15	C	407.29	407.29	N/A	N/A

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Roundabout 1 (for whole period)

		To		
		A	B	C
From	A	0.00	38.00	633.00
	B	34.00	0.00	12.00
	C	497.00	44.00	0.00

Turning Proportions (PCU) - Roundabout 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.06	0.94
	B	0.74	0.00	0.26
	C	0.92	0.08	0.00

Vehicle Mix

Average PCU Per Vehicle - Roundabout 1 (for whole period)

		To		
		A	B	C
From	A	1.00	1.00	1.00
	B	1.00	1.00	1.00
	C	1.00	1.00	1.00

Heavy Vehicle Percentages - Roundabout 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	0.00
	B	0.00	0.00	0.00
	C	0.00	0.00	0.00

Results

Results Summary

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Total Demand (PCU/hr)	Total Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Queueing Total Delay (PCU-min)	Inclusive Queueing Average Delay (min)	Slope	Intercept (PCU/hr)
A	0.36	0.05	0.56	A	615.72	923.58	38.59	0.04	0.43	38.59	0.04	0.685	2094.901
B	0.05	0.06	0.05	A	42.21	63.32	3.44	0.05	0.04	3.44	0.05	0.571	1484.915
C	0.30	0.04	0.42	A	496.43	744.65	29.81	0.04	0.33	29.81	0.04	0.694	2027.030

Main Results

Main results: (16:45-17:00)

Arm	Demand (PCU/hr)	Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)
A	505.16	126.29	503.88	398.75	33.04	0.00	2072.25	1993.63	0.244	0.00	0.32
B	34.63	8.66	34.51	61.58	475.34	0.00	1213.29	410.19	0.029	0.00	0.03
C	407.29	101.82	406.28	484.35	25.51	0.00	2009.33	1816.69	0.203	0.00	0.25

Main results: (17:00-17:15)

Arm	Demand (PCU/hr)	Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)
A	603.22	150.80	602.86	477.09	39.53	0.00	2067.80	1993.63	0.292	0.32	0.41
B	41.35	10.34	41.32	73.67	568.72	0.00	1159.93	410.19	0.036	0.03	0.04
C	486.35	121.59	486.09	579.50	30.54	0.00	2005.84	1816.69	0.242	0.25	0.32

Main results: (17:15-17:30)

Arm	Demand (PCU/hr)	Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)
A	738.78	184.70	738.20	584.23	48.41	0.00	2061.72	1993.64	0.358	0.41	0.56
B	50.65	12.66	50.60	90.22	696.40	0.00	1086.97	410.19	0.047	0.04	0.05
C	595.65	148.91	595.24	709.60	37.40	0.00	2001.08	1816.69	0.298	0.32	0.42

Main results: (17:30-17:45)

Arm	Demand (PCU/hr)	Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)
A	738.78	184.70	738.78	584.64	48.44	0.00	2061.70	1993.64	0.358	0.56	0.56
B	50.65	12.66	50.65	90.28	696.94	0.00	1086.66	410.19	0.047	0.05	0.05
C	595.65	148.91	595.65	710.15	37.43	0.00	2001.06	1816.69	0.298	0.42	0.42

Main results: (17:45-18:00)

Arm	Demand (PCU/hr)	Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)

A	603.22	150.80	603.79	477.77	39.59	0.00	2067.77	1993.63	0.292	0.56	0.41
B	41.35	10.34	41.40	73.78	569.60	0.00	1159.43	410.19	0.036	0.05	0.04
C	486.35	121.59	486.76	580.40	30.60	0.00	2005.80	1816.69	0.242	0.42	0.32

Main results: (18:00-18:15)

Arm	Demand (PCU/hr)	Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)
A	505.16	126.29	505.52	400.03	33.15	0.00	2072.18	1993.63	0.244	0.41	0.32
B	34.63	8.66	34.66	61.78	476.90	0.00	1212.40	410.19	0.029	0.04	0.03
C	407.29	101.82	407.56	485.94	25.62	0.00	2009.26	1816.69	0.203	0.32	0.26

Queueing Delay Results

Queueing Delay results: (16:45-17:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	4.74	0.32	0.038	A	A
B	0.43	0.03	0.051	A	A
C	3.75	0.25	0.037	A	A

Queueing Delay results: (17:00-17:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	6.08	0.41	0.041	A	A
B	0.55	0.04	0.054	A	A
C	4.73	0.32	0.039	A	A

Queueing Delay results: (17:15-17:30)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	8.22	0.55	0.045	A	A
B	0.72	0.05	0.058	A	A
C	6.25	0.42	0.043	A	A

Queueing Delay results: (17:30-17:45)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	8.35	0.56	0.045	A	A
B	0.73	0.05	0.058	A	A
C	6.34	0.42	0.043	A	A

Queueing Delay results: (17:45-18:00)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	6.29	0.42	0.041	A	A
B	0.56	0.04	0.054	A	A
C	4.88	0.33	0.039	A	A

Queueing Delay results: (18:00-18:15)

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	4.91	0.33	0.038	A	A
B	0.45	0.03	0.051	A	A
C	3.87	0.26	0.037	A	A

Overview: Standard Roundabout Geometry

Standard 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	Final Slope	Final Intercept (PCU/hr)
A	6.00	8.00	15.00	20.00	45.00	49.00		0.685	2094.901
B	3.50	7.00	10.00	20.00	45.00	44.00		0.571	1484.915
C	5.75	7.00	10.00	35.00	45.00	34.00		0.694	2027.030

Overview: Time Segment Results

Time Segment Results

Time Segment	Arm	Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Pedestrian Demand (Ped/hr)	Start Queue (PCU)	End Queue (PCU)	Queueing Total Delay (PCU-min)	Geometric Total Delay (PCU-min)	Average Delay Per Arriving Vehicle (min)
16:45-17:00	A	505.16	2072.25	0.244	0.00	0.00	0.32	4.74	(0.00)	0.038
16:45-17:00	B	34.63	1213.29	0.029	0.00	0.00	0.03	0.43	(0.00)	0.051
16:45-17:00	C	407.29	2009.33	0.203	0.00	0.00	0.25	3.75	(0.00)	0.037
17:00-17:15	A	603.22	2067.80	0.292	0.00	0.32	0.41	6.08	(0.00)	0.041
17:00-17:15	B	41.35	1159.93	0.036	0.00	0.03	0.04	0.55	(0.00)	0.054
17:00-17:15	C	486.35	2005.84	0.242	0.00	0.25	0.32	4.73	(0.00)	0.039
17:15-17:30	A	738.78	2061.72	0.358	0.00	0.41	0.56	8.22	(0.00)	0.045
17:15-17:30	B	50.65	1086.97	0.047	0.00	0.04	0.05	0.72	(0.00)	0.058
17:15-17:30	C	595.65	2001.08	0.298	0.00	0.32	0.42	6.25	(0.00)	0.043
17:30-17:45	A	738.78	2061.70	0.358	0.00	0.56	0.56	8.35	(0.00)	0.045
17:30-17:45	B	50.65	1086.66	0.047	0.00	0.05	0.05	0.73	(0.00)	0.058
17:30-17:45	C	595.65	2001.06	0.298	0.00	0.42	0.42	6.34	(0.00)	0.043
17:45-18:00	A	603.22	2067.77	0.292	0.00	0.56	0.41	6.29	(0.00)	0.041
17:45-18:00	B	41.35	1159.43	0.036	0.00	0.05	0.04	0.56	(0.00)	0.054
17:45-18:00	C	486.35	2005.80	0.242	0.00	0.42	0.32	4.88	(0.00)	0.039
18:00-18:15	A	505.16	2072.18	0.244	0.00	0.41	0.32	4.91	(0.00)	0.038
18:00-18:15	B	34.63	1212.40	0.029	0.00	0.04	0.03	0.45	(0.00)	0.051
18:00-18:15	C	407.29	2009.26	0.203	0.00	0.32	0.26	3.87	(0.00)	0.037

PICADY

GUI Version: 5.1 AE
Analysis Program Release: 5.0 (MAY 2010)

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Web: www.trlsoftware.co.uk

Run Analysis

Parameter	Values
File Run	\\O..\Revision A\2014 Wretchwick Way -Pergrine Way Junction.vpi
Date Run	10 April 2015
Time Run	11:26:55
Driving Side	Drive On The Left

Arm Names and Flow Scaling Factors

Arm	Arm Name	Flow Scaling Factor (%)
Arm A	Wretchwick Way SW	100
Arm B	Peregrine Way	100
Arm C	Wretchwick Way NE	100

Stream Labelling Convention

Stream A-B contains traffic going from A to B etc.

Run Information

Parameter	Values
Run Title	Wretchwick Way - Peregrine Way
Location	Bicester
Date	13 July 2010
Enumerator	Alexanders [CS5DG3J]
Job Number	18578-01-1
Status	TIA
Client	JJ Gallagher
Description	-

Errors and Warnings

Parameter	Values
Warning	No Errors Or Warnings

Geometric Data

Geometric Parameters

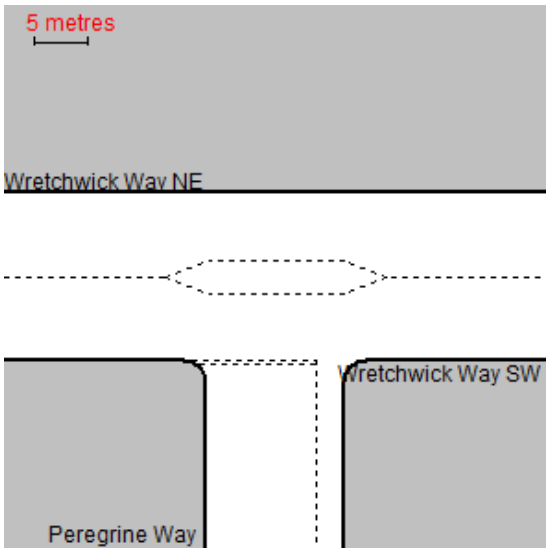
Parameter	Minor Arm B
Major Road Carriageway Width (m)	12.00
Major Road Kerbed Central Reserve Width (m)	0.00
Major Road Right Turning Lane Width (m)	3.20
Minor Road Width 0m Back from Junction (m)	10.00
Minor Road Width 5m Back from Junction (m)	9.00
Minor Road Width 10m Back from Junction (m)	6.50
Minor Road Width 15m Back from Junction (m)	6.00
Minor Road Width 20m Back from Junction (m)	6.00
Minor Road Flare Length (veh)	1
Minor Road Visibility To Right (m)	120
Minor Road Visibility To Left (m)	65
Major Road Right Turn Visibility (m)	120
Major Road Right Turn Blocks Traffic	No

Slope and Intercept Values

Stream	Intercept for Stream	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	0.000	0.000	0.000	0.000	0.000
B-C	0.000	0.000	0.000	-	-
C-B	713.487	0.204	0.204	-	-

Note: Streams may be combined in which case capacity will be adjusted
These values do not allow for any site-specific corrections

Junction Diagram



Demand Data

Modelling Periods

Parameter	Period	Duration (min)	Segment Length (min)
First Modelling Period	07:45-09:15	90	15
Second Modelling Period	16:45-18:15	90	15

ODTAB Turning Counts

Demand Set: 2014 AM PCU - Wretchwick Way - Peregrine Way
Modelling Period: 07:45-09:15

From/To	Arm A	Arm B	Arm C
Arm A	0.0	47.0	348.0
Arm B	86.0	0.0	119.0
Arm C	628.0	76.0	0.0

Demand Set: 2014 PM PCU - Wretchwick Way - Peregrine Way
Modelling Period: 16:45-18:15

From/To	Arm A	Arm B	Arm C
Arm A	0.0	90.0	599.0
Arm B	46.0	0.0	80.0
Arm C	413.0	124.0	0.0

ODTAB Synthesised Flows

Demand Set: 2014 AM PCU - Wretchwick Way - Peregrine Way
Modelling Period: 07:45-09:15

Arm	Rising Time	Rising Flow (veh/min)	Peak Time	Peak Flow (veh/min)	Falling Time	Falling Flow (veh/min)
Arm A	08:00	4.938	08:30	7.406	09:00	4.938
Arm B	08:00	2.563	08:30	3.844	09:00	2.563
Arm C	08:00	8.800	08:30	13.200	09:00	8.800

Heavy Vehicles Percentages

Demand Set: 2014 AM PCU - Wretchwick Way - Peregrine Way
Modelling Period: 07:45-09:15

From/To	Arm A	Arm B	Arm C
Arm A	-	0.0	0.0
Arm B	0.0	-	0.0
Arm C	0.0	0.0	-

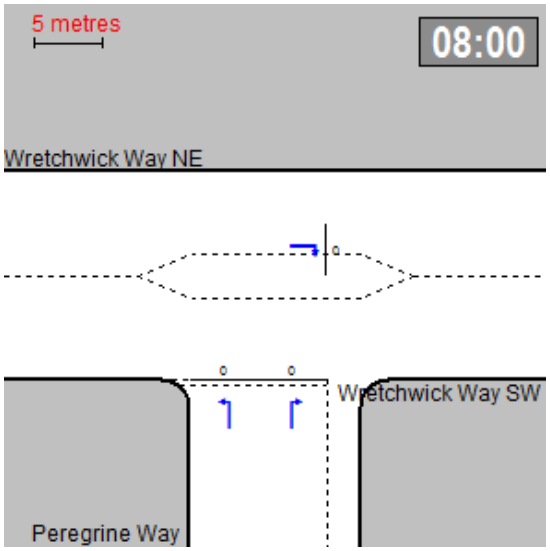
Demand Set: 2014 PM PCU - Wretchwick Way - Peregrine Way
Modelling Period: 16:45-18:15

From/To	Arm A	Arm B	Arm C
Arm A	-	0.0	0.0
Arm B	0.0	-	0.0
Arm C	0.0	0.0	-

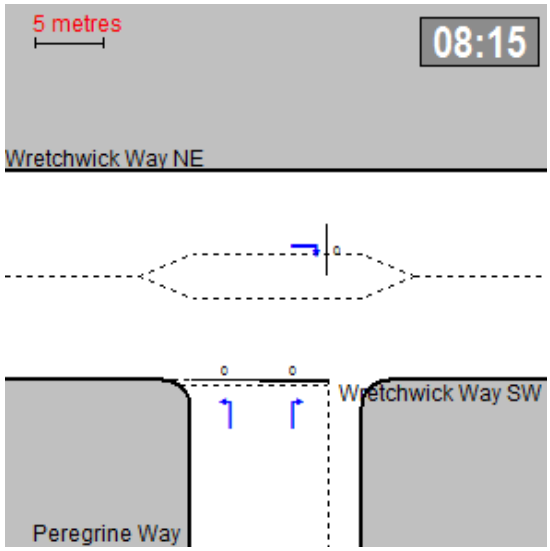
Queue Diagrams

Demand Set: 2014 AM PCU - Wretchwick Way - Peregrine Way
Modelling Period: 07:45-09:15
View Extent: 40m

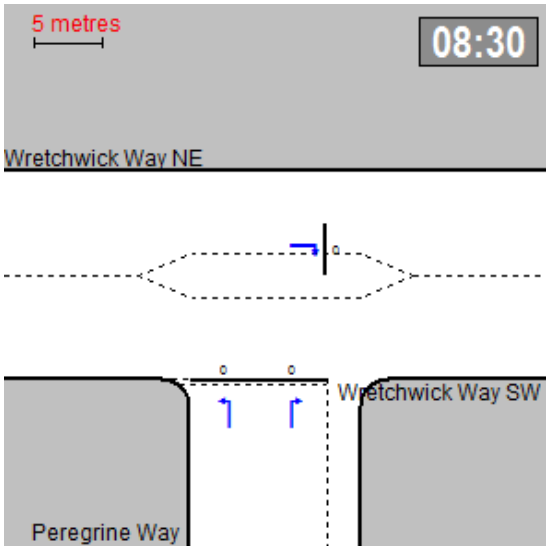
Queue Interval 1: 07:45-08:00



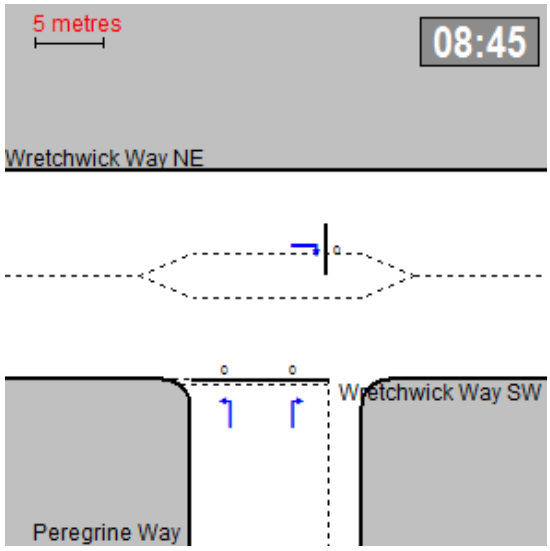
Queue Interval 2: 08:00-08:15



Queue Interval 3: 08:15-08:30

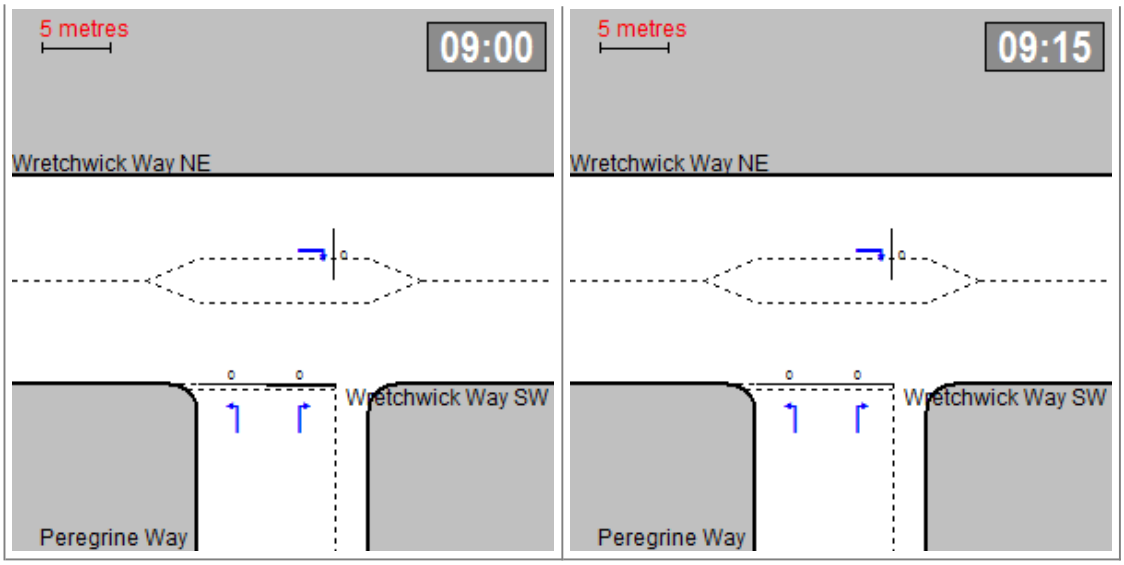


Queue Interval 4: 08:30-08:45



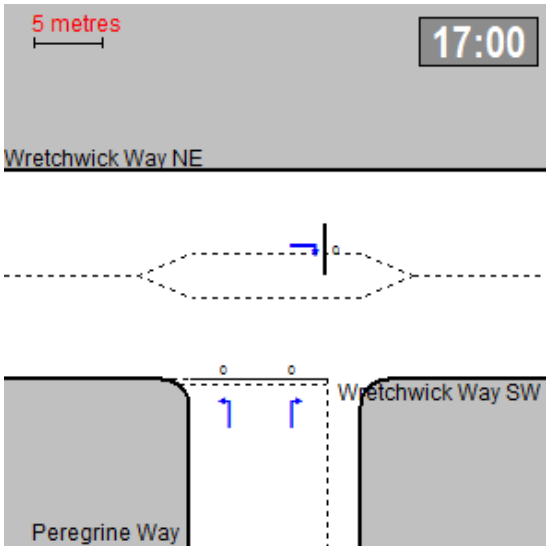
Queue Interval 5: 08:45-09:00

Queue Interval 6: 09:00-09:15

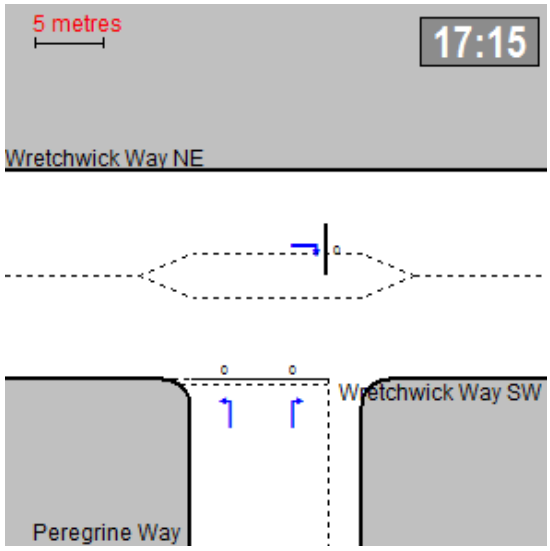

5 metres
09:00
Wretchwick Way NE
Wretchwick Way SW
Peregrine Way
5 metres
09:15
Wretchwick Way NE
Wretchwick Way SW
Peregrine Way

Demand Set: 2014 PM PCU - Wretchwick Way - Peregrine Way
Modelling Period: 16:45-18:15
View Extent: 40m

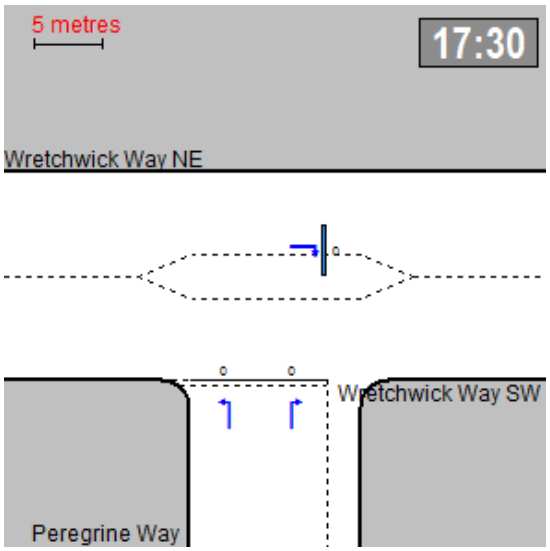
Queue Interval 1: 16:45-17:00



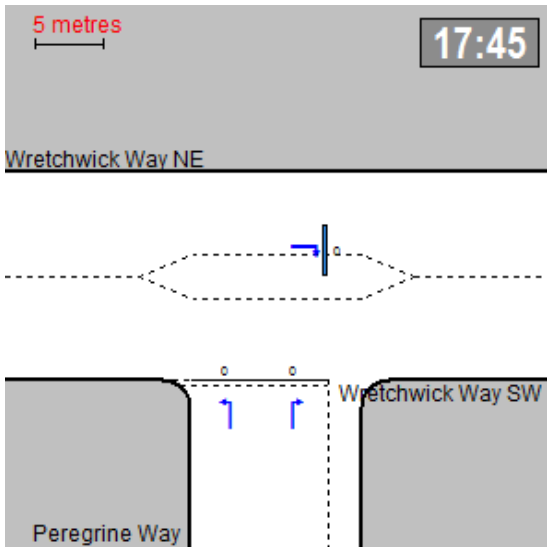
Queue Interval 2: 17:00-17:15



Queue Interval 3: 17:15-17:30

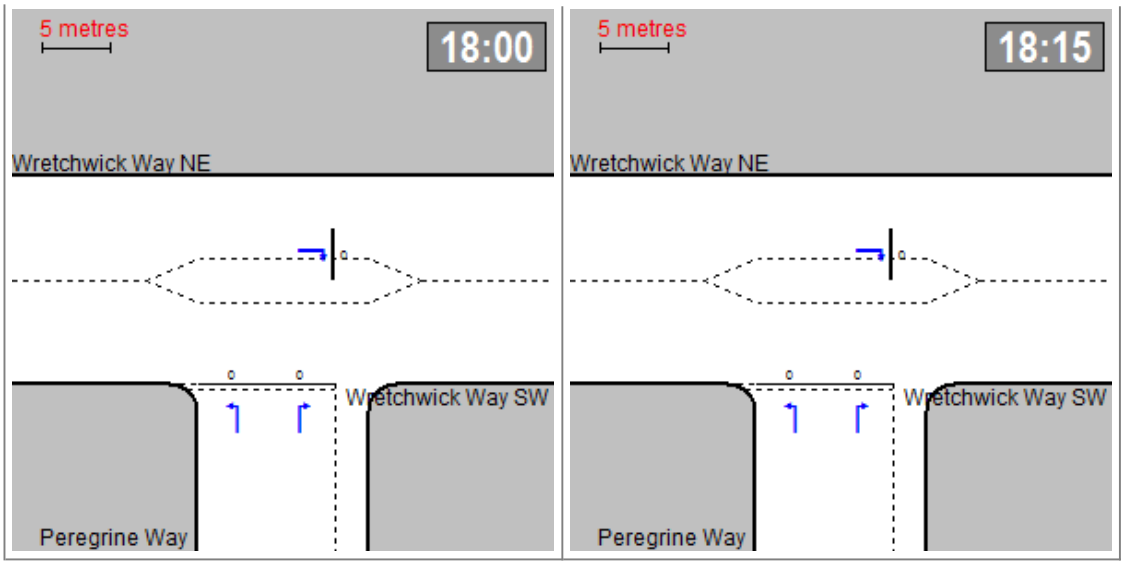


Queue Interval 4: 17:30-17:45



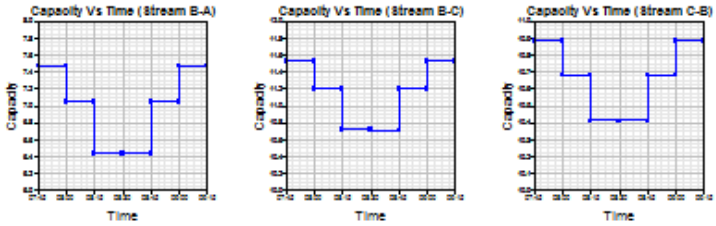
Queue Interval 5: 17:45-18:00

Queue Interval 6: 18:00-18:15

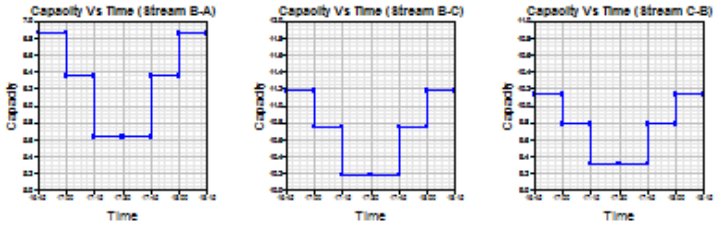

5 metres
18:00
Wretchwick Way NE
Wretchwick Way SW
Peregrine Way
5 metres
18:15
Wretchwick Way NE
Wretchwick Way SW
Peregrine Way

Capacity Graph

Demand Set: 2014 AM PCU - Wretchwick Way - Peregrine Way
Modelling Period: 07:45-09:15

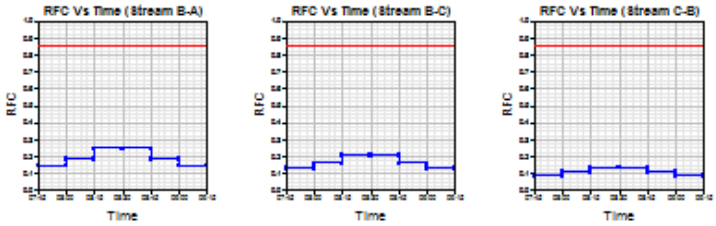


Demand Set: 2014 PM PCU - Wretchwick Way - Peregrine Way
Modelling Period: 16:45-18:15

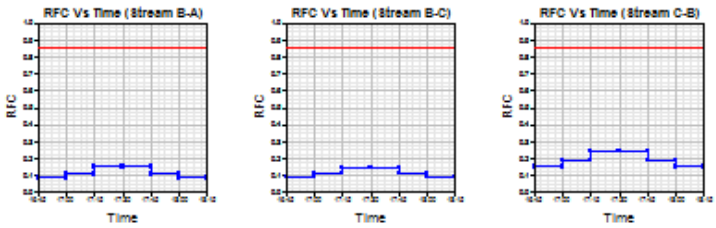


RFC Graph

Demand Set: 2014 AM PCU - Wretchwick Way - Peregrine Way
Modelling Period: 07:45-09:15

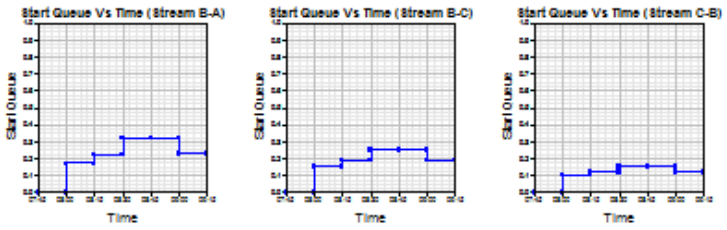


Demand Set: 2014 PM PCU - Wretchwick Way - Peregrine Way
Modelling Period: 16:45-18:15

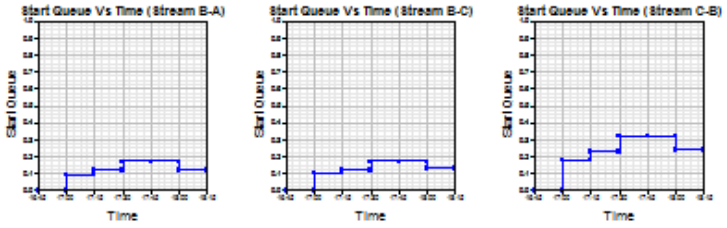


Start Queue Graph

Demand Set: 2014 AM PCU - Wretchwick Way - Peregrine Way
Modelling Period: 07:45-09:15

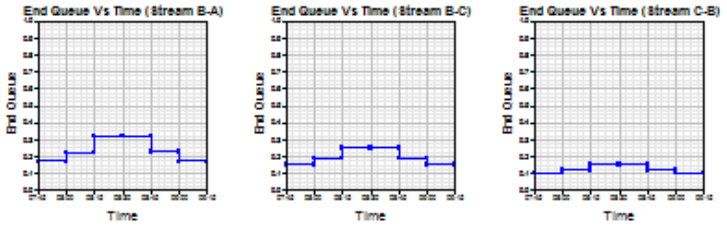


Demand Set: 2014 PM PCU - Wretchwick Way - Peregrine Way
Modelling Period: 16:45-18:15

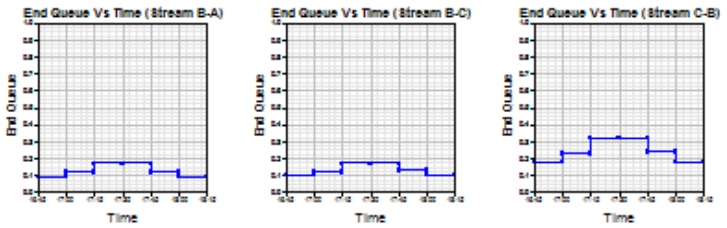


End Queue Graph

Demand Set: 2014 AM PCU - Wretchwick Way - Peregrine Way
Modelling Period: 07:45-09:15

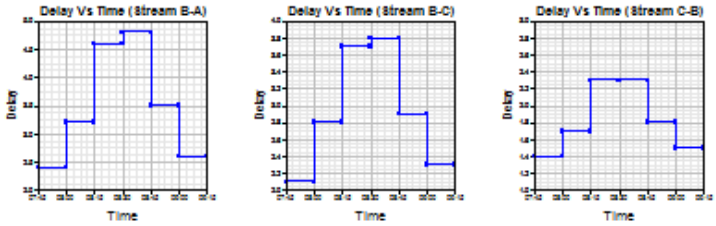


Demand Set: 2014 PM PCU - Wretchwick Way - Peregrine Way
Modelling Period: 16:45-18:15

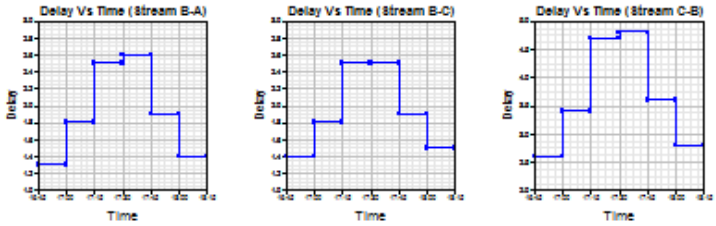


Delay Graph

Demand Set: 2014 AM PCU - Wretchwick Way - Peregrine Way
Modelling Period: 07:45-09:15



Demand Set: 2014 PM PCU - Wretchwick Way - Peregrine Way
Modelling Period: 16:45-18:15



Queues & Delays

Demand Set: 2014 AM PCU - Wretchwick Way - Peregrine Way
Modelling Period: 07:45-09:15

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
07:45-08:00	B-A	1.08	7.47	0.144	-	0.00	0.17	-	2.4	0.16
	B-C	1.49	11.53	0.130	-	0.00	0.15	-	2.1	0.10
	C-A	7.88	-	-	-	-	-	-	-	-
	C-B	0.95	10.88	0.088	-	0.00	0.10	-	1.4	0.10
	A-B	0.59	-	-	-	-	-	-	-	-
	A-C	4.37	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:00-08:15	B-A	1.29	7.04	0.183	-	0.17	0.22	-	3.2	0.17
	B-C	1.78	11.20	0.159	-	0.15	0.19	-	2.8	0.11
	C-A	9.41	-	-	-	-	-	-	-	-
	C-B	1.14	10.68	0.107	-	0.10	0.12	-	1.7	0.10
	A-B	0.70	-	-	-	-	-	-	-	-
	A-C	5.21	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:15-08:30	B-A	1.58	6.43	0.246	-	0.22	0.32	-	4.6	0.21
	B-C	2.18	10.72	0.204	-	0.19	0.25	-	3.7	0.12
	C-A	11.52	-	-	-	-	-	-	-	-
	C-B	1.39	10.41	0.134	-	0.12	0.15	-	2.3	0.11
	A-B	0.86	-	-	-	-	-	-	-	-
	A-C	6.39	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:30-08:45	B-A	1.58	6.43	0.246	-	0.32	0.32	-	4.8	0.21
	B-C	2.18	10.71	0.204	-	0.25	0.25	-	3.8	0.12
	C-A	11.52	-	-	-	-	-	-	-	-
	C-B	1.39	10.41	0.134	-	0.15	0.15	-	2.3	0.11
	A-B	0.86	-	-	-	-	-	-	-	-
	A-C	6.39	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:45-09:00	B-A	1.29	7.04	0.183	-	0.32	0.23	-	3.5	0.17
	B-C	1.78	11.20	0.159	-	0.25	0.19	-	2.9	0.11
	C-A	9.41	-	-	-	-	-	-	-	-
	C-B	1.14	10.68	0.107	-	0.15	0.12	-	1.8	0.10
	A-B	0.70	-	-	-	-	-	-	-	-
	A-C	5.21	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
09:00-09:15	B-A	1.08	7.47	0.144	-	0.23	0.17	-	2.6	0.16
	B-C	1.49	11.52	0.130	-	0.19	0.15	-	2.3	0.10
	C-A	7.88	-	-	-	-	-	-	-	-
	C-B	0.95	10.88	0.088	-	0.12	0.10	-	1.5	0.10
	A-B	0.59	-	-	-	-	-	-	-	-
	A-C	4.37	-	-	-	-	-	-	-	-

Demand Set: 2014 PM PCU - Wretchwick Way - Peregrine Way
Modelling Period: 16:45-18:15

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
16:45-17:00	B-A	0.58	6.86	0.084	-	0.00	0.09	-	1.3	0.16
	B-C	1.00	11.17	0.090	-	0.00	0.10	-	1.4	0.10
	C-A	5.18	-	-	-	-	-	-	-	-
	C-B	1.56	10.13	0.154	-	0.00	0.18	-	2.6	0.12
	A-B	1.13	-	-	-	-	-	-	-	-
	A-C	7.52	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:00-17:15	B-A	0.69	6.35	0.109	-	0.09	0.12	-	1.8	0.18
	B-C	1.20	10.75	0.111	-	0.10	0.12	-	1.8	0.10
	C-A	6.19	-	-	-	-	-	-	-	-
	C-B	1.86	9.78	0.190	-	0.18	0.23	-	3.4	0.13
	A-B	1.35	-	-	-	-	-	-	-	-
	A-C	8.97	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:15-17:30	B-A	0.84	5.63	0.150	-	0.12	0.17	-	2.5	0.21
	B-C	1.47	10.18	0.144	-	0.12	0.17	-	2.5	0.11
	C-A	7.58	-	-	-	-	-	-	-	-
	C-B	2.28	9.31	0.244	-	0.23	0.32	-	4.7	0.14
	A-B	1.65	-	-	-	-	-	-	-	-
	A-C	10.99	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:30-17:45	B-A	0.84	5.63	0.150	-	0.17	0.17	-	2.6	0.21
	B-C	1.47	10.18	0.144	-	0.17	0.17	-	2.5	0.11
	C-A	7.58	-	-	-	-	-	-	-	-
	C-B	2.28	9.31	0.244	-	0.32	0.32	-	4.8	0.14
	A-B	1.65	-	-	-	-	-	-	-	-
	A-C	10.99	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:45-18:00	B-A	0.69	6.35	0.109	-	0.17	0.12	-	1.9	0.18
	B-C	1.20	10.75	0.112	-	0.17	0.13	-	1.9	0.10
	C-A	6.19	-	-	-	-	-	-	-	-
	C-B	1.86	9.78	0.190	-	0.32	0.24	-	3.6	0.13
	A-B	1.35	-	-	-	-	-	-	-	-
	A-C	8.97	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
18:00-18:15	B-A	0.58	6.85	0.084	-	0.12	0.09	-	1.4	0.16
	B-C	1.00	11.17	0.090	-	0.13	0.10	-	1.5	0.10
	C-A	5.18	-	-	-	-	-	-	-	-
	C-B	1.56	10.13	0.154	-	0.24	0.18	-	2.8	0.12
	A-B	1.13	-	-	-	-	-	-	-	-
	A-C	7.52	-	-	-	-	-	-	-	-

Entry capacities marked with an '(X)' are dominated by a pedestrian crossing in that time segment.
In time segments marked with a '(B)', traffic leaving the junction may block back from a crossing so impairing normal operation of the junction.
Delays marked with '##' could not be calculated.

Overall Queues & Delays

Queueing Delay Information Over Whole Period

Demand Set: 2014 AM PCU - Wretchwick Way - Peregrine Way
Modelling Period: 07:45-09:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-A	118.4	78.9	21.2	0.2	21.2	0.2
B-C	163.8	109.2	17.7	0.1	17.7	0.1
C-A	864.4	576.3	-	-	-	-
C-B	104.6	69.7	11.0	0.1	11.0	0.1
A-B	64.7	43.1	-	-	-	-
A-C	479.0	319.3	-	-	-	-
All	**1794.9**	**1196.6**	**49.9**	**0.0**	**49.9**	**0.0**

Demand Set: 2014 PM PCU - Wretchwick Way - Peregrine Way
Modelling Period: 16:45-18:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-A	63.3	42.2	11.5	0.2	11.5	0.2
B-C	110.1	73.4	11.7	0.1	11.7	0.1
C-A	568.5	379.0	-	-	-	-
C-B	170.7	113.8	21.9	0.1	21.9	0.1
A-B	123.9	82.6	-	-	-	-
A-C	824.5	549.7	-	-	-	-
All	**1860.9**	**1240.6**	**45.2**	**0.0**	**45.2**	**0.0**

Delay is that occurring only within the time period.
Inclusive delay includes delay suffered by vehicles which are still queuing after the end of the time period.
These will only be significantly different if there is a large queue remaining at the end of the time period.

PICADY 5 Run Successful

APPENDIX G– SATURN MODEL OUTPUTS

SATURN

Atkins Ltd /
DVV / ITS

etwork.UFS
2026_RC_AM_N

Scale 11825

Link Annot:

S.L.A.

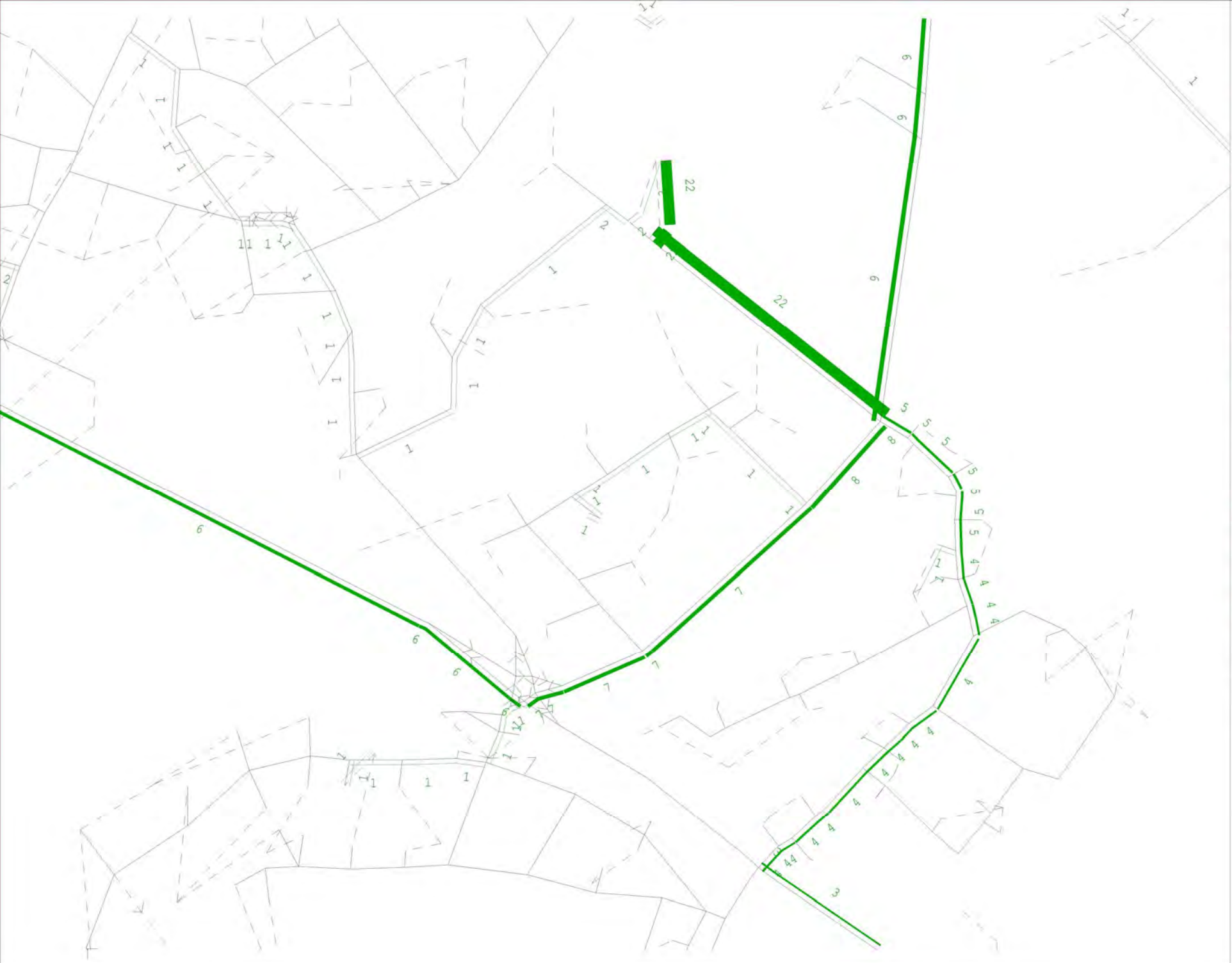
Bandwidths =
10./mm

Selected
Link
Assignment
Thru destin.
Zone 1276

Total Demand
Flow = 4.19

All User Cls

8-12-20
WHITE YOUNG



SATURN

Atkins Ltd /
DVV / ITS

etwork.UFS
2026_RC_AM_N

Scale 11825

Link Annot:

S.L.A.

Bandwidths =
10./mm

Selected
Link
Assignment
Thru origin
Zone 1276

Total Demand
Flow = 24

All User Cls

8-12-20
WHITE YOUNG

SATURN

Atkins Ltd /
DVV / ITS

etwork.UFS
2026_RC_AM_N

Scale 11825

Link Annot:

S.L.A.

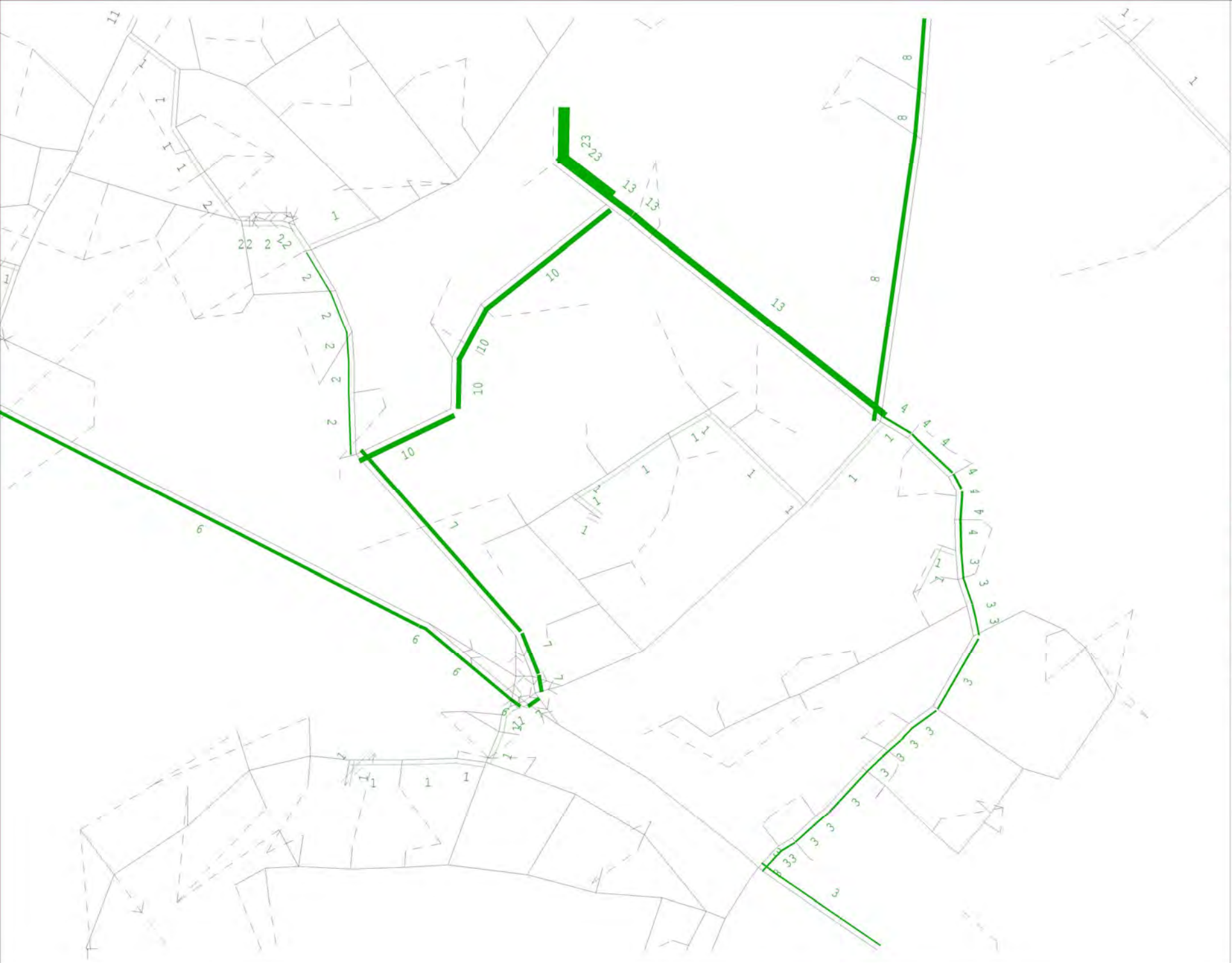
Bandwidths =
10./mm

Selected
Link
Assignment
Thru destin.
Zone 1277

Total Demand
Flow = 3.83

All User Cls

8-12-20
WHITE YOUNG



SATURN

Atkins Ltd /
DVV / ITS

etwork.UFS
2026_RC_AM_N

Scale 11825

Link Annot:

S.L.A.

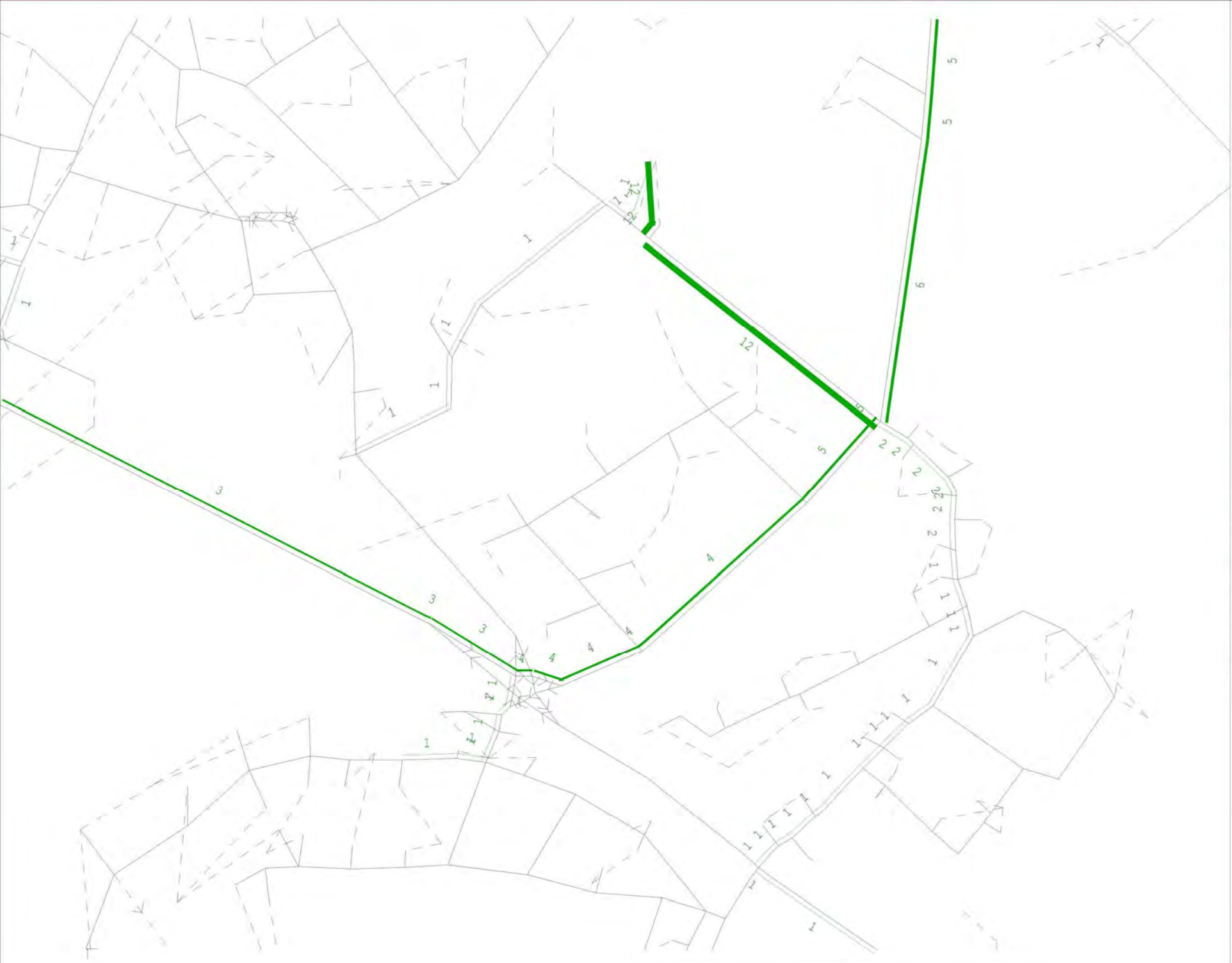
Bandwidths =
10./mm

Selected
Link
Assignment
Thru origin
Zone 1277

Total Demand
Flow = 23

All User Cls

8-12-20
WHITE YOUNG



SATURN

Atkins Ltd /
DVV / ITS

etwork.UFS
2026_RC_IP_N

Scale 11825

Link Annot:

S.L.A.

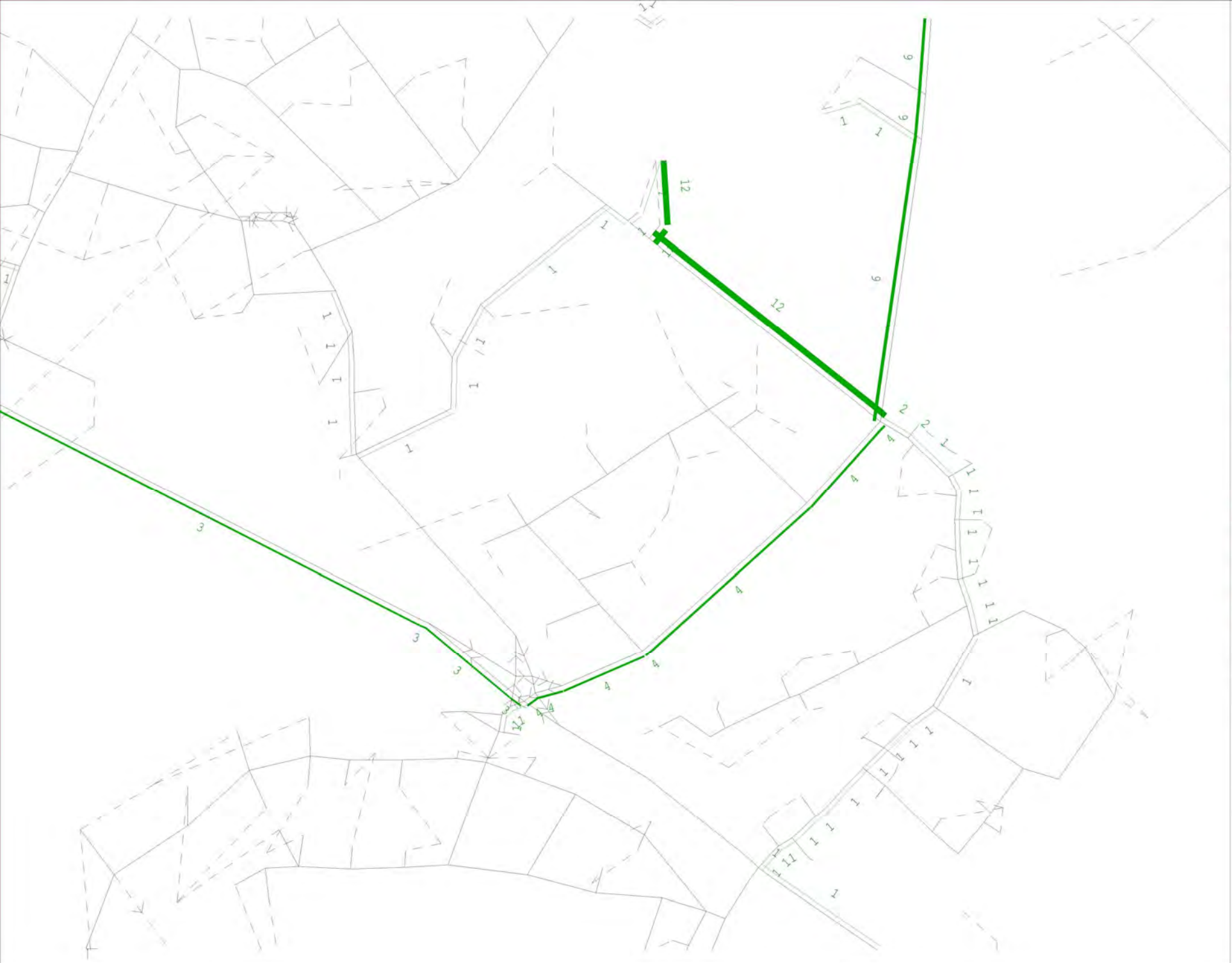
Bandwidths =
10./mm

Selected
Link
Assignment
Thru destin.
Zone 1276

Total Demand
Flow = 13

All User Cls

8-12-20
WHITE YOUNG



SATURN

Atkins Ltd /
DVV / ITS

etwork.UFS
2026_RC_IP_N

Scale 11825

Link Annot:

S.L.A.

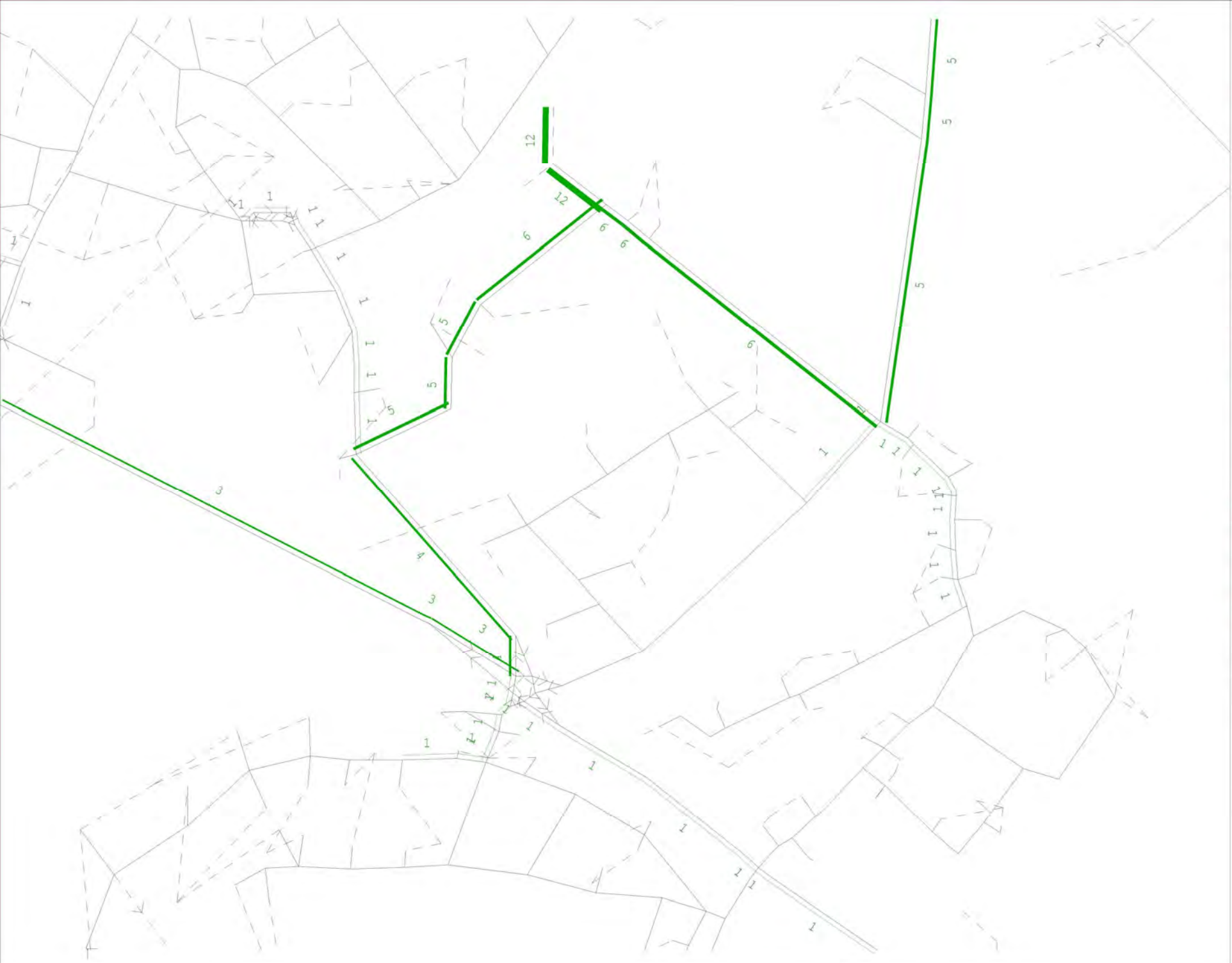
Bandwidths =
10./mm

Selected
Link
Assignment
Thru origin
Zone 1276

Total Demand
Flow = 13

All User Cls

8-12-20
WHITE YOUNG



SATURN

Atkins Ltd /
DVV / ITS

etwork.UFS
2026_RC_IP_N

Scale 11825

Link Annot:

S.L.A.

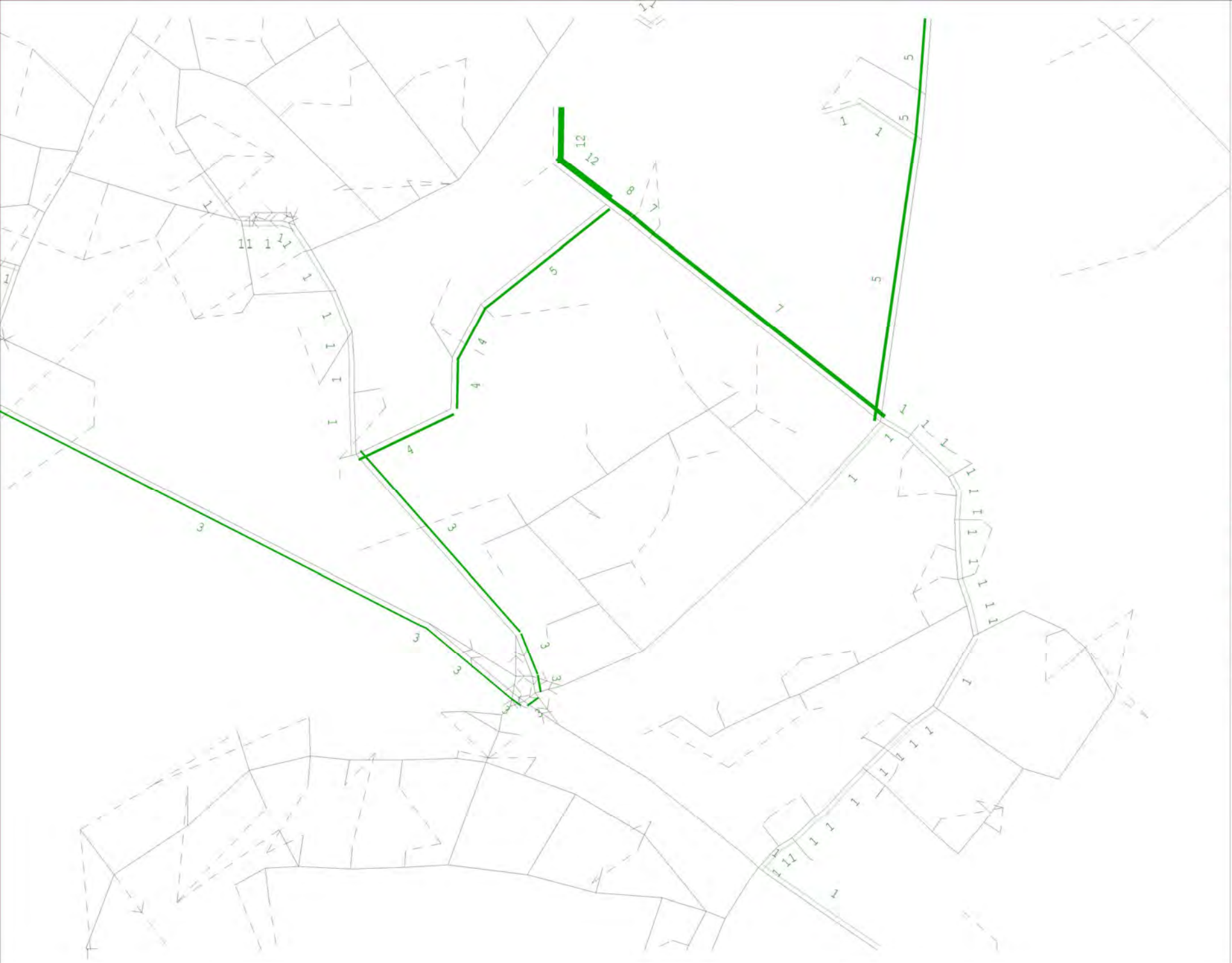
Bandwidths =
10./mm

Selected
Link
Assignment
Thru destin.
Zone 1277

Total Demand
Flow = 12

All User Cls

8-12-20
WHITE YOUNG



SATURN

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DVV / ITS

etwork.UFS
2026_RC_IP_N

Scale 11825

Link Annot:

S.L.A.

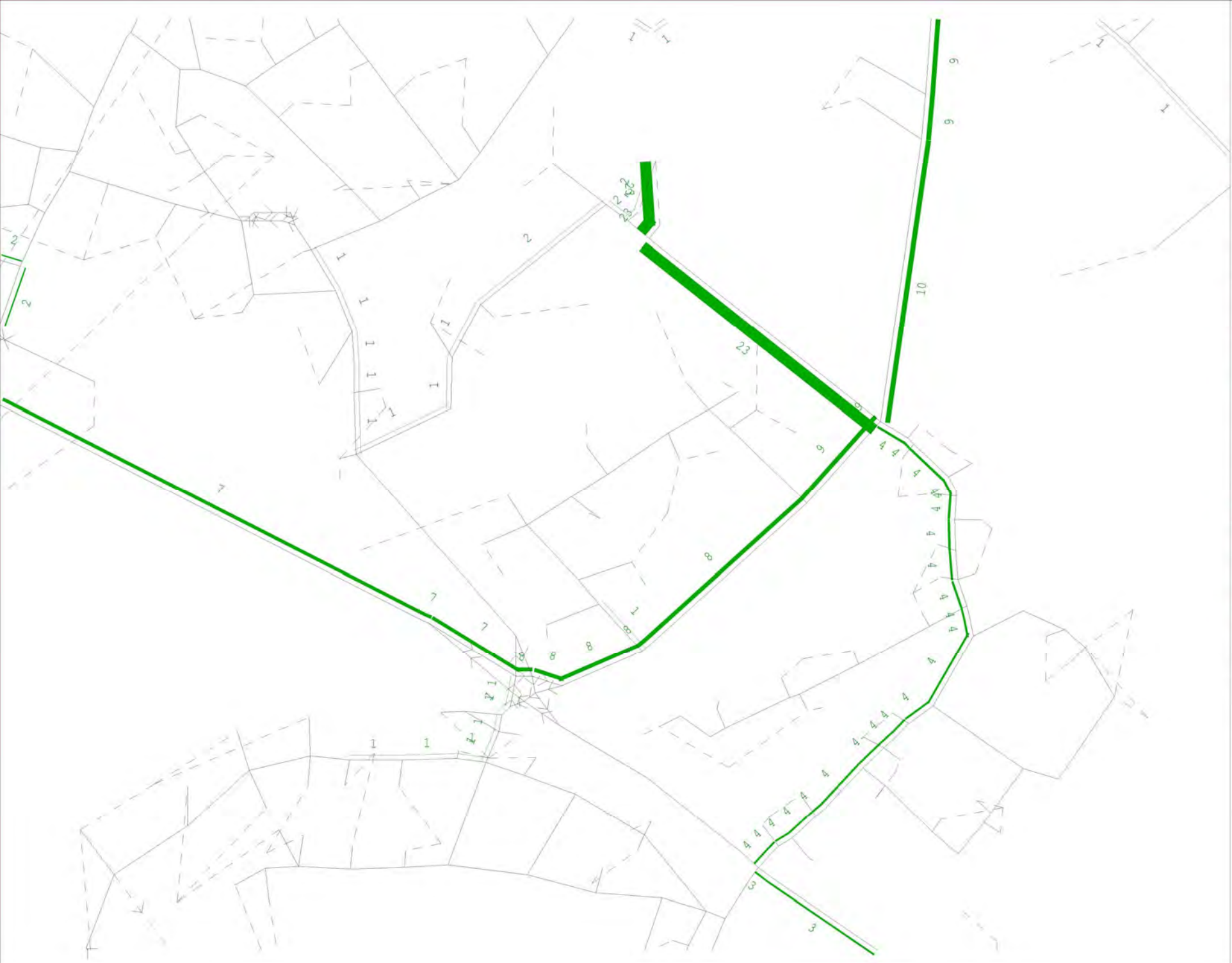
Bandwidths =
10./mm

Selected
Link
Assignment
Thru origin
Zone 1277

Total Demand
Flow = 12

All User Cls

8-12-20
WHITE YOUNG



SATURN

Atkins Ltd /
DVV / ITS

etwork.UFS
2026_RC_PM_N

Scale 11825

Link Annot:

S.L.A.

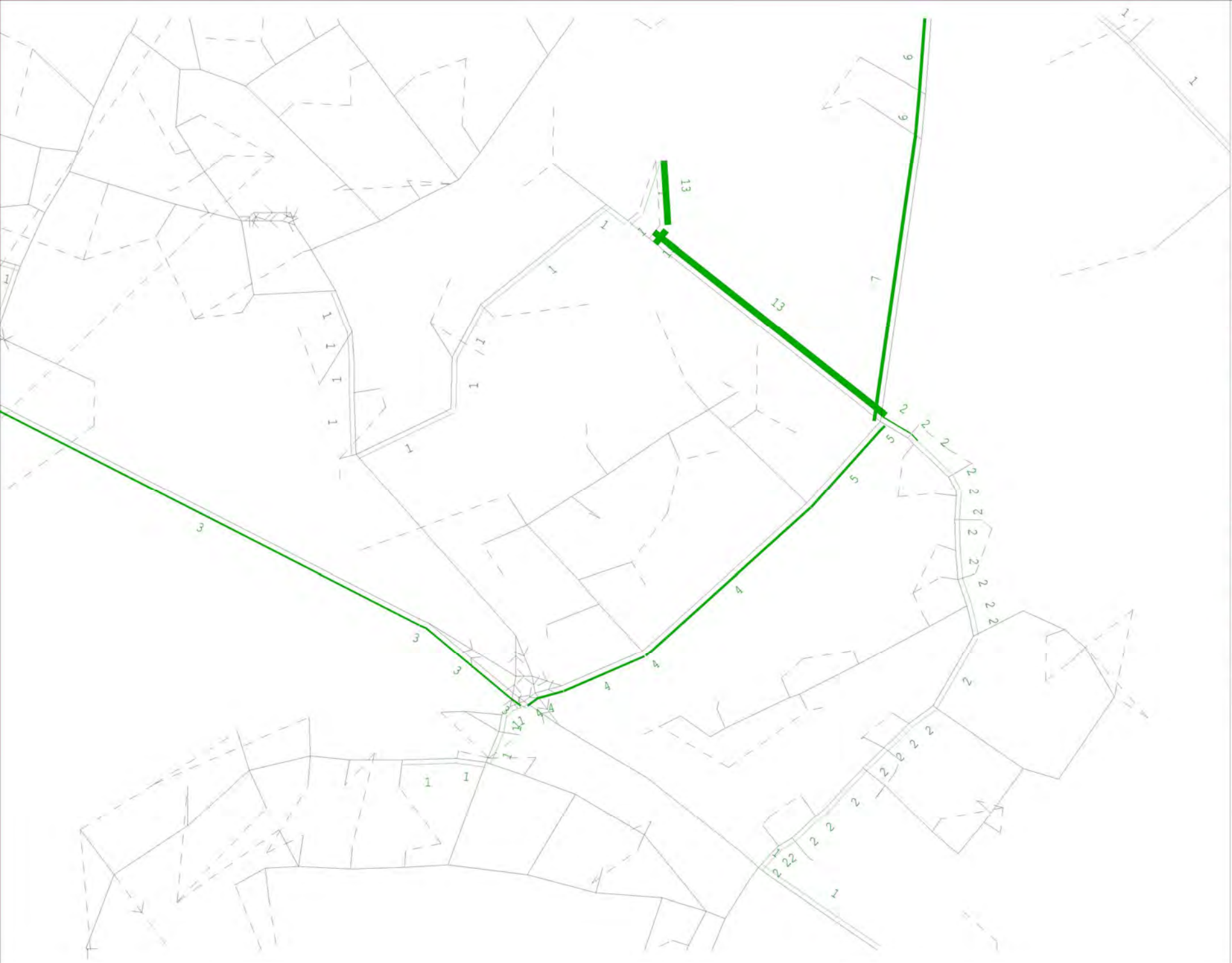
Bandwidths =
10./mm

Selected
Link
Assignment
Thru destin.
Zone 1276

Total Demand
Flow = 24

All User Cls

8-12-20
WHITE YOUNG



SATURN

Atkins Ltd /
DVV / ITS

etwork.UFS
2026_RC_PM_N

Scale 11825

Link Annot:

S.L.A.

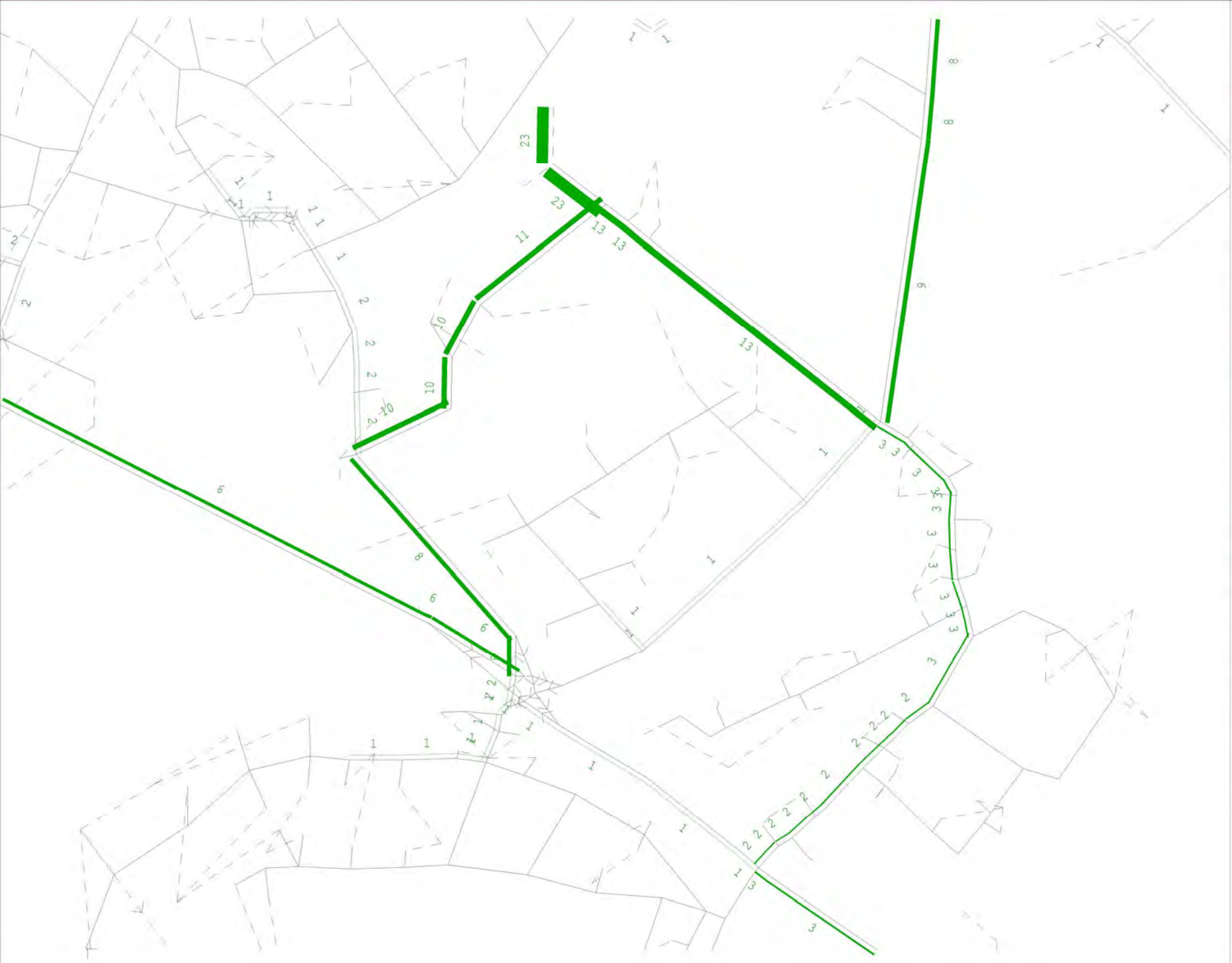
Bandwidths =
10./mm

Selected
Link
Assignment
Thru origin
Zone 1276

Total Demand
Flow = 15

All User Cls

8-12-20
WHITE YOUNG



SATURN

Atkins Ltd /
DVV / ITS

etwork.UFS
2026_RC_PM_N

Scale 11825

Link Annot:

S.L.A.

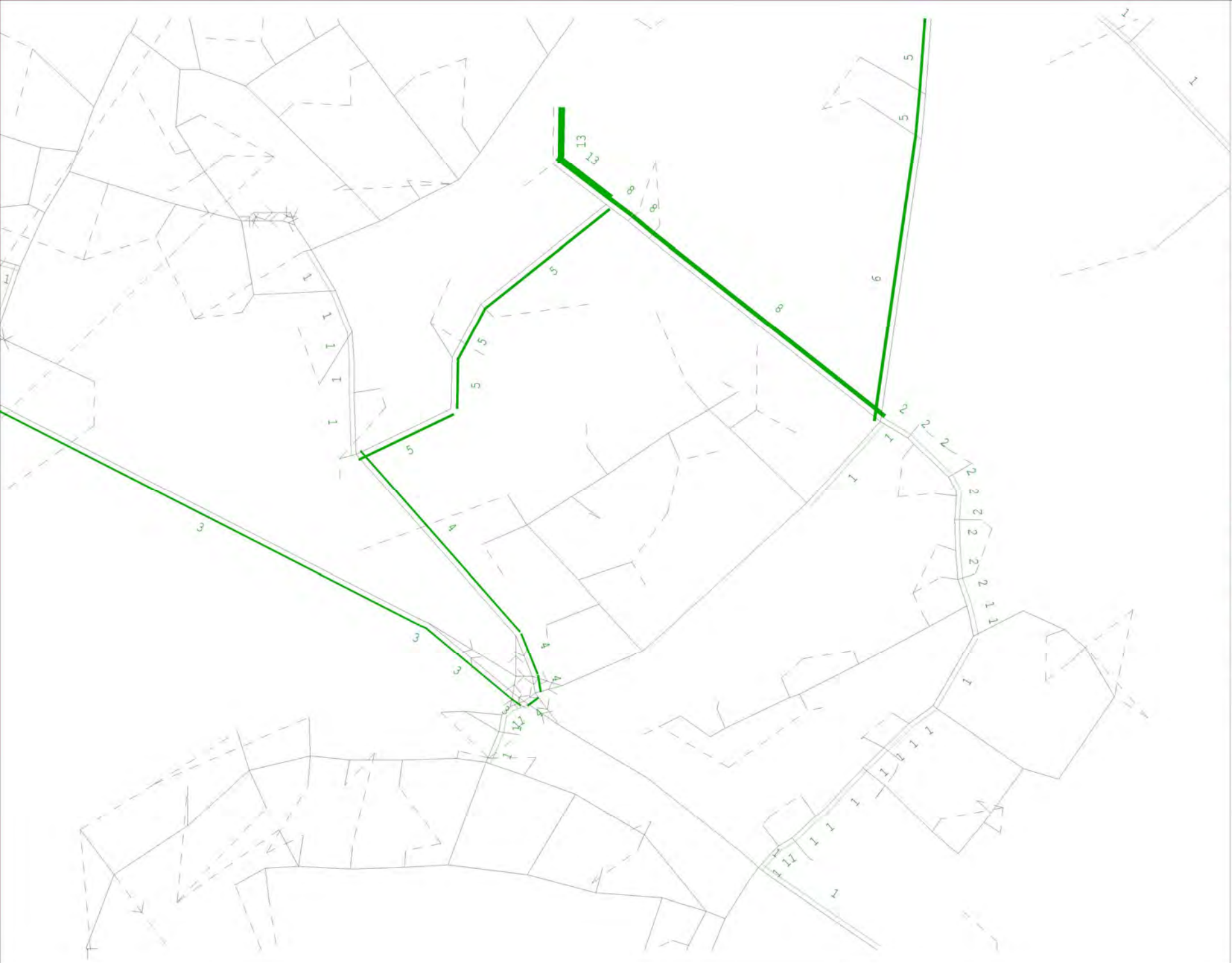
Bandwidths =
10./mm

Selected
Link
Assignment
Thru destin.
Zone 1277

Total Demand
Flow = 23

All User Cls

8-12-20
WHITE YOUNG



SATURN

Atkins Ltd /
DVV / ITS

etwork.UFS
2026_RC_PM_N

Scale 11825

Link Annot:

S.L.A.

Bandwidths =
10./mm

Selected
Link
Assignment
Thru origin
Zone 1277

Total Demand
Flow = 13

All User Cls

8-12-20
WHITE YOUNG

APPENDIX H– FUTURE YEAR TRAFFIC FLOW DIAGRAMS

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

Filename: J1 Gavray Drive - Mallards Way.j9
Path: M:\Projects\2020\20095-00 - Gavray Driver, Bicester\07. Technical\07.02 Modelling\PICADY
Report generation date: 11/06/2021 11:22:44

Summary of junction performance

	AM Peak					PM Peak				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2026 Baseline									
Stream B-C	D1	0.0	5.29	0.04	A	D2	0.1	5.13	0.05	A
Stream B-A		0.0	6.97	0.04	A		0.0	7.49	0.03	A
Stream C-B		0.1	5.90	0.05	A		0.0	5.96	0.04	A
	2026 with Development									
Stream B-C	D3	0.0	5.67	0.04	A	D4	0.1	5.72	0.06	A
Stream B-A		0.1	6.87	0.07	A		0.1	7.23	0.08	A
Stream C-B		0.1	5.96	0.05	A		0.0	6.01	0.04	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.

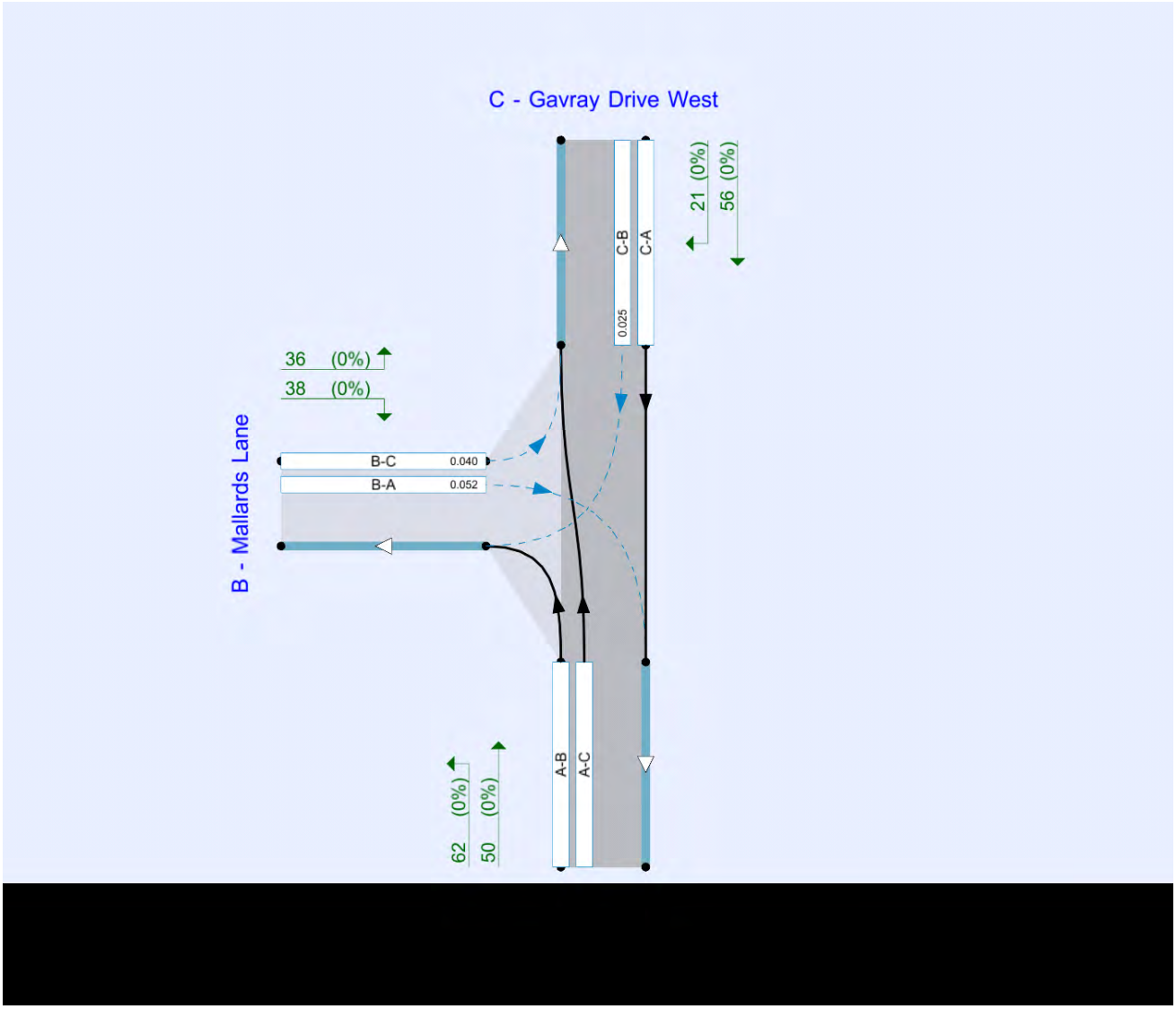
File summary

File Description

Title	Gavray Dr - Mallards Way
Location	
Site number	
Date	11/06/2021
Version	
Status	
Identifier	
Client	
Jobnumber	20095
Enumerator	OFiolna
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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026 Baseline	AM Peak	SATURN WITH DEV TURNING FLOWS 2026-300 DEV	ONE HOUR	07:45	09:15	15	✓
D2	2026 Baseline	PM Peak	SATURN WITH DEV TURNING FLOWS 2026-300 DEV	ONE HOUR	16:45	18:15	15	✓
D3	2026 with Development	AM Peak	SATURN WITH DEV TURNING FLOWS 2026-300 DEV+250 DEV	ONE HOUR	07:45	09:15	15	✓
D4	2026 with Development	PM Peak	SATURN WITH DEV TURNING FLOWS 2026-300 DEV+250DEV	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2026 Baseline, AM Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Gavray Dr/Mallards Way	T-Junction	Two-way		2.61	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Gavray Drive East		Major
B	Mallards Lane		Minor
C	Gavray Drive West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Gavray Drive West	9.10			130.0		-

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Mallards Lane	One lane plus flare	10.00	5.50	5.00	4.00	4.00		1.00	90	85

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	561	0.088	0.224	0.141	0.319
B-C	720	0.095	0.241	-	-
C-B	649	0.218	0.218	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026 Baseline	AM Peak	SATURN WITH DEV TURNING FLOWS 2026-300 DEV	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Gavray Drive East		ONE HOUR	✓	36	100.000
B - Mallards Lane		ONE HOUR	✓	43	100.000
C - Gavray Drive West		ONE HOUR	✓	84	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Gavray Drive East	B - Mallards Lane	C - Gavray Drive West
From	A - Gavray Drive East	0	23	13
	B - Mallards Lane	19	0	24
	C - Gavray Drive West	56	28	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Gavray Drive East	B - Mallards Lane	C - Gavray Drive West
From	A - Gavray Drive East	0	0	1
	B - Mallards Lane	0	0	0
	C - Gavray Drive West	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.04	5.29	0.0	A	22	33
B-A	0.04	6.97	0.0	A	17	26
C-A					51	77
C-B	0.05	5.90	0.1	A	26	39
A-B					21	32
A-C					12	18

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	5	711	0.025	18	0.0	0.0	5.196	A
B-A	14	4	545	0.026	14	0.0	0.0	6.780	A
C-A	42	11			42				
C-B	21	5	643	0.033	21	0.0	0.0	5.782	A
A-B	17	4			17				
A-C	10	2			10				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	5	709	0.030	22	0.0	0.0	5.236	A
B-A	17	4	542	0.032	17	0.0	0.0	6.860	A
C-A	50	13			50				
C-B	25	6	642	0.039	25	0.0	0.0	5.833	A
A-B	21	5			21				
A-C	12	3			12				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	7	707	0.037	26	0.0	0.0	5.292	A
B-A	21	5	537	0.039	21	0.0	0.0	6.969	A
C-A	62	15			62				
C-B	31	8	641	0.048	31	0.0	0.1	5.902	A
A-B	25	6			25				
A-C	14	4			14				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	7	706	0.037	26	0.0	0.0	5.293	A
B-A	21	5	537	0.039	21	0.0	0.0	6.969	A
C-A	62	15			62				
C-B	31	8	641	0.048	31	0.1	0.1	5.902	A
A-B	25	6			25				
A-C	14	4			14				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	5	709	0.030	22	0.0	0.0	5.237	A
B-A	17	4	542	0.032	17	0.0	0.0	6.863	A
C-A	50	13			50				
C-B	25	6	642	0.039	25	0.1	0.0	5.836	A
A-B	21	5			21				
A-C	12	3			12				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	5	711	0.025	18	0.0	0.0	5.200	A
B-A	14	4	545	0.026	14	0.0	0.0	6.783	A
C-A	42	11			42				
C-B	21	5	643	0.033	21	0.0	0.0	5.785	A
A-B	17	4			17				
A-C	10	2			10				

2026 Baseline, PM Peak

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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Gavray Dr/Mallards Way	T-Junction	Two-way		1.83	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2026 Baseline	PM Peak	SATURN WITH DEV TURNING FLOWS 2026-300 DEV	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Gavray Drive East		ONE HOUR	✓	94	100.000
B - Mallards Lane		ONE HOUR	✓	48	100.000
C - Gavray Drive West		ONE HOUR	✓	77	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Gavray Drive East	B - Mallards Lane	C - Gavray Drive West
From	A - Gavray Drive East	0	44	50
	B - Mallards Lane	12	0	36
	C - Gavray Drive West	56	21	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Gavray Drive East	B - Mallards Lane	C - Gavray Drive West
From	A - Gavray Drive East	0	0	0
	B - Mallards Lane	0	0	0
	C - Gavray Drive West	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	5.13	0.1	A	33	50
B-A	0.03	7.49	0.0	A	11	17
C-A					51	77
C-B	0.04	5.96	0.0	A	19	29
A-B					40	61
A-C					46	69

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	27	7	749	0.036	27	0.0	0.0	4.986	A
B-A	9	2	504	0.018	9	0.0	0.0	7.279	A
C-A	42	11			42				
C-B	16	4	634	0.025	16	0.0	0.0	5.824	A
A-B	33	8			33				
A-C	38	9			38				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	745	0.043	32	0.0	0.0	5.048	A
B-A	11	3	500	0.022	11	0.0	0.0	7.365	A
C-A	50	13			50				
C-B	19	5	631	0.030	19	0.0	0.0	5.881	A
A-B	40	10			40				
A-C	45	11			45				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	10	741	0.054	40	0.0	0.1	5.133	A
B-A	13	3	494	0.027	13	0.0	0.0	7.488	A
C-A	62	15			62				
C-B	23	6	627	0.037	23	0.0	0.0	5.963	A
A-B	48	12			48				
A-C	55	14			55				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	10	741	0.054	40	0.1	0.1	5.133	A
B-A	13	3	494	0.027	13	0.0	0.0	7.488	A
C-A	62	15			62				
C-B	23	6	627	0.037	23	0.0	0.0	5.963	A
A-B	48	12			48				
A-C	55	14			55				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	745	0.043	32	0.1	0.0	5.049	A
B-A	11	3	500	0.022	11	0.0	0.0	7.368	A
C-A	50	13			50				
C-B	19	5	631	0.030	19	0.0	0.0	5.884	A
A-B	40	10			40				
A-C	45	11			45				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	27	7	748	0.036	27	0.0	0.0	4.990	A
B-A	9	2	504	0.018	9	0.0	0.0	7.281	A
C-A	42	11			42				
C-B	16	4	634	0.025	16	0.0	0.0	5.824	A
A-B	33	8			33				
A-C	38	9			38				

2026 with Development, AM Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Gavray Dr/Mallards Way	T-Junction	Two-way		2.68	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026 with Development	AM Peak	SATURN WITH DEV TURNING FLOWS 2026-300 DEV+250 DEV	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Gavray Drive East		ONE HOUR	✓	61	100.000
B - Mallards Lane		ONE HOUR	✓	60	100.000
C - Gavray Drive West		ONE HOUR	✓	84	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Gavray Drive East	B - Mallards Lane	C - Gavray Drive West
From	A - Gavray Drive East	0	48	13
	B - Mallards Lane	36	0	24
	C - Gavray Drive West	56	28	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Gavray Drive East	B - Mallards Lane	C - Gavray Drive West
From	A - Gavray Drive East	0	0	1
	B - Mallards Lane	0	0	0
	C - Gavray Drive West	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.04	5.67	0.0	A	22	33
B-A	0.07	6.87	0.1	A	33	50
C-A					51	77
C-B	0.05	5.96	0.1	A	26	39
A-B					44	66
A-C					12	18

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	5	668	0.027	18	0.0	0.0	5.535	A
B-A	27	7	573	0.047	27	0.0	0.0	6.594	A
C-A	42	11			42				
C-B	21	5	639	0.033	21	0.0	0.0	5.820	A
A-B	36	9			36				
A-C	10	2			10				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	5	666	0.032	22	0.0	0.0	5.589	A
B-A	32	8	569	0.057	32	0.0	0.1	6.707	A
C-A	50	13			50				
C-B	25	6	637	0.040	25	0.0	0.0	5.880	A
A-B	43	11			43				
A-C	12	3			12				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	7	662	0.040	26	0.0	0.0	5.666	A
B-A	40	10	564	0.070	40	0.1	0.1	6.865	A
C-A	62	15			62				
C-B	31	8	635	0.049	31	0.0	0.1	5.961	A
A-B	53	13			53				
A-C	14	4			14				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	7	662	0.040	26	0.0	0.0	5.666	A
B-A	40	10	564	0.070	40	0.1	0.1	6.865	A
C-A	62	15			62				
C-B	31	8	635	0.049	31	0.1	0.1	5.961	A
A-B	53	13			53				
A-C	14	4			14				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	5	665	0.032	22	0.0	0.0	5.592	A
B-A	32	8	569	0.057	32	0.1	0.1	6.711	A
C-A	50	13			50				
C-B	25	6	637	0.040	25	0.1	0.0	5.881	A
A-B	43	11			43				
A-C	12	3			12				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	5	668	0.027	18	0.0	0.0	5.539	A
B-A	27	7	573	0.047	27	0.1	0.1	6.600	A
C-A	42	11			42				
C-B	21	5	639	0.033	21	0.0	0.0	5.823	A
A-B	36	9			36				
A-C	10	2			10				

2026 with Development, PM Peak

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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Gavray Dr/Mallards Way	T-Junction	Two-way		2.31	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2026 with Development	PM Peak	SATURN WITH DEV TURNING FLOWS 2026-300 DEV+250DEV	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Gavray Drive East		ONE HOUR	✓	112	100.000
B - Mallards Lane		ONE HOUR	✓	74	100.000
C - Gavray Drive West		ONE HOUR	✓	77	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Gavray Drive East	B - Mallards Lane	C - Gavray Drive West
From	A - Gavray Drive East	0	62	50
	B - Mallards Lane	38	0	36
	C - Gavray Drive West	56	21	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Gavray Drive East	B - Mallards Lane	C - Gavray Drive West
From	A - Gavray Drive East	0	0	0
	B - Mallards Lane	0	0	0
	C - Gavray Drive West	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.06	5.72	0.1	A	33	50
B-A	0.08	7.23	0.1	A	35	52
C-A					51	77
C-B	0.04	6.01	0.0	A	19	29
A-B					57	85
A-C					46	69

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	27	7	680	0.040	27	0.0	0.0	5.509	A
B-A	29	7	551	0.052	28	0.0	0.1	6.885	A
C-A	42	11			42				
C-B	16	4	631	0.025	16	0.0	0.0	5.852	A
A-B	47	12			47				
A-C	38	9			38				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	676	0.048	32	0.0	0.0	5.595	A
B-A	34	9	546	0.063	34	0.1	0.1	7.028	A
C-A	50	13			50				
C-B	19	5	627	0.030	19	0.0	0.0	5.915	A
A-B	56	14			56				
A-C	45	11			45				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	10	669	0.059	40	0.0	0.1	5.715	A
B-A	42	10	540	0.078	42	0.1	0.1	7.229	A
C-A	62	15			62				
C-B	23	6	622	0.037	23	0.0	0.0	6.006	A
A-B	68	17			68				
A-C	55	14			55				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	10	669	0.059	40	0.1	0.1	5.715	A
B-A	42	10	540	0.078	42	0.1	0.1	7.228	A
C-A	62	15			62				
C-B	23	6	622	0.037	23	0.0	0.0	6.006	A
A-B	68	17			68				
A-C	55	14			55				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	676	0.048	32	0.1	0.1	5.596	A
B-A	34	9	546	0.063	34	0.1	0.1	7.029	A
C-A	50	13			50				
C-B	19	5	627	0.030	19	0.0	0.0	5.918	A
A-B	56	14			56				
A-C	45	11			45				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	27	7	680	0.040	27	0.1	0.0	5.513	A
B-A	29	7	551	0.052	29	0.1	0.1	6.893	A
C-A	42	11			42				
C-B	16	4	631	0.025	16	0.0	0.0	5.854	A
A-B	47	12			47				
A-C	38	9			38				

Junctions 9

ARCADY 9 - Roundabout Module

Filename: J2 Wretchwick Way - Gavray Dr - Charbridge Ln.j9
Path: M:\Projects\2020\20095-00 - Gavray Driver, Bicester\07. Technical\07.02 Modelling\ARCADY
Report generation date: 11/06/2021 11:18:37

»(Default Analysis Set) - 2026 Baseline, AM Peak
»(Default Analysis Set) - 2026 Baseline, PM Peak
»(Default Analysis Set) - 2026 with Development, AM Peak
»(Default Analysis Set) - 2026 with Development, PM Peak

Summary of junction performance

	AM Peak					PM Peak				
	Set ID	Queue (PCU)	Delay (min)	RFC	LOS	Set ID	Queue (PCU)	Delay (min)	RFC	LOS
A1 - 2026 Baseline										
A - Wretchwick Way	D1	0.7	0.06	0.42	A	D2	0.7	0.06	0.40	A
B - Gavray Drive		0.1	0.08	0.05	A		0.0	0.09	0.05	A
C - Charbridge Lane		1.2	0.07	0.55	A		1.2	0.07	0.54	A
D - Wretchwick Avenue		0.6	0.08	0.37	A		1.5	0.13	0.60	A
A1 - 2026 with Development										
A - Wretchwick Way	D3	0.8	0.06	0.43	A	D4	0.7	0.07	0.43	A
B - Gavray Drive		0.2	0.09	0.14	A		0.2	0.10	0.14	A
C - Charbridge Lane		1.3	0.07	0.57	A		1.3	0.07	0.57	A
D - Wretchwick Avenue		0.6	0.08	0.38	A		1.7	0.14	0.63	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

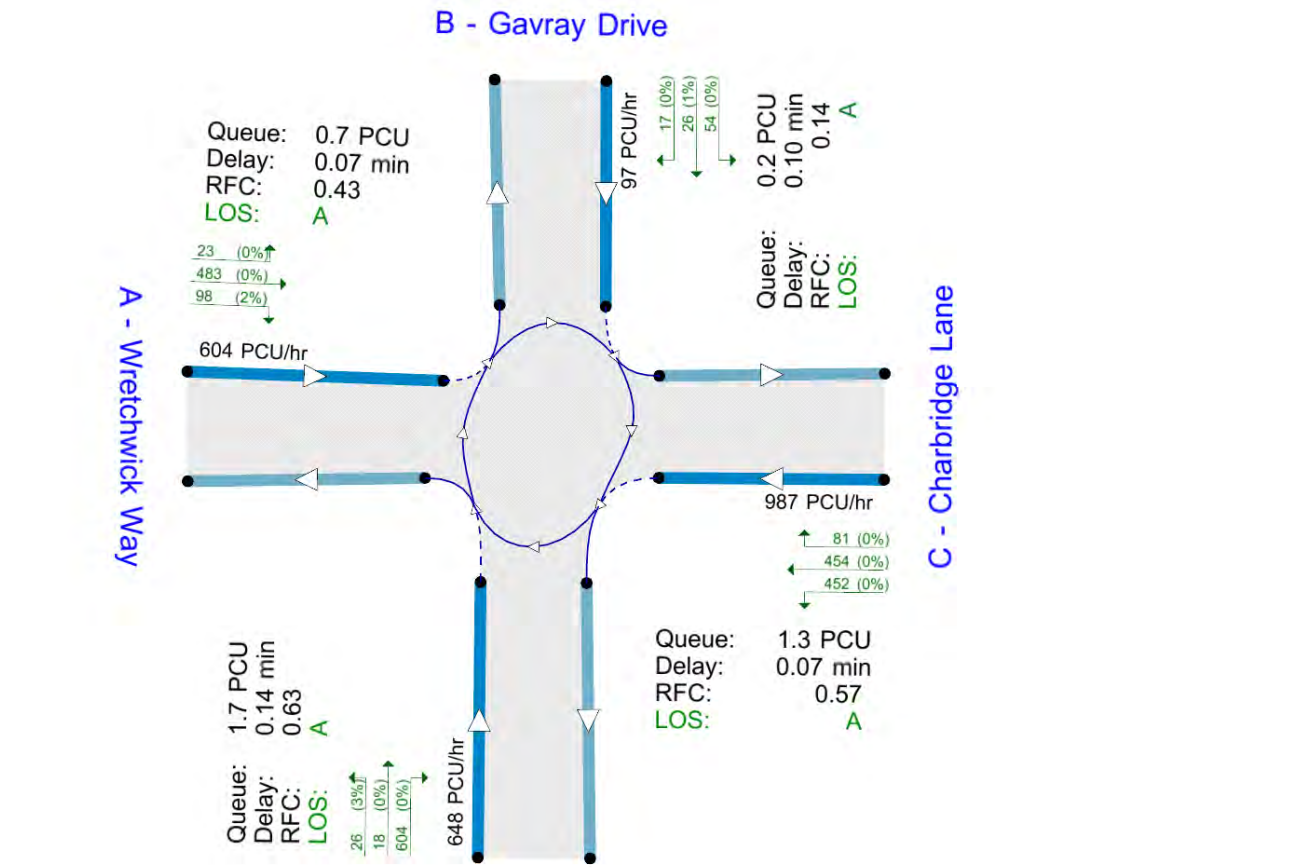
File summary

File Description

Title	Wretchwick - Gavray Drive - Charbridge
Location	Bicester
Site number	
Date	11/06/2021
Version	
Status	
Identifier	
Client	
Jobnumber	20095
Enumerator	OFiolna
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	min	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (min)	Queue threshold (PCU)
5.75				0.85	0.60	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026 Baseline	AM Peak	SATURN WITH DEV TURNING FLOWS 2026-300 DEV	ONE HOUR	07:45	09:15	15	✓
D2	2026 Baseline	PM Peak	SATURN WITH DEV TURNING FLOWS 2026-300 DEV	ONE HOUR	16:45	18:15	15	✓
D3	2026 with Development	AM Peak	SATURN WITH DEV TURNING FLOWS 2026-300 DEV+250 DEV	ONE HOUR	07:45	09:15	15	✓
D4	2026 with Development	PM Peak	SATURN WITH DEV TURNING FLOWS 2026-300 DEV+250 DEV	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	(Default Analysis Set)	✓	100.000	100.000

(Default Analysis Set) - 2026 Baseline, AM Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
2	Wretchwick Way / Gavray Dr	Standard Roundabout		A, B, C, D	0.07	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	Wretchwick Way	
B	Gavray Drive	
C	Charbridge Lane	
D	Wretchwick Avenue	

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
A - Wretchwick Way	6.00	8.00	15.0	20.0	45.0	49.0	
B - Gavray Drive	3.50	7.00	10.0	20.0	45.0	44.0	
C - Charbridge Lane	5.75	7.00	10.0	35.0	45.0	34.0	
D - Wretchwick Avenue	3.50	7.00	10.0	20.0	45.0	44.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - Wretchwick Way	0.685	2095
B - Gavray Drive	0.571	1485
C - Charbridge Lane	0.694	2027
D - Wretchwick Avenue	0.571	1485

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026 Baseline	AM Peak	SATURN WITH DEV TURNING FLOWS 2026-300 DEV	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Wretchwick Way		ONE HOUR	✓	684	100.000
B - Gavray Drive		ONE HOUR	✓	36	100.000
C - Charbridge Lane		ONE HOUR	✓	977	100.000
D - Wretchwick Avenue		ONE HOUR	✓	420	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Wretchwick Way	B - Gavray Drive	C - Charbridge Lane	D - Wretchwick Avenue
From	A - Wretchwick Way	0	0	601	83
	B - Gavray Drive	0	0	36	0
	C - Charbridge Lane	358	12	0	607
	D - Wretchwick Avenue	40	7	373	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Wretchwick Way	B - Gavray Drive	C - Charbridge Lane	D - Wretchwick Avenue
From	A - Wretchwick Way	0	1	1	6
	B - Gavray Drive	0	0	1	0
	C - Charbridge Lane	0	0	0	0
	D - Wretchwick Avenue	4	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Wretchwick Way	0.42	0.06	0.7	A	628	941
B - Gavray Drive	0.05	0.08	0.1	A	33	50
C - Charbridge Lane	0.55	0.07	1.2	A	897	1345
D - Wretchwick Avenue	0.37	0.08	0.6	A	385	578

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - Wretchwick Way	515	129	294	1894	0.272	513	299	0.0	0.4	0.044	A
B - Gavray Drive	27	7	793	1032	0.026	27	14	0.0	0.0	0.060	A
C - Charbridge Lane	736	184	62	1984	0.371	733	758	0.0	0.6	0.048	A
D - Wretchwick Avenue	316	79	278	1326	0.238	315	518	0.0	0.3	0.059	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - Wretchwick Way	615	154	352	1854	0.332	614	357	0.4	0.5	0.049	A
B - Gavray Drive	32	8	949	942	0.034	32	17	0.0	0.0	0.067	A
C - Charbridge Lane	878	220	75	1975	0.445	877	907	0.6	0.8	0.055	A
D - Wretchwick Avenue	377	94	332	1295	0.291	377	620	0.3	0.4	0.066	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - Wretchwick Way	753	188	431	1800	0.418	752	438	0.5	0.7	0.058	A
B - Gavray Drive	40	10	1162	821	0.048	40	21	0.0	0.1	0.078	A
C - Charbridge Lane	1076	269	91	1964	0.548	1074	1111	0.8	1.2	0.067	A
D - Wretchwick Avenue	462	116	407	1252	0.369	461	759	0.4	0.6	0.076	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - Wretchwick Way	753	188	431	1799	0.419	753	438	0.7	0.7	0.058	A
B - Gavray Drive	40	10	1164	820	0.048	40	21	0.1	0.1	0.078	A
C - Charbridge Lane	1076	269	91	1964	0.548	1076	1112	1.2	1.2	0.068	A
D - Wretchwick Avenue	462	116	407	1252	0.369	462	760	0.6	0.6	0.076	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - Wretchwick Way	615	154	353	1853	0.332	616	358	0.7	0.5	0.049	A
B - Gavray Drive	32	8	952	941	0.034	32	17	0.1	0.0	0.067	A
C - Charbridge Lane	878	220	75	1975	0.445	880	909	1.2	0.8	0.055	A
D - Wretchwick Avenue	377	94	333	1294	0.292	378	621	0.6	0.4	0.066	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - Wretchwick Way	515	129	295	1892	0.272	515	300	0.5	0.4	0.044	A
B - Gavray Drive	27	7	797	1030	0.026	27	14	0.0	0.0	0.060	A
C - Charbridge Lane	736	184	63	1984	0.371	736	761	0.8	0.6	0.048	A
D - Wretchwick Avenue	316	79	279	1326	0.238	316	520	0.4	0.3	0.060	A

(Default Analysis Set) - 2026 Baseline, PM Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
2	Wretchwick Way / Gavray Dr	Standard Roundabout		A, B, C, D	0.08	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2026 Baseline	PM Peak	SATURN WITH DEV TURNING FLOWS 2026-300 DEV	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Wretchwick Way		ONE HOUR	✓	584	100.000
B - Gavray Drive		ONE HOUR	✓	31	100.000
C - Charbridge Lane		ONE HOUR	✓	948	100.000
D - Wretchwick Avenue		ONE HOUR	✓	634	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Wretchwick Way	B - Gavray Drive	C - Charbridge Lane	D - Wretchwick Avenue
From	A - Wretchwick Way	0	3	483	98
	B - Gavray Drive	0	0	16	15
	C - Charbridge Lane	454	42	0	452
	D - Wretchwick Avenue	26	4	604	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Wretchwick Way	B - Gavray Drive	C - Charbridge Lane	D - Wretchwick Avenue
From	A - Wretchwick Way	0	0	0	2
	B - Gavray Drive	0	0	0	1
	C - Charbridge Lane	0	0	0	0
	D - Wretchwick Avenue	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Wretchwick Way	0.40	0.06	0.7	A	536	804
B - Gavray Drive	0.05	0.09	0.0	A	28	43
C - Charbridge Lane	0.54	0.07	1.2	A	870	1305
D - Wretchwick Avenue	0.60	0.13	1.5	A	582	873

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - Wretchwick Way	440	110	487	1761	0.250	438	360	0.0	0.3	0.045	A
B - Gavray Drive	23	6	889	977	0.024	23	37	0.0	0.0	0.063	A
C - Charbridge Lane	714	178	85	1968	0.363	711	827	0.0	0.6	0.048	A
D - Wretchwick Avenue	477	119	372	1272	0.375	475	424	0.0	0.6	0.075	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - Wretchwick Way	525	131	583	1695	0.310	525	431	0.3	0.4	0.051	A
B - Gavray Drive	28	7	1064	877	0.032	28	44	0.0	0.0	0.071	A
C - Charbridge Lane	852	213	101	1957	0.436	851	990	0.6	0.8	0.054	A
D - Wretchwick Avenue	570	142	445	1230	0.463	569	507	0.6	0.9	0.091	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - Wretchwick Way	643	161	713	1606	0.400	642	528	0.4	0.7	0.062	A
B - Gavray Drive	34	9	1302	741	0.046	34	54	0.0	0.0	0.085	A
C - Charbridge Lane	1044	261	124	1941	0.538	1042	1211	0.8	1.2	0.067	A
D - Wretchwick Avenue	698	175	545	1173	0.595	696	621	0.9	1.4	0.125	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - Wretchwick Way	643	161	716	1604	0.401	643	528	0.7	0.7	0.063	A
B - Gavray Drive	34	9	1305	739	0.046	34	54	0.0	0.0	0.085	A
C - Charbridge Lane	1044	261	124	1941	0.538	1044	1214	1.2	1.2	0.067	A
D - Wretchwick Avenue	698	175	546	1173	0.595	698	622	1.4	1.5	0.126	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - Wretchwick Way	525	131	587	1693	0.310	526	432	0.7	0.5	0.052	A
B - Gavray Drive	28	7	1068	874	0.032	28	44	0.0	0.0	0.071	A
C - Charbridge Lane	852	213	102	1956	0.436	854	995	1.2	0.8	0.055	A
D - Wretchwick Avenue	570	142	447	1230	0.464	572	509	1.5	0.9	0.092	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - Wretchwick Way	440	110	490	1759	0.250	440	362	0.5	0.3	0.046	A
B - Gavray Drive	23	6	894	974	0.024	23	37	0.0	0.0	0.063	A
C - Charbridge Lane	714	178	85	1968	0.363	715	832	0.8	0.6	0.048	A
D - Wretchwick Avenue	477	119	374	1271	0.375	478	426	0.9	0.6	0.076	A

(Default Analysis Set) - 2026 with Development, AM Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
2	Wretchwick Way / Gavray Dr	Standard Roundabout		A, B, C, D	0.07	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026 with Development	AM Peak	SATURN WITH DEV TURNING FLOWS 2026-300 DEV+250 DEV	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Wretchwick Way		ONE HOUR	✓	688	100.000
B - Gavray Drive		ONE HOUR	✓	103	100.000
C - Charbridge Lane		ONE HOUR	✓	1012	100.000
D - Wretchwick Avenue		ONE HOUR	✓	420	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Wretchwick Way	B - Gavray Drive	C - Charbridge Lane	D - Wretchwick Avenue
From	A - Wretchwick Way	0	4	601	83
	B - Gavray Drive	18	0	71	14
	C - Charbridge Lane	358	47	0	607
	D - Wretchwick Avenue	40	7	373	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Wretchwick Way	B - Gavray Drive	C - Charbridge Lane	D - Wretchwick Avenue
From	A - Wretchwick Way	0	1	1	6
	B - Gavray Drive	0	0	1	0
	C - Charbridge Lane	0	0	0	0
	D - Wretchwick Avenue	4	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Wretchwick Way	0.43	0.06	0.8	A	631	947
B - Gavray Drive	0.14	0.09	0.2	A	94	142
C - Charbridge Lane	0.57	0.07	1.3	A	929	1393
D - Wretchwick Avenue	0.38	0.08	0.6	A	385	578

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - Wretchwick Way	518	129	320	1875	0.276	516	312	0.0	0.4	0.045	A
B - Gavray Drive	77	19	793	1032	0.075	77	44	0.0	0.1	0.063	A
C - Charbridge Lane	762	190	86	1967	0.387	759	784	0.0	0.6	0.050	A
D - Wretchwick Avenue	316	79	317	1304	0.243	315	528	0.0	0.3	0.061	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - Wretchwick Way	618	155	383	1832	0.338	618	373	0.4	0.5	0.050	A
B - Gavray Drive	92	23	949	942	0.098	92	52	0.1	0.1	0.071	A
C - Charbridge Lane	910	227	103	1955	0.465	909	939	0.6	0.9	0.057	A
D - Wretchwick Avenue	378	94	380	1268	0.298	377	632	0.3	0.4	0.068	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - Wretchwick Way	758	189	469	1773	0.427	757	457	0.5	0.8	0.060	A
B - Gavray Drive	113	28	1162	821	0.138	113	64	0.1	0.2	0.085	A
C - Charbridge Lane	1114	279	126	1939	0.575	1112	1149	0.9	1.3	0.072	A
D - Wretchwick Avenue	462	116	465	1219	0.379	462	774	0.4	0.6	0.079	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - Wretchwick Way	758	189	470	1773	0.427	757	458	0.8	0.8	0.060	A
B - Gavray Drive	113	28	1164	820	0.138	113	64	0.2	0.2	0.085	A
C - Charbridge Lane	1114	279	126	1939	0.575	1114	1151	1.3	1.3	0.073	A
D - Wretchwick Avenue	462	116	466	1219	0.379	462	775	0.6	0.6	0.080	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - Wretchwick Way	618	155	385	1831	0.338	619	375	0.8	0.5	0.050	A
B - Gavray Drive	92	23	952	941	0.098	93	52	0.2	0.1	0.071	A
C - Charbridge Lane	910	227	103	1955	0.465	912	941	1.3	0.9	0.058	A
D - Wretchwick Avenue	378	94	381	1267	0.298	378	634	0.6	0.4	0.068	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - Wretchwick Way	518	129	322	1874	0.276	518	313	0.5	0.4	0.045	A
B - Gavray Drive	77	19	797	1030	0.075	78	44	0.1	0.1	0.063	A
C - Charbridge Lane	762	190	87	1967	0.387	763	788	0.9	0.6	0.050	A
D - Wretchwick Avenue	316	79	319	1303	0.243	317	531	0.4	0.3	0.061	A

(Default Analysis Set) - 2026 with Development, PM Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
2	Wretchwick Way / Gavray Dr	Standard Roundabout		A, B, C, D	0.09	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2026 with Development	PM Peak	SATURN WITH DEV TURNING FLOWS 2026-300 DEV+250 DEV	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Wretchwick Way		ONE HOUR	✓	604	100.000
B - Gavray Drive		ONE HOUR	✓	97	100.000
C - Charbridge Lane		ONE HOUR	✓	987	100.000
D - Wretchwick Avenue		ONE HOUR	✓	648	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Wretchwick Way	B - Gavray Drive	C - Charbridge Lane	D - Wretchwick Avenue
From	A - Wretchwick Way	0	23	483	98
	B - Gavray Drive	17	0	54	26
	C - Charbridge Lane	454	81	0	452
	D - Wretchwick Avenue	26	18	604	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Wretchwick Way	B - Gavray Drive	C - Charbridge Lane	D - Wretchwick Avenue
From	A - Wretchwick Way	0	0	0	2
	B - Gavray Drive	0	0	0	1
	C - Charbridge Lane	0	0	0	0
	D - Wretchwick Avenue	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Wretchwick Way	0.43	0.07	0.7	A	554	831
B - Gavray Drive	0.14	0.10	0.2	A	89	134
C - Charbridge Lane	0.57	0.07	1.3	A	906	1359
D - Wretchwick Avenue	0.63	0.14	1.7	A	595	892

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - Wretchwick Way	455	114	527	1734	0.262	453	373	0.0	0.4	0.047	A
B - Gavray Drive	73	18	888	977	0.075	73	92	0.0	0.1	0.066	A
C - Charbridge Lane	743	186	106	1954	0.380	741	855	0.0	0.6	0.049	A
D - Wretchwick Avenue	488	122	414	1248	0.391	485	432	0.0	0.6	0.078	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - Wretchwick Way	543	136	631	1663	0.327	542	446	0.4	0.5	0.054	A
B - Gavray Drive	87	22	1064	877	0.099	87	110	0.1	0.1	0.076	A
C - Charbridge Lane	887	222	127	1939	0.458	886	1024	0.6	0.8	0.057	A
D - Wretchwick Avenue	583	146	496	1202	0.485	581	517	0.6	0.9	0.097	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - Wretchwick Way	665	166	771	1566	0.425	664	546	0.5	0.7	0.067	A
B - Gavray Drive	107	27	1301	741	0.144	107	134	0.1	0.2	0.095	A
C - Charbridge Lane	1087	272	155	1920	0.566	1085	1253	0.8	1.3	0.072	A
D - Wretchwick Avenue	713	178	607	1138	0.627	711	633	0.9	1.6	0.140	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - Wretchwick Way	665	166	774	1564	0.425	665	547	0.7	0.7	0.067	A
B - Gavray Drive	107	27	1305	739	0.144	107	134	0.2	0.2	0.095	A
C - Charbridge Lane	1087	272	155	1919	0.566	1087	1256	1.3	1.3	0.072	A
D - Wretchwick Avenue	713	178	608	1138	0.627	713	634	1.6	1.7	0.142	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - Wretchwick Way	543	136	635	1660	0.327	544	448	0.7	0.5	0.054	A
B - Gavray Drive	87	22	1069	874	0.100	87	110	0.2	0.1	0.076	A
C - Charbridge Lane	887	222	127	1939	0.458	889	1029	1.3	0.8	0.057	A
D - Wretchwick Avenue	583	146	497	1201	0.485	585	519	1.7	1.0	0.098	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
A - Wretchwick Way	455	114	531	1731	0.263	455	375	0.5	0.4	0.047	A
B - Gavray Drive	73	18	894	974	0.075	73	92	0.1	0.1	0.067	A
C - Charbridge Lane	743	186	106	1953	0.380	744	861	0.8	0.6	0.050	A
D - Wretchwick Avenue	488	122	416	1247	0.391	489	434	1.0	0.6	0.079	A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

Filename: J3 Wretchwick Way - Peregrine Way.j9
Path: M:\Projects\2020\20095-00 - Gavray Driver, Bicester\07. Technical\07.02 Modelling\PICADY
Report generation date: 11/06/2021 11:24:22

Summary of junction performance

	AM Peak					PM Peak				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2026 Baseline									
Stream B-C	D1	0.3	7.04	0.21	A	D2	0.1	6.46	0.12	A
Stream B-A		0.1	11.55	0.13	B		0.1	11.47	0.11	B
Stream C-B		0.3	7.82	0.20	A		0.4	8.85	0.29	A
	2026 with Development									
Stream B-C	D3	0.3	7.11	0.21	A	D4	0.1	6.51	0.12	A
Stream B-A		0.2	11.80	0.13	B		0.1	11.68	0.11	B
Stream C-B		0.3	7.96	0.21	A		0.4	8.93	0.29	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

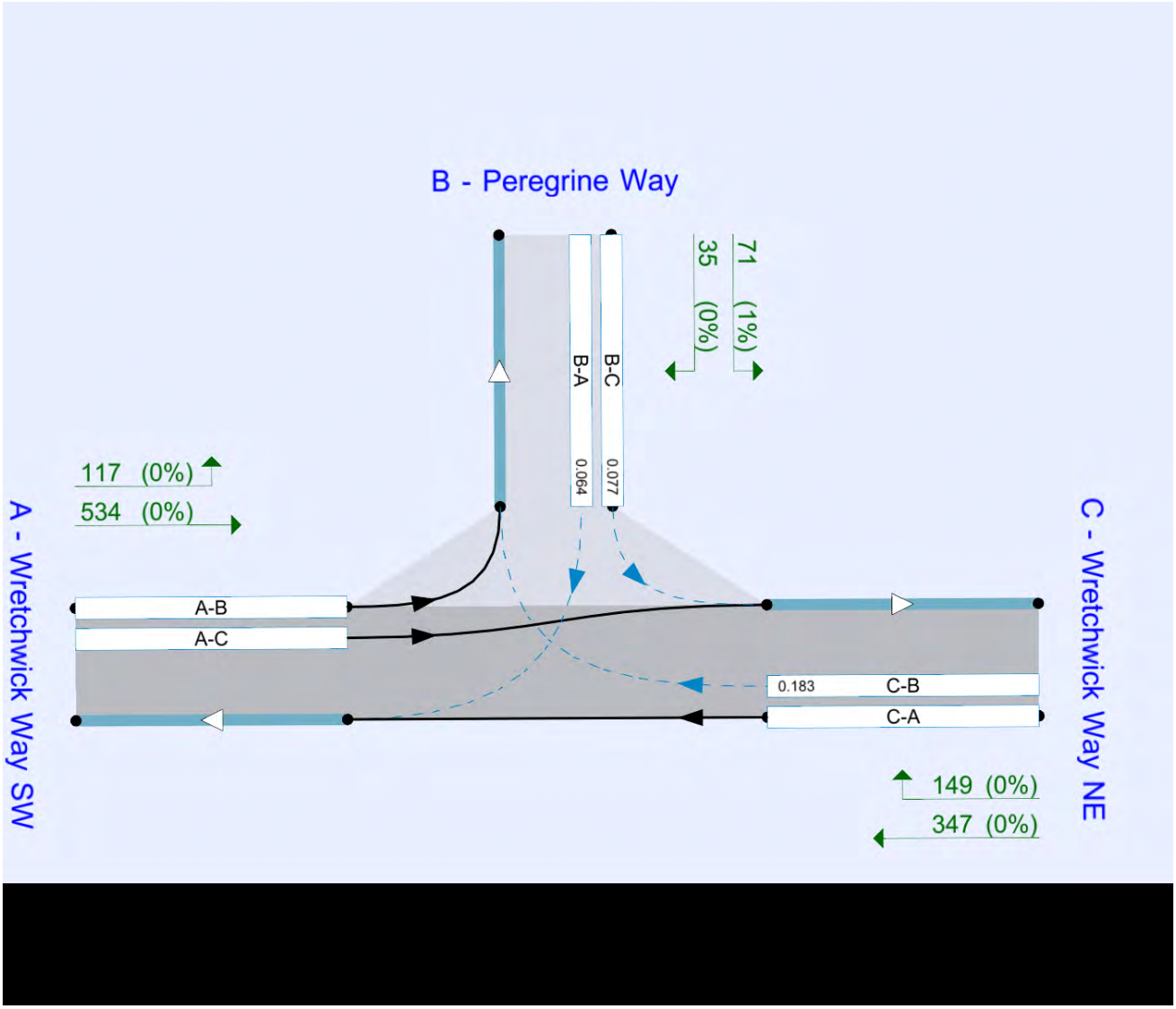
File summary

File Description

Title	Wretchwick Way - Peregrine Way
Location	
Site number	
Date	11/06/2021
Version	
Status	
Identifier	
Client	
Jobnumber	20095
Enumerator	OFiolna
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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026 Baseline	AM Peak	SATURN WITH DEV TURNING FLOWS 2026-300 DEV	ONE HOUR	07:45	09:15	15	✓
D2	2026 Baseline	PM Peak	SATURN WITH DEV TURNING FLOWS 2026-300 DEV	ONE HOUR	16:45	18:15	15	✓
D3	2026 with Development	AM Peak	SATURN WITH DEV TURNING FLOWS 2026-300 DEV+250 DEV	ONE HOUR	07:45	09:15	15	✓
D4	2026 with Development	PM Peak	SATURN WITH DEV TURNING FLOWS 2026-300 DEV+250 DEV	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2026 Baseline, AM Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
3	Wretchwick Way/ Peregrine Way	T-Junction	Two-way		1.90	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Wretchwick Way SW		Major
B	Peregrine Way		Minor
C	Wretchwick Way NE		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Wretchwick Way NE	12.00		✓	3.20	120.0		-

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Peregrine Way	One lane plus flare	10.00	9.00	6.50	6.00	6.00		1.00	65	120

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	544	0.073	0.185	0.116	0.264
B-C	823	0.093	0.236	-	-
C-B	713	0.204	0.204	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026 Baseline	AM Peak	SATURN WITH DEV TURNING FLOWS 2026-300 DEV	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Wretchwick Way SW		ONE HOUR	✓	585	100.000
B - Peregrine Way		ONE HOUR	✓	166	100.000
C - Wretchwick Way NE		ONE HOUR	✓	398	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Wretchwick Way SW	B - Peregrine Way	C - Wretchwick Way NE
From	A - Wretchwick Way SW	0	38	547
	B - Peregrine Way	42	0	124
	C - Wretchwick Way NE	292	106	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Wretchwick Way SW	B - Peregrine Way	C - Wretchwick Way NE
From	A - Wretchwick Way SW	0	0	0
	B - Peregrine Way	0	0	1
	C - Wretchwick Way NE	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.21	7.04	0.3	A	114	171
B-A	0.13	11.55	0.1	B	39	58
C-A					268	402
C-B	0.20	7.82	0.3	A	97	146
A-B					35	52
A-C					502	753

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	93	23	709	0.132	93	0.0	0.2	5.892	A
B-A	32	8	418	0.076	31	0.0	0.1	9.301	A
C-A	220	55			220				
C-B	80	20	624	0.128	79	0.0	0.1	6.673	A
A-B	29	7			29				
A-C	412	103			412				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	111	28	686	0.163	111	0.2	0.2	6.327	A
B-A	38	9	393	0.096	38	0.1	0.1	10.130	B
C-A	263	66			263				
C-B	95	24	606	0.157	95	0.1	0.2	7.115	A
A-B	34	9			34				
A-C	492	123			492				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	137	34	653	0.209	136	0.2	0.3	7.034	A
B-A	46	12	358	0.129	46	0.1	0.1	11.542	B
C-A	321	80			321				
C-B	117	29	582	0.201	116	0.2	0.3	7.808	A
A-B	42	10			42				
A-C	602	151			602				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	137	34	653	0.209	137	0.3	0.3	7.041	A
B-A	46	12	358	0.129	46	0.1	0.1	11.555	B
C-A	321	80			321				
C-B	117	29	582	0.201	117	0.3	0.3	7.815	A
A-B	42	10			42				
A-C	602	151			602				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	111	28	686	0.163	112	0.3	0.2	6.341	A
B-A	38	9	393	0.096	38	0.1	0.1	10.145	B
C-A	263	66			263				
C-B	95	24	606	0.157	96	0.3	0.2	7.124	A
A-B	34	9			34				
A-C	492	123			492				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	93	23	709	0.132	94	0.2	0.2	5.913	A
B-A	32	8	418	0.076	32	0.1	0.1	9.322	A
C-A	220	55			220				
C-B	80	20	624	0.128	80	0.2	0.1	6.690	A
A-B	29	7			29				
A-C	412	103			412				

2026 Baseline, PM Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
3	Wretchwick Way/ Peregrine Way	T-Junction	Two-way		1.78	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2026 Baseline	PM Peak	SATURN WITH DEV TURNING FLOWS 2026-300 DEV	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Wretchwick Way SW		ONE HOUR	✓	634	100.000
B - Peregrine Way		ONE HOUR	✓	106	100.000
C - Wretchwick Way NE		ONE HOUR	✓	481	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Wretchwick Way SW	B - Peregrine Way	C - Wretchwick Way NE
From	A - Wretchwick Way SW	0	117	517
	B - Peregrine Way	35	0	71
	C - Wretchwick Way NE	332	149	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Wretchwick Way SW	B - Peregrine Way	C - Wretchwick Way NE
From	A - Wretchwick Way SW	0	0	0
	B - Peregrine Way	0	0	1
	C - Wretchwick Way NE	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.12	6.46	0.1	A	65	98
B-A	0.11	11.47	0.1	B	32	48
C-A					305	457
C-B	0.29	8.85	0.4	A	137	205
A-B					107	161
A-C					474	712

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	694	0.077	53	0.0	0.1	5.669	A
B-A	26	7	418	0.063	26	0.0	0.1	9.170	A
C-A	250	62			250				
C-B	112	28	616	0.182	111	0.0	0.2	7.122	A
A-B	88	22			88				
A-C	389	97			389				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	64	16	672	0.095	64	0.1	0.1	5.977	A
B-A	31	8	391	0.081	31	0.1	0.1	10.016	B
C-A	298	75			298				
C-B	134	33	597	0.224	134	0.2	0.3	7.766	A
A-B	105	26			105				
A-C	465	116			465				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	78	20	641	0.122	78	0.1	0.1	6.456	A
B-A	39	10	352	0.109	38	0.1	0.1	11.460	B
C-A	366	91			366				
C-B	164	41	571	0.287	164	0.3	0.4	8.829	A
A-B	129	32			129				
A-C	569	142			569				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	78	20	641	0.122	78	0.1	0.1	6.461	A
B-A	39	10	352	0.109	39	0.1	0.1	11.472	B
C-A	366	91			366				
C-B	164	41	571	0.287	164	0.4	0.4	8.848	A
A-B	129	32			129				
A-C	569	142			569				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	64	16	672	0.095	64	0.1	0.1	5.985	A
B-A	31	8	391	0.081	32	0.1	0.1	10.030	B
C-A	298	75			298				
C-B	134	33	597	0.224	134	0.4	0.3	7.789	A
A-B	105	26			105				
A-C	465	116			465				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	694	0.077	54	0.1	0.1	5.681	A
B-A	26	7	418	0.063	26	0.1	0.1	9.190	A
C-A	250	62			250				
C-B	112	28	616	0.182	112	0.3	0.2	7.155	A
A-B	88	22			88				
A-C	389	97			389				

2026 with Development, AM Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
3	Wretchwick Way/ Peregrine Way	T-Junction	Two-way		1.90	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026 with Development	AM Peak	SATURN WITH DEV TURNING FLOWS 2026-300 DEV+250 DEV	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Wretchwick Way SW		ONE HOUR	✓	602	100.000
B - Peregrine Way		ONE HOUR	✓	166	100.000
C - Wretchwick Way NE		ONE HOUR	✓	416	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Wretchwick Way SW	B - Peregrine Way	C - Wretchwick Way NE
From	A - Wretchwick Way SW	0	38	564
	B - Peregrine Way	42	0	124
	C - Wretchwick Way NE	306	110	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Wretchwick Way SW	B - Peregrine Way	C - Wretchwick Way NE
From	A - Wretchwick Way SW	0	0	0
	B - Peregrine Way	0	0	1
	C - Wretchwick Way NE	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.21	7.11	0.3	A	114	171
B-A	0.13	11.80	0.2	B	39	58
C-A					281	421
C-B	0.21	7.96	0.3	A	101	151
A-B					35	52
A-C					518	776

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	93	23	706	0.132	93	0.0	0.2	5.922	A
B-A	32	8	414	0.076	31	0.0	0.1	9.408	A
C-A	230	58			230				
C-B	83	21	621	0.133	82	0.0	0.2	6.742	A
A-B	29	7			29				
A-C	425	106			425				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	111	28	682	0.163	111	0.2	0.2	6.369	A
B-A	38	9	388	0.097	38	0.1	0.1	10.282	B
C-A	275	69			275				
C-B	99	25	603	0.164	99	0.2	0.2	7.209	A
A-B	34	9			34				
A-C	507	127			507				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	137	34	648	0.211	136	0.2	0.3	7.099	A
B-A	46	12	351	0.132	46	0.1	0.1	11.785	B
C-A	337	84			337				
C-B	121	30	578	0.209	121	0.2	0.3	7.946	A
A-B	42	10			42				
A-C	621	155			621				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	137	34	648	0.211	137	0.3	0.3	7.107	A
B-A	46	12	351	0.132	46	0.1	0.2	11.799	B
C-A	337	84			337				
C-B	121	30	578	0.209	121	0.3	0.3	7.955	A
A-B	42	10			42				
A-C	621	155			621				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	111	28	682	0.164	112	0.3	0.2	6.380	A
B-A	38	9	388	0.097	38	0.2	0.1	10.297	B
C-A	275	69			275				
C-B	99	25	603	0.164	99	0.3	0.2	7.222	A
A-B	34	9			34				
A-C	507	127			507				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	93	23	706	0.132	94	0.2	0.2	5.943	A
B-A	32	8	414	0.076	32	0.1	0.1	9.430	A
C-A	230	58			230				
C-B	83	21	621	0.133	83	0.2	0.2	6.763	A
A-B	29	7			29				
A-C	425	106			425				

2026 with Development, PM Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
3	Wretchwick Way/ Peregrine Way	T-Junction	Two-way		1.76	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2026 with Development	PM Peak	SATURN WITH DEV TURNING FLOWS 2026-300 DEV+250 DEV	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Wretchwick Way SW		ONE HOUR	✓	651	100.000
B - Peregrine Way		ONE HOUR	✓	106	100.000
C - Wretchwick Way NE		ONE HOUR	✓	496	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Wretchwick Way SW	B - Peregrine Way	C - Wretchwick Way NE
From	A - Wretchwick Way SW	0	117	534
	B - Peregrine Way	35	0	71
	C - Wretchwick Way NE	347	149	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Wretchwick Way SW	B - Peregrine Way	C - Wretchwick Way NE
From	A - Wretchwick Way SW	0	0	0
	B - Peregrine Way	0	0	1
	C - Wretchwick Way NE	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.12	6.51	0.1	A	65	98
B-A	0.11	11.68	0.1	B	32	48
C-A					318	478
C-B	0.29	8.93	0.4	A	137	205
A-B					107	161
A-C					490	735

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	691	0.077	53	0.0	0.1	5.696	A
B-A	26	7	415	0.064	26	0.0	0.1	9.260	A
C-A	261	65			261				
C-B	112	28	613	0.183	111	0.0	0.2	7.159	A
A-B	88	22			88				
A-C	402	101			402				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	64	16	668	0.095	64	0.1	0.1	6.013	A
B-A	31	8	386	0.081	31	0.1	0.1	10.144	B
C-A	312	78			312				
C-B	134	33	594	0.226	134	0.2	0.3	7.816	A
A-B	105	26			105				
A-C	480	120			480				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	78	20	637	0.123	78	0.1	0.1	6.508	A
B-A	39	10	347	0.111	38	0.1	0.1	11.666	B
C-A	382	96			382				
C-B	164	41	567	0.289	164	0.3	0.4	8.913	A
A-B	129	32			129				
A-C	588	147			588				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	78	20	636	0.123	78	0.1	0.1	6.513	A
B-A	39	10	347	0.111	39	0.1	0.1	11.678	B
C-A	382	96			382				
C-B	164	41	567	0.289	164	0.4	0.4	8.932	A
A-B	129	32			129				
A-C	588	147			588				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	64	16	668	0.096	64	0.1	0.1	6.018	A
B-A	31	8	386	0.081	32	0.1	0.1	10.158	B
C-A	312	78			312				
C-B	134	33	594	0.226	134	0.4	0.3	7.842	A
A-B	105	26			105				
A-C	480	120			480				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	691	0.077	54	0.1	0.1	5.706	A
B-A	26	7	415	0.064	26	0.1	0.1	9.280	A
C-A	261	65			261				
C-B	112	28	613	0.183	112	0.3	0.2	7.189	A
A-B	88	22			88				
A-C	402	101			402				

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462

For sales and distribution information, program advice and maintenance, contact TRL:
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Filename: J4 Wretchwick Way - Peregrine Way.j9
Path: M:\Projects\2020\20095-00 - Gavray Driver, Bicester\07. Technical\07.02 Modelling\ARCADY
Report generation date: 11/06/2021 11:21:02

Summary of junction performance

	AM Peak					PM Peak				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2026 Baseline									
A - Neunkirchen Way	D1	0.2	1.54	0.19	A	D2	0.5	1.87	0.33	A
B - Peregine Way		0.7	4.59	0.42	A		0.3	3.74	0.22	A
C - Wretchwick Way North		0.2	2.08	0.17	A		0.2	1.94	0.18	A
	2026 with Development									
A - Neunkirchen Way	D3	0.2	1.55	0.20	A	D4	0.5	1.89	0.33	A
B - Peregine Way		0.7	4.66	0.42	A		0.3	3.80	0.22	A
C - Wretchwick Way North		0.2	2.10	0.18	A		0.2	1.95	0.19	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.

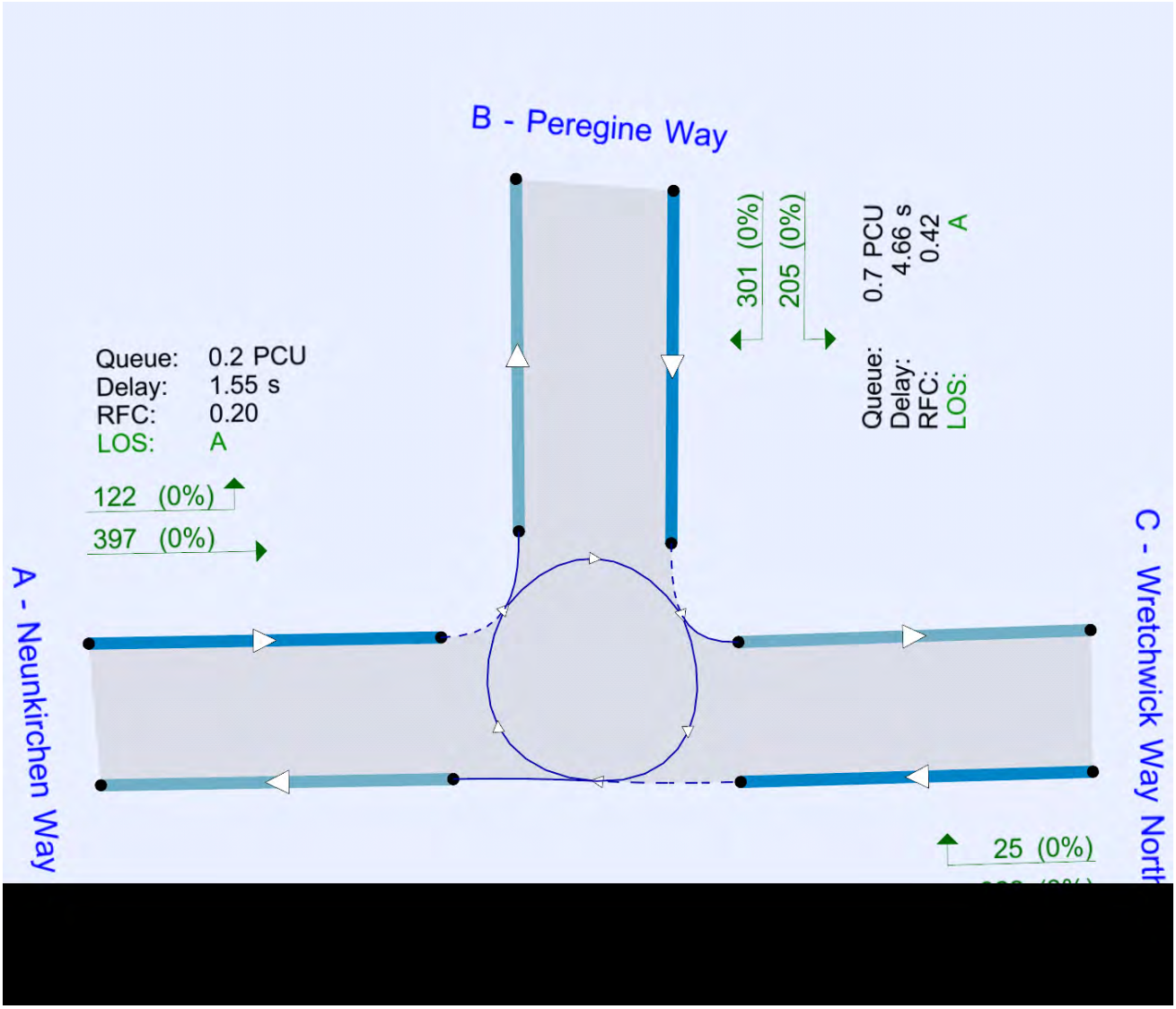
File summary

File Description

Title	Wretchwick Way - Peregrine Way
Location	Bicester
Site number	
Date	11/06/2021
Version	
Status	
Identifier	
Client	
Jobnumber	20095
Enumerator	OFiolna
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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026 Baseline	AM Peak	SATURN WITH DEV TURNING FLOWS 2026-300 DEV	ONE HOUR	07:45	09:15	15	✓
D2	2026 Baseline	PM Peak	SATURN WITH DEV TURNING FLOWS 2026-300 DEV	ONE HOUR	16:45	18:15	15	✓
D3	2026 with Development	AM Peak	SATURN WITH DEV TURNING FLOWS 2026-300 DEV+250 DEV	ONE HOUR	07:45	09:15	15	✓
D4	2026 with Development	PM Peak	SATURN WITH DEV TURNING FLOWS 2026-300 DEV+250 DEV	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2026 Baseline, AM Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
4	Wretchwick Way / Peregrine Way	Standard Roundabout		A, B, C	2.83	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	Neunkirchen Way	
B	Peregine Way	
C	Wretchwick Way North	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - Neunkirchen Way	7.00	10.00	25.0	40.0	49.0	23.0	
B - Peregine Way	3.00	6.50	15.0	60.0	49.0	24.5	
C - Wretchwick Way North	5.50	8.00	19.0	45.0	49.0	12.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - Neunkirchen Way	0.858	2913
B - Peregine Way	0.608	1595
C - Wretchwick Way North	0.772	2397

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026 Baseline	AM Peak	SATURN WITH DEV TURNING FLOWS 2026-300 DEV	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Neunkirchen Way		ONE HOUR	✓	501	100.000
B - Peregine Way		ONE HOUR	✓	506	100.000
C - Wretchwick Way North		ONE HOUR	✓	332	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Neunkirchen Way	B - Peregine Way	C - Wretchwick Way North
From	A - Neunkirchen Way	0	122	379
	B - Peregine Way	301	0	205
	C - Wretchwick Way North	307	25	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Neunkirchen Way	B - Peregine Way	C - Wretchwick Way North
From	A - Neunkirchen Way	0	0	0
	B - Peregine Way	0	0	0
	C - Wretchwick Way North	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Neunkirchen Way	0.19	1.54	0.2	A	460	690
B - Peregine Way	0.42	4.59	0.7	A	464	696
C - Wretchwick Way North	0.17	2.08	0.2	A	305	457

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Neunkirchen Way	377	94	19	2897	0.130	377	456	0.0	0.1	1.428	A
B - Peregine Way	381	95	285	1421	0.268	379	111	0.0	0.4	3.451	A
C - Wretchwick Way North	250	62	226	2223	0.112	249	439	0.0	0.1	1.874	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Neunkirchen Way	451	113	22	2894	0.156	450	546	0.1	0.2	1.472	A
B - Peregine Way	455	114	341	1388	0.328	454	132	0.4	0.5	3.856	A
C - Wretchwick Way North	298	75	270	2188	0.136	298	525	0.1	0.2	1.957	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Neunkirchen Way	552	138	28	2890	0.191	552	669	0.2	0.2	1.539	A
B - Peregine Way	557	139	417	1341	0.415	556	162	0.5	0.7	4.582	A
C - Wretchwick Way North	366	91	331	2141	0.171	365	642	0.2	0.2	2.082	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Neunkirchen Way	552	138	28	2890	0.191	552	669	0.2	0.2	1.539	A
B - Peregine Way	557	139	417	1341	0.415	557	162	0.7	0.7	4.592	A
C - Wretchwick Way North	366	91	331	2141	0.171	366	643	0.2	0.2	2.083	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Neunkirchen Way	451	113	22	2894	0.156	451	547	0.2	0.2	1.472	A
B - Peregine Way	455	114	341	1387	0.328	456	132	0.7	0.5	3.869	A
C - Wretchwick Way North	298	75	271	2188	0.136	299	526	0.2	0.2	1.958	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Neunkirchen Way	377	94	19	2897	0.130	377	458	0.2	0.2	1.428	A
B - Peregine Way	381	95	285	1421	0.268	381	111	0.5	0.4	3.466	A
C - Wretchwick Way North	250	62	227	2222	0.113	250	440	0.2	0.1	1.878	A

2026 Baseline, PM Peak

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
4	Wretchwick Way / Peregrine Way	Standard Roundabout		A, B, C	2.20	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2026 Baseline	PM Peak	SATURN WITH DEV TURNING FLOWS 2026-300 DEV	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Neunkirchen Way		ONE HOUR	✓	856	100.000
B - Peregine Way		ONE HOUR	✓	244	100.000
C - Wretchwick Way North		ONE HOUR	✓	369	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Neunkirchen Way	B - Peregine Way	C - Wretchwick Way North
From	A - Neunkirchen Way	0	311	545
	B - Peregine Way	160	0	84
	C - Wretchwick Way North	320	49	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Neunkirchen Way	B - Peregine Way	C - Wretchwick Way North
From	A - Neunkirchen Way	0	0	0
	B - Peregine Way	0	0	0
	C - Wretchwick Way North	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Neunkirchen Way	0.33	1.87	0.5	A	785	1178
B - Peregine Way	0.22	3.74	0.3	A	224	336
C - Wretchwick Way North	0.18	1.94	0.2	A	339	508

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Neunkirchen Way	644	161	37	2882	0.224	643	360	0.0	0.3	1.608	A
B - Peregine Way	184	46	410	1346	0.137	183	271	0.0	0.2	3.095	A
C - Wretchwick Way North	278	69	120	2304	0.121	277	473	0.0	0.1	1.775	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Neunkirchen Way	770	192	44	2875	0.268	769	431	0.3	0.4	1.708	A
B - Peregine Way	219	55	490	1297	0.169	219	324	0.2	0.2	3.340	A
C - Wretchwick Way North	332	83	144	2286	0.145	332	565	0.1	0.2	1.841	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Neunkirchen Way	942	236	54	2867	0.329	942	528	0.4	0.5	1.869	A
B - Peregine Way	269	67	600	1230	0.218	268	396	0.2	0.3	3.743	A
C - Wretchwick Way North	406	102	176	2261	0.180	406	692	0.2	0.2	1.940	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Neunkirchen Way	942	236	54	2867	0.329	942	528	0.5	0.5	1.869	A
B - Peregine Way	269	67	600	1230	0.218	269	396	0.3	0.3	3.744	A
C - Wretchwick Way North	406	102	176	2261	0.180	406	693	0.2	0.2	1.940	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Neunkirchen Way	770	192	44	2875	0.268	770	432	0.5	0.4	1.709	A
B - Peregine Way	219	55	490	1297	0.169	220	324	0.3	0.2	3.345	A
C - Wretchwick Way North	332	83	144	2286	0.145	332	566	0.2	0.2	1.841	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Neunkirchen Way	644	161	37	2882	0.224	645	362	0.4	0.3	1.611	A
B - Peregine Way	184	46	411	1345	0.137	184	271	0.2	0.2	3.100	A
C - Wretchwick Way North	278	69	121	2304	0.121	278	474	0.2	0.1	1.779	A

2026 with Development, AM Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
4	Wretchwick Way / Peregrine Way	Standard Roundabout		A, B, C	2.84	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026 with Development	AM Peak	SATURN WITH DEV TURNING FLOWS 2026-300 DEV+250 DEV	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Neunkirchen Way		ONE HOUR	✓	519	100.000
B - Peregine Way		ONE HOUR	✓	506	100.000
C - Wretchwick Way North		ONE HOUR	✓	347	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Neunkirchen Way	B - Peregine Way	C - Wretchwick Way North
From	A - Neunkirchen Way	0	122	397
	B - Peregine Way	301	0	205
	C - Wretchwick Way North	322	25	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Neunkirchen Way	B - Peregine Way	C - Wretchwick Way North
From	A - Neunkirchen Way	0	0	0
	B - Peregine Way	0	0	0
	C - Wretchwick Way North	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Neunkirchen Way	0.20	1.55	0.2	A	476	715
B - Peregine Way	0.42	4.66	0.7	A	464	696
C - Wretchwick Way North	0.18	2.10	0.2	A	318	478

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Neunkirchen Way	391	98	19	2897	0.135	390	468	0.0	0.2	1.435	A
B - Peregine Way	381	95	298	1413	0.270	379	111	0.0	0.4	3.478	A
C - Wretchwick Way North	261	65	226	2223	0.118	261	452	0.0	0.1	1.885	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Neunkirchen Way	467	117	22	2894	0.161	467	560	0.2	0.2	1.482	A
B - Peregine Way	455	114	357	1378	0.330	454	132	0.4	0.5	3.897	A
C - Wretchwick Way North	312	78	270	2188	0.143	312	541	0.1	0.2	1.971	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Neunkirchen Way	572	143	28	2890	0.198	571	685	0.2	0.2	1.552	A
B - Peregine Way	557	139	437	1329	0.419	556	162	0.5	0.7	4.651	A
C - Wretchwick Way North	382	96	331	2141	0.178	382	662	0.2	0.2	2.102	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Neunkirchen Way	572	143	28	2890	0.198	572	686	0.2	0.2	1.552	A
B - Peregine Way	557	139	437	1329	0.419	557	162	0.7	0.7	4.664	A
C - Wretchwick Way North	382	96	331	2141	0.178	382	663	0.2	0.2	2.103	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Neunkirchen Way	467	117	22	2894	0.161	467	561	0.2	0.2	1.485	A
B - Peregine Way	455	114	357	1378	0.330	456	132	0.7	0.5	3.910	A
C - Wretchwick Way North	312	78	271	2188	0.143	312	542	0.2	0.2	1.974	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Neunkirchen Way	391	98	19	2897	0.135	391	469	0.2	0.2	1.438	A
B - Peregine Way	381	95	299	1413	0.270	381	111	0.5	0.4	3.491	A
C - Wretchwick Way North	261	65	227	2222	0.118	261	454	0.2	0.1	1.889	A

2026 with Development, PM Peak

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
4	Wretchwick Way / Peregrine Way	Standard Roundabout		A, B, C	2.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2026 with Development	PM Peak	SATURN WITH DEV TURNING FLOWS 2026-300 DEV+250 DEV	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Neunkirchen Way		ONE HOUR	✓	872	100.000
B - Peregine Way		ONE HOUR	✓	248	100.000
C - Wretchwick Way North		ONE HOUR	✓	381	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Neunkirchen Way	B - Peregine Way	C - Wretchwick Way North
From	A - Neunkirchen Way	0	311	561
	B - Peregine Way	160	0	88
	C - Wretchwick Way North	332	49	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Neunkirchen Way	B - Peregine Way	C - Wretchwick Way North
From	A - Neunkirchen Way	0	0	0
	B - Peregine Way	0	0	0
	C - Wretchwick Way North	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Neunkirchen Way	0.33	1.89	0.5	A	800	1200
B - Peregine Way	0.22	3.80	0.3	A	228	341
C - Wretchwick Way North	0.19	1.95	0.2	A	350	524

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Neunkirchen Way	656	164	37	2882	0.228	655	369	0.0	0.3	1.617	A
B - Peregine Way	187	47	422	1338	0.140	186	271	0.0	0.2	3.122	A
C - Wretchwick Way North	287	72	120	2304	0.124	286	488	0.0	0.1	1.783	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Neunkirchen Way	784	196	44	2875	0.273	784	442	0.3	0.4	1.720	A
B - Peregine Way	223	56	504	1288	0.173	223	324	0.2	0.2	3.378	A
C - Wretchwick Way North	343	86	144	2286	0.150	342	583	0.1	0.2	1.851	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Neunkirchen Way	960	240	54	2867	0.335	960	541	0.4	0.5	1.886	A
B - Peregine Way	273	68	617	1219	0.224	273	396	0.2	0.3	3.803	A
C - Wretchwick Way North	419	105	176	2261	0.186	419	714	0.2	0.2	1.954	A

17:30 - 17:45

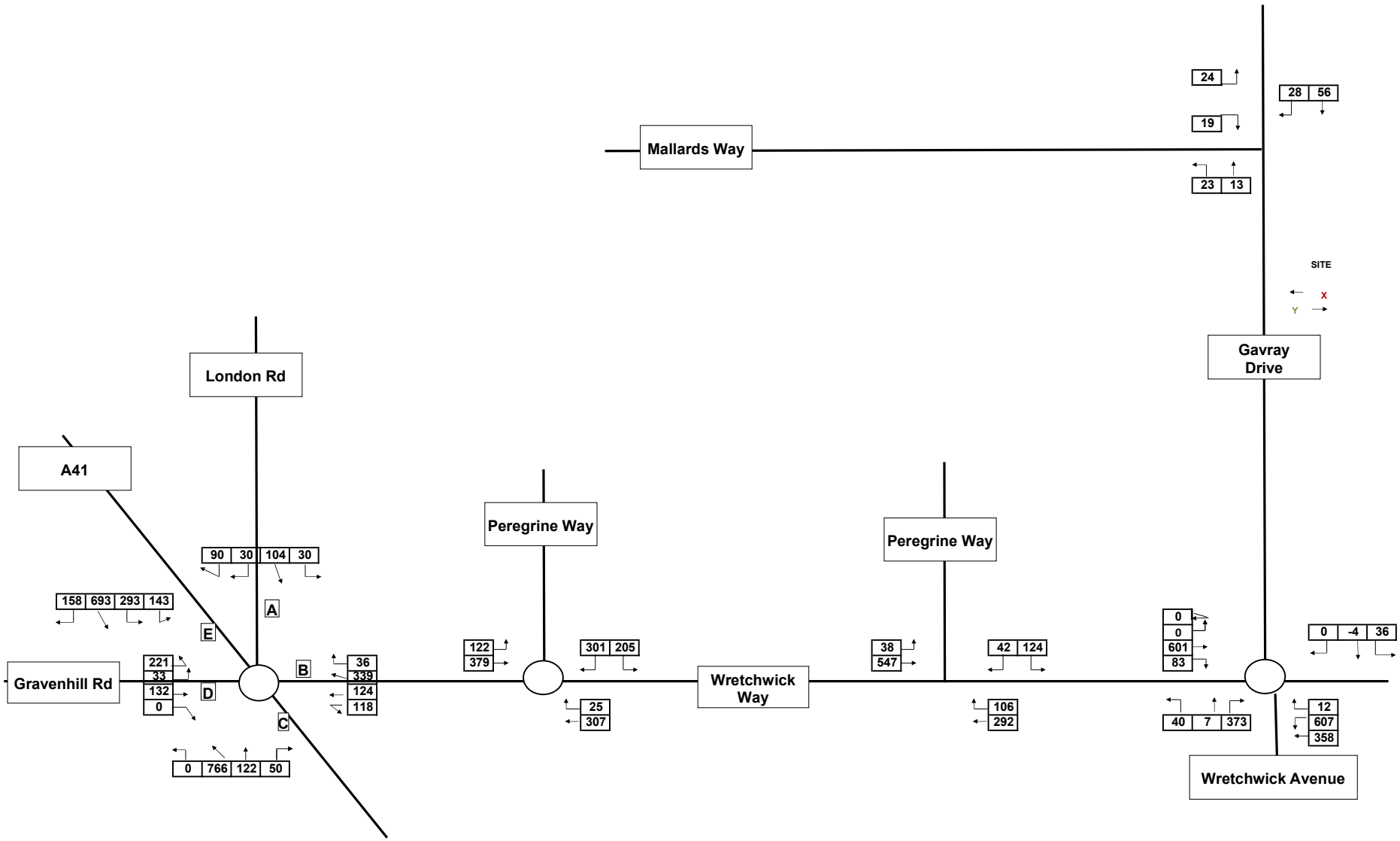
Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Neunkirchen Way	960	240	54	2867	0.335	960	542	0.5	0.5	1.887	A
B - Peregine Way	273	68	618	1219	0.224	273	396	0.3	0.3	3.803	A
C - Wretchwick Way North	419	105	176	2261	0.186	419	715	0.2	0.2	1.954	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Neunkirchen Way	784	196	44	2875	0.273	784	443	0.5	0.4	1.721	A
B - Peregine Way	223	56	505	1288	0.173	223	324	0.3	0.2	3.384	A
C - Wretchwick Way North	343	86	144	2286	0.150	343	584	0.2	0.2	1.855	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Neunkirchen Way	656	164	37	2882	0.228	657	371	0.4	0.3	1.620	A
B - Peregine Way	187	47	423	1338	0.140	187	271	0.2	0.2	3.127	A
C - Wretchwick Way North	287	72	121	2304	0.125	287	489	0.2	0.1	1.784	A



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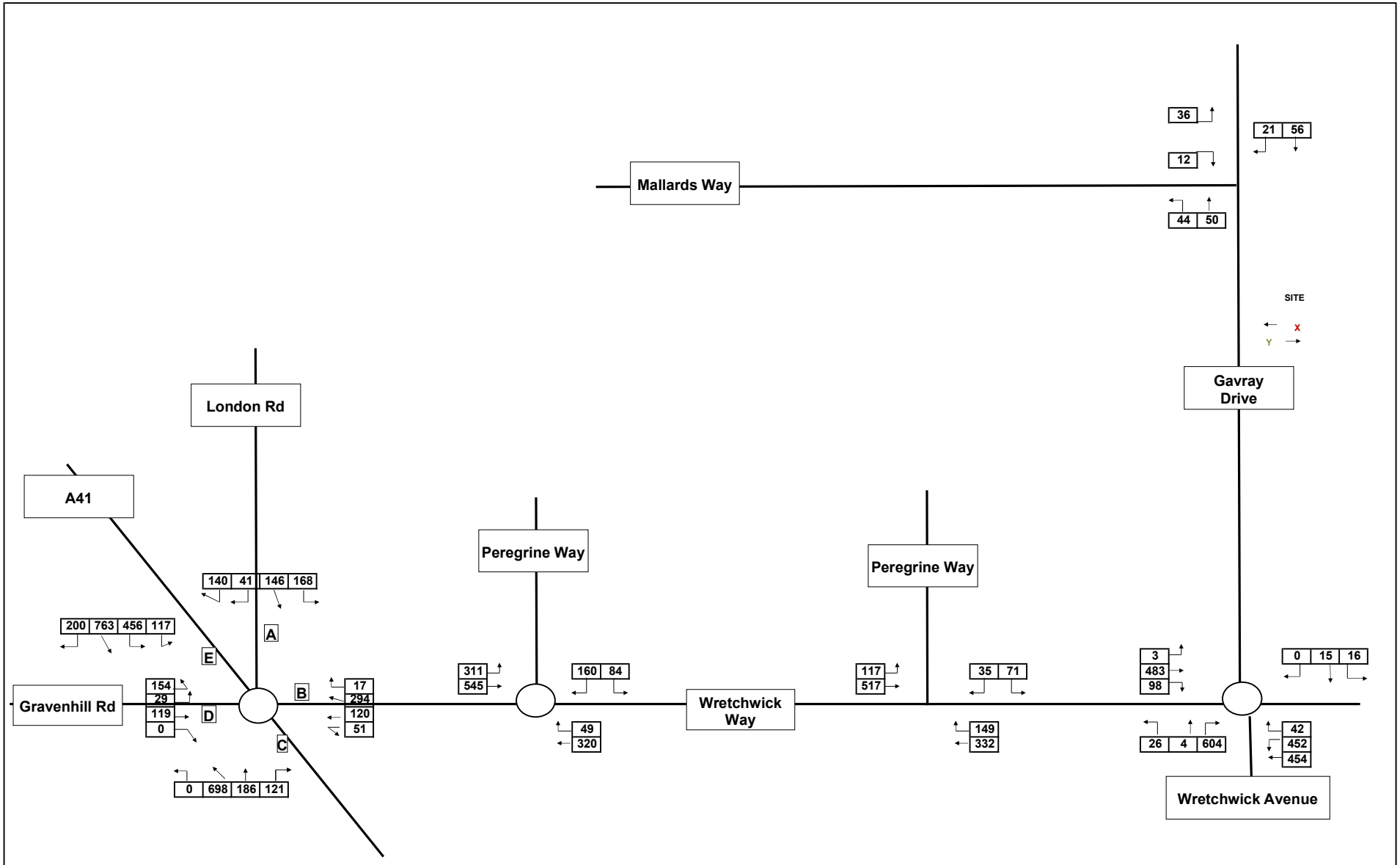
Notes:

Job Title: GAVRAY DRIVE, BICESTER	Scale: NTS
Drawing Title: 2026 BASELINE FLOWS - AM PEAK	Job No: 20095-00
Figure No: Figure G1	Date: MAY 2021



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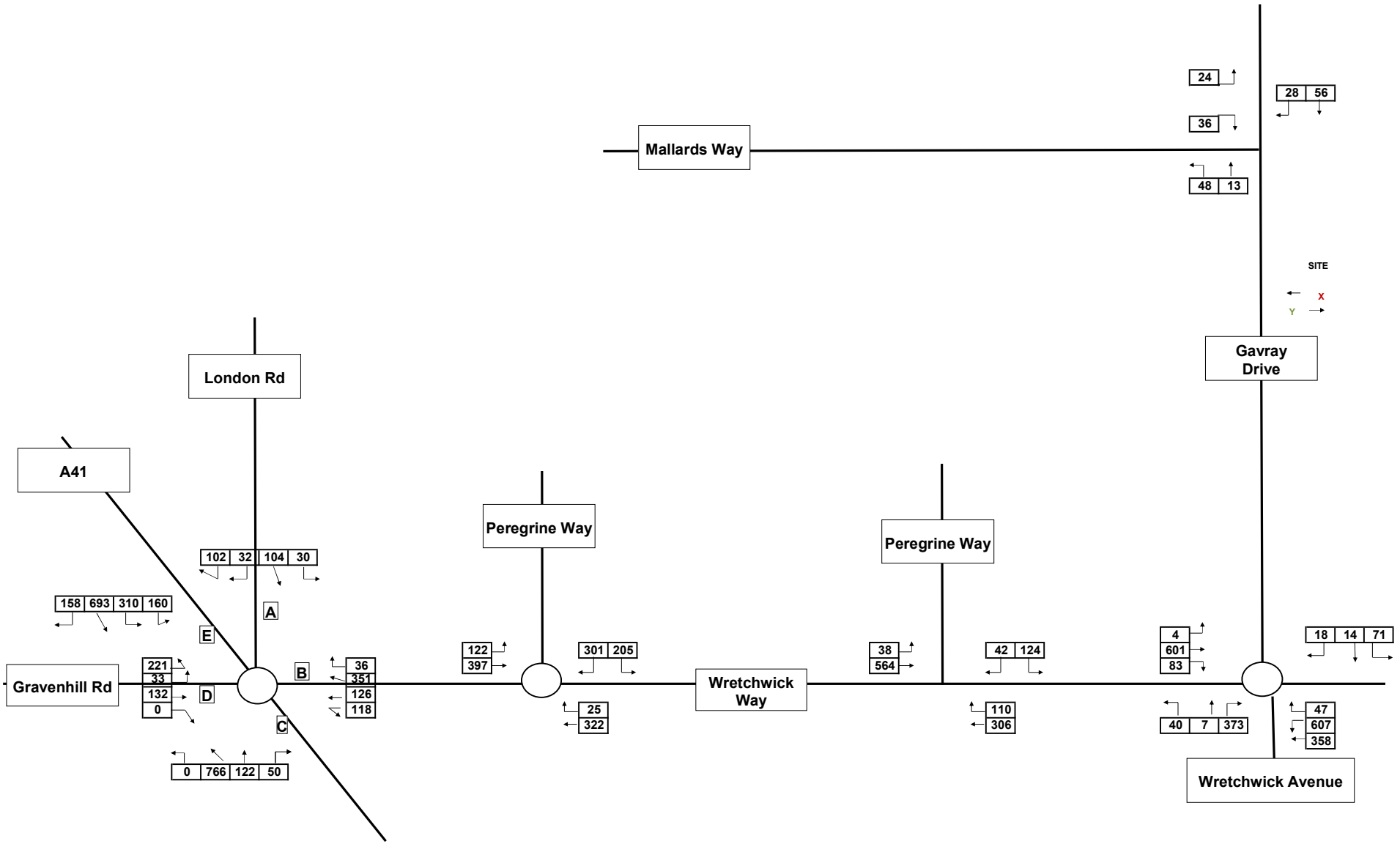
		Drawing Title: 2026 BASELINE FLOWS - PM PEAK	Job No: 20095-00
		Figure No: Figure G2	Date: MAY 2021



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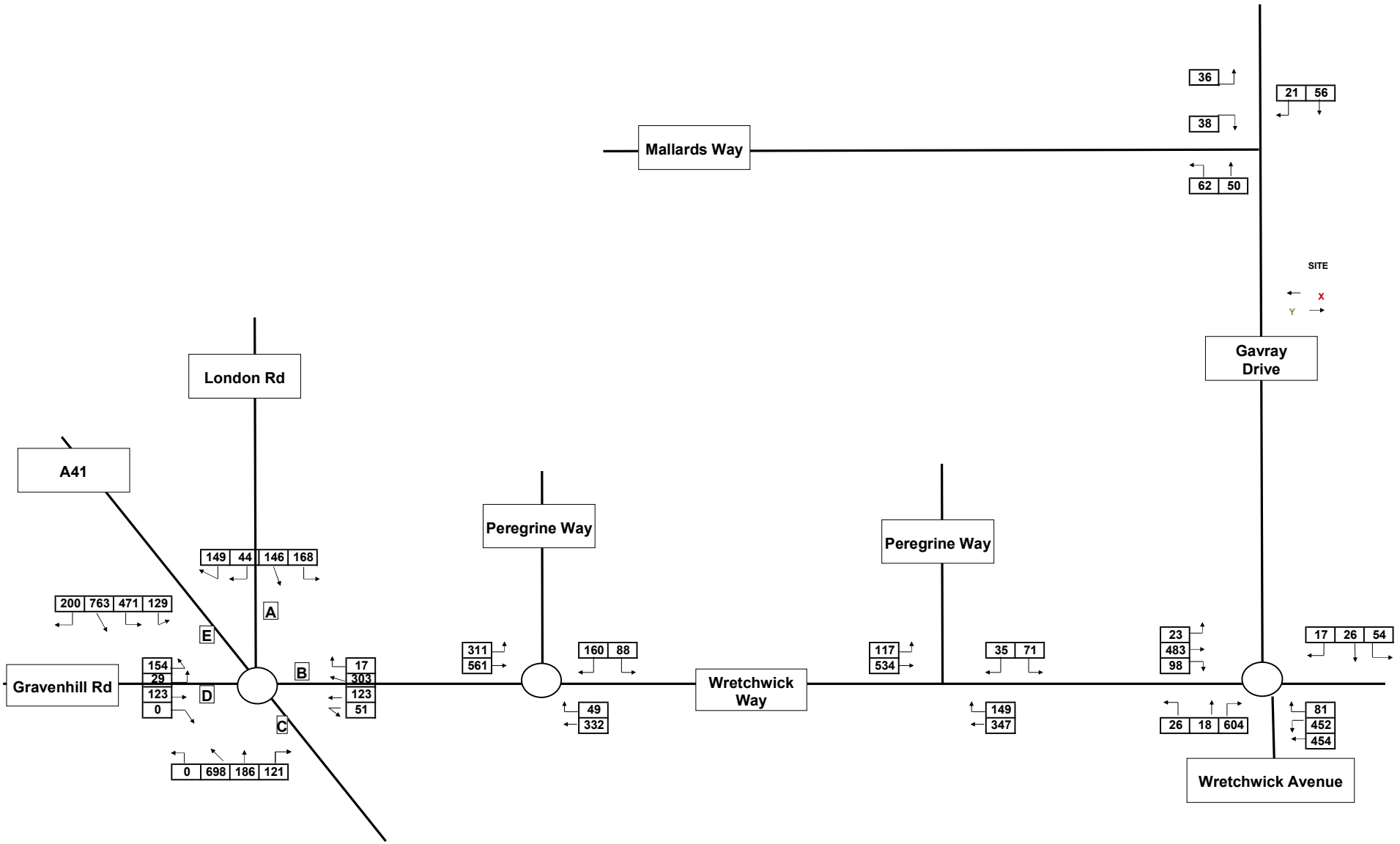
		Drawing Title: 2026 WITH DEVELOPMENT FLOWS - AM PEAK	Job No: 20095-00
		Figure No: Figure G3	Date: MAY 2021



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		Drawing Title: 2026 WITH DEVELOPMENT FLOWS - PM PEAK	Job No: 20095-00
		Figure No: Figure G4	Date: MAY 2021

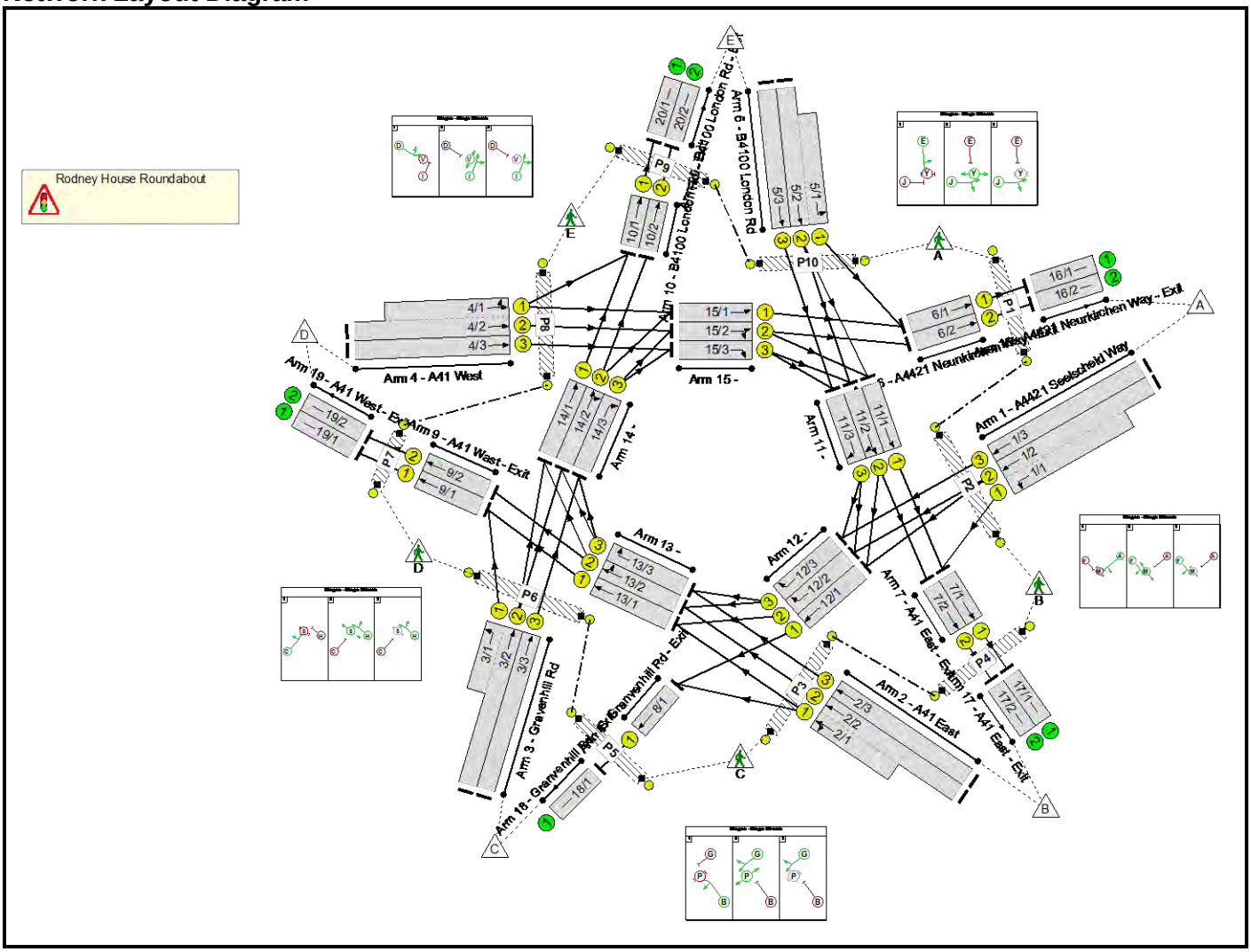
APPENDIX I– FUTURE YEAR JUNCTION MODELLING OUTPUTS

Full Input Data And Results

User and Project Details

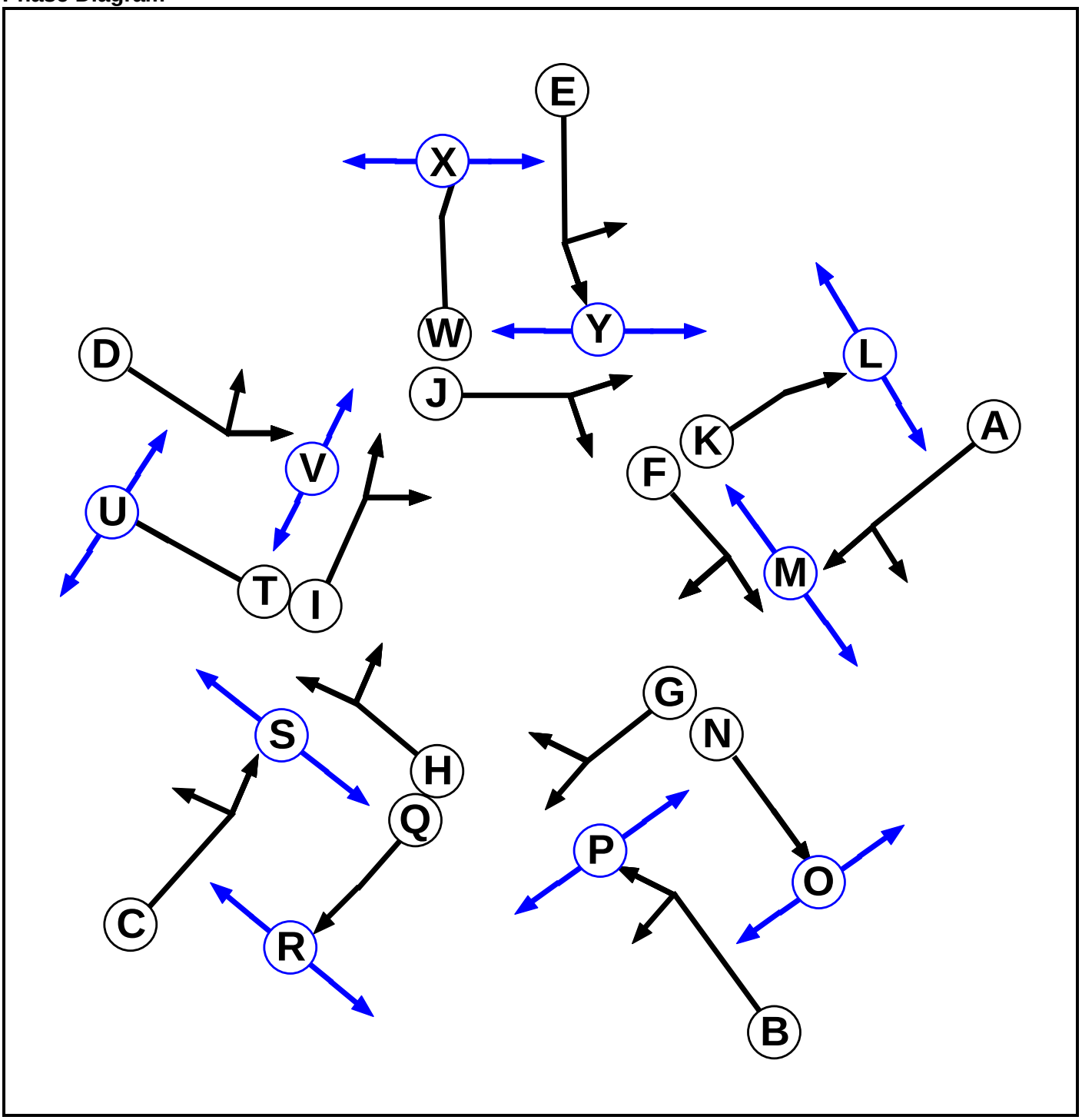
Project:	**Gavray Drive, Bicester**
Title:	**Rodney House Rdbt**
Location:	Bicester
Site Ref(s):	5
Checked By:	JB
Additional detail:	
File name:	Rodney House Roundabout.lsg3x
Author:	OFiolna
Company:	Markides Associates
Address:	

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	2		7	7
C	Traffic	3		7	7
D	Traffic	4		7	7
E	Traffic	5		7	7
F	Traffic	1		7	7
G	Traffic	2		7	7
H	Traffic	3		7	7
I	Traffic	4		7	7
J	Traffic	5		7	7
K	Traffic	6		7	7
L	Pedestrian	6		6	6
M	Pedestrian	1		6	6
N	Traffic	7		7	7
O	Pedestrian	7		6	6
P	Pedestrian	2		6	6
Q	Traffic	8		7	7
R	Pedestrian	8		6	6
S	Pedestrian	3		6	6
T	Traffic	9		7	7
U	Pedestrian	9		6	6
V	Pedestrian	4		6	6
W	Traffic	10		7	7
X	Pedestrian	10		6	6
Y	Pedestrian	5		6	6

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		-	-	-	-	6	-	-	-	-	-	-	6	-	-	-	-	-	-	-	-	-	-	-	-
B	-		-	-	-	-	6	-	-	-	-	-	-	-	-	6	-	-	-	-	-	-	-	-	-
C	-	-		-	-	-	-	6	-	-	-	-	-	-	-	-	-	-	6	-	-	-	-	-	-
D	-	-	-		-	-	-	-	6	-	-	-	-	-	-	-	-	-	-	-	-	6	-	-	-
E	-	-	-	-		-	-	-	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6
F	6	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9		-	-	-	-	-	-	-
S	-	-	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-	-
T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		6	-	-	-	-
U	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9		-	-	-	-
V	-	-	-	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-
W	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		6	-
X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9		-
Y	-	-	-	-	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	A
1	2	F M
1	3	F
2	1	B
2	2	G P
2	3	G
3	1	C
3	2	H S
3	3	H
4	1	D
4	2	I V

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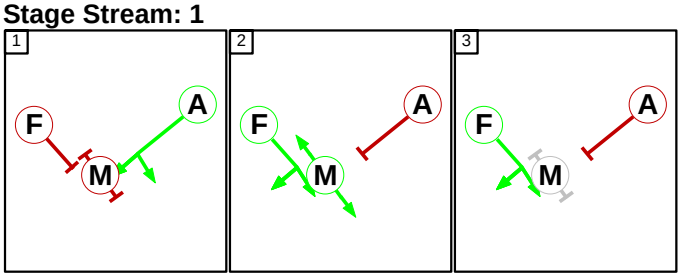
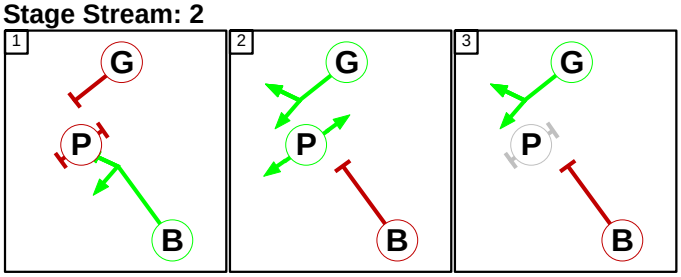
4	3	I
5	1	E
5	2	J Y
5	3	J
6	1	K
6	2	L
7	1	N
7	2	O
8	1	Q
8	2	R
9	1	T
9	2	U
10	1	W
10	2	X

Stage Diagram

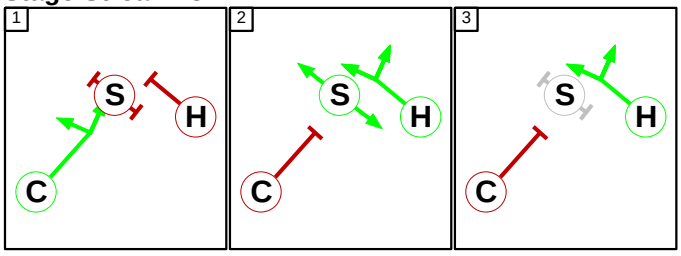
Stage Stream: 1



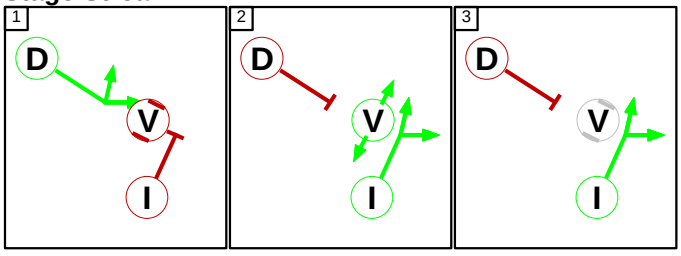
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



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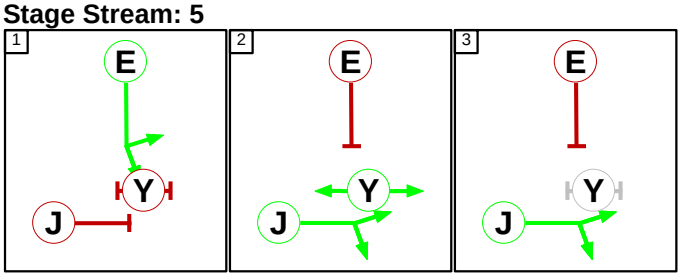
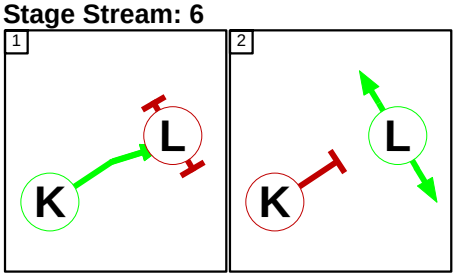
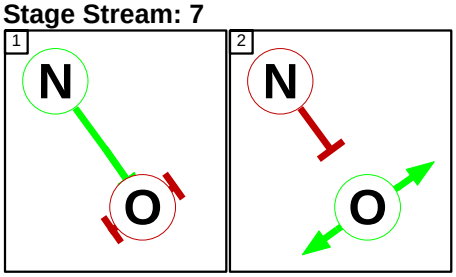
Stage Stream: 5



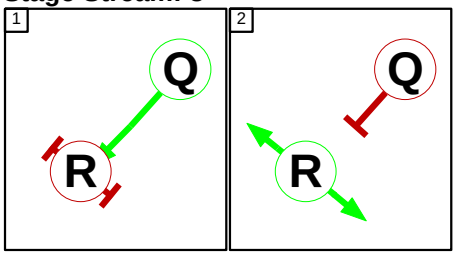
Stage Stream: 6



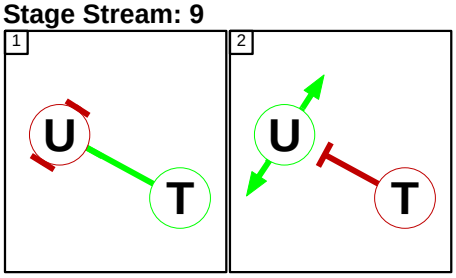
Stage Stream: 7



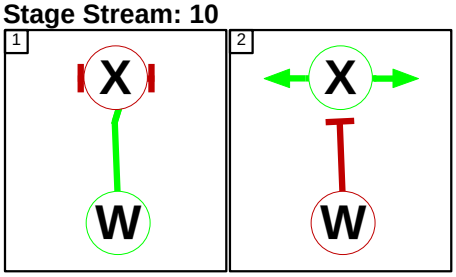
Stage Stream: 8



Stage Stream: 9



Stage Stream: 10



Full Input Data And Results

Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Stage Stream: 3

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

Stage Stream: 4

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

Stage Stream: 5

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

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					

Full Input Data And Results

Prohibited Stage Change

Stage Stream: 1

From Stage \ To Stage	1	2	3
1		6	6
2	11		0
3	6	0	

Stage Stream: 2

From Stage \ To Stage	1	2	3
1		6	6
2	11		0
3	6	0	

Stage Stream: 3

From Stage \ To Stage	1	2	3
1		6	6
2	11		0
3	6	0	

Stage Stream: 4

From Stage \ To Stage	1	2	3
1		6	6
2	11		0
3	6	0	

Stage Stream: 5

From Stage \ To Stage	1	2	3
1		6	6
2	11		0
3	6	0	

Stage Stream: 6

From Stage \ To Stage	1	2
1		6
2	9	

Full Input Data And Results

Stage Stream: 7

	To Stage		
		1	2
From Stage	1		6
	2	9	

Stage Stream: 8

	To Stage		
		1	2
From Stage	1		6
	2	9	

Stage Stream: 9

	To Stage		
		1	2
From Stage	1		6
	2	9	

Stage Stream: 10

	To Stage		
		1	2
From Stage	1		6
	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 (A4421 Seelscheid Way)	U	A	2	3	11.4	Geom	-	3.00	0.00	Y	Arm 7 Left	30.00
1/2 (A4421 Seelscheid Way)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 12 Ahead	30.00
1/3 (A4421 Seelscheid Way)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 12 Ahead	30.00
2/1 (A41 East)	U	B	2	3	7.5	Geom	-	3.25	0.00	Y	Arm 8 Left	45.00
											Arm 13 Ahead	45.00
2/2 (A41 East)	U	B	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 13 Ahead	45.00
2/3 (A41 East)	U	B	2	3	7.0	Geom	-	3.25	0.00	Y	Arm 13 Ahead	45.00
3/1 (Gravenhill Rd)	U	C	2	3	5.6	Geom	-	3.25	0.00	Y	Arm 9 Left	40.00
3/2 (Gravenhill Rd)	U	C	2	3	7.3	Geom	-	3.25	0.00	Y	Arm 14 Ahead	40.00
3/3 (Gravenhill Rd)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 14 Ahead	40.00
4/1 (A41 West)	U	D	2	3	10.4	Geom	-	3.25	0.00	Y	Arm 10 Left	35.00
											Arm 15 Ahead	35.00
4/2 (A41 West)	U	D	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 15 Ahead	35.00
4/3 (A41 West)	U	D	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 15 Ahead	35.00
5/1 (B4100 London Rd)	U	E	2	3	9.6	Geom	-	3.25	0.00	Y	Arm 6 Left	40.00
5/2 (B4100 London Rd)	U	E	2	3	17.4	Geom	-	3.25	0.00	Y	Arm 11 Ahead	40.00
5/3 (B4100 London Rd)	U	E	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 11 Ahead	40.00
6/1 (A4421 Neunkirchen Way - Exit)	U	K	2	3	4.3	Geom	-	3.50	0.00	Y	Arm 16 Ahead	Inf
6/2 (A4421 Neunkirchen Way - Exit)	U	K	2	3	4.3	Geom	-	3.50	0.00	Y	Arm 16 Ahead	Inf

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7/1 (A41 East - Exit)	U	N	2	3	3.1	Geom	-	3.50	0.00	Y	Arm 17 Ahead	Inf
7/2 (A41 East - Exit)	U	N	2	3	3.1	Geom	-	3.50	0.00	Y	Arm 17 Ahead	Inf
8/1 (Granvenhill Rd - Exit)	U	Q	2	3	3.7	Geom	-	4.00	0.00	Y	Arm 18 Ahead	Inf
9/1 (A41 Wast - Exit)	U	T	2	3	4.5	Geom	-	3.50	0.00	Y	Arm 19 Ahead	Inf
9/2 (A41 Wast - Exit)	U	T	2	3	4.5	Geom	-	3.50	0.00	Y	Arm 19 Ahead	Inf
10/1 (B4100 London Rd - Exit)	U	W	2	3	2.8	Geom	-	3.50	0.00	Y	Arm 20 Ahead	Inf
10/2 (B4100 London Rd - Exit)	U	W	2	3	1.7	Geom	-	3.50	0.00	Y	Arm 20 Ahead	Inf
11/1	U	F	2	3	6.1	Geom	-	4.00	0.00	Y	Arm 7 Ahead	30.00
11/2	U	F	2	3	6.1	Geom	-	4.00	0.00	Y	Arm 7 Ahead	30.00
											Arm 12 Right	30.00
11/3	U	F	2	3	6.1	Geom	-	4.00	0.00	Y	Arm 12 Right	30.00
12/1	U	G	2	3	6.1	Geom	-	4.00	0.00	Y	Arm 8 Ahead	30.00
12/2	U	G	2	3	6.1	Geom	-	4.00	0.00	Y	Arm 13 Right	30.00
12/3	U	G	2	3	6.1	Geom	-	4.00	0.00	Y	Arm 13 Right	30.00
13/1	U	H	2	3	6.1	Geom	-	4.00	0.00	Y	Arm 9 Ahead	30.00
13/2	U	H	2	3	6.1	Geom	-	4.00	0.00	Y	Arm 9 Ahead	30.00
											Arm 14 Right	30.00
13/3	U	H	2	3	6.1	Geom	-	4.00	0.00	Y	Arm 14 Right	30.00
14/1	U	I	2	3	6.1	Geom	-	4.00	0.00	Y	Arm 10 Ahead	30.00
14/2	U	I	2	3	6.1	Geom	-	4.00	0.00	Y	Arm 10 Ahead	30.00
											Arm 15 Right	30.00
14/3	U	I	2	3	6.1	Geom	-	4.00	0.00	Y	Arm 15 Right	30.00
15/1	U	J	2	3	6.1	Geom	-	4.00	0.00	Y	Arm 6 Ahead	30.00

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15/2	U	J	2	3	6.1	Geom	-	4.00	0.00	Y	Arm 6 Ahead	30.00
											Arm 11 Right	30.00
15/3	U	J	2	3	6.1	Geom	-	4.00	0.00	Y	Arm 11 Right	30.00
16/1 (A4421 Neurkirchen Way - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
16/2 (A4421 Neurkirchen Way - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
17/1 (A41 East - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
17/2 (A41 East - Exit)	U		2	3	7.0	Inf	-	-	-	-	-	-
18/1 (Granvenhill Rd - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
19/1 (A41 West - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
19/2 (A41 West - Exit)	U		2	3	6.1	Inf	-	-	-	-	-	-
20/1 (B4100 London Rd - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
20/2 (B4100 London Rd - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2026 Baselne AM Peak'	08:00	09:00	01:00	
2: '2026 Baselne PM Peak'	17:00	18:00	01:00	
3: '2026 with Dev AM Peak'	08:00	09:00	01:00	
4: '2026 with Dev PM Peak'	17:00	18:00	01:00	

Scenario 1: '2026 Baseline AM Peak' (FG1: '2026 Baselne AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	118	124	339	36	617
	B	50	0	0	766	122	938
	C	132	0	0	221	33	386
	D	293	693	158	0	143	1287
	E	30	104	30	90	0	254
	Tot.	505	915	312	1416	334	3482

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2026 Baseline AM Peak
Junction: Rodney House Roundabout	
1/1 (short)	118
1/2 (with short)	367(In) 249(Out)
1/3	250
2/1 (short)	383
2/2 (with short)	766(In) 383(Out)
2/3	172
3/1 (short)	221
3/2 (with short)	304(In) 83(Out)
3/3	82
4/1 (short)	428
4/2 (with short)	858(In) 430(Out)
4/3	429
5/1 (short)	30
5/2 (with short)	164(In) 134(Out)
5/3	90
6/1	390
6/2	115
7/1	592
7/2	323
8/1	312
9/1	774
9/2	642
10/1	178
10/2	156
11/1	474
11/2	511
11/3	90
12/1	312
12/2	170
12/3	295
13/1	553
13/2	660
13/3	190
14/1	35

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14/2	231
14/3	107
15/1	360
15/2	537
15/3	429
16/1	390
16/2	115
17/1	592
17/2	323
18/1	312
19/1	774
19/2	642
20/1	178
20/2	156

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 (A4421 Seelscheid Way)	3.00	0.00	Y	Arm 7 Left	30.00	100.0 %	1824	1824
1/2 (A4421 Seelscheid Way)	3.00	0.00	Y	Arm 12 Ahead	30.00	100.0 %	1824	1824
1/3 (A4421 Seelscheid Way)	3.00	0.00	Y	Arm 12 Ahead	30.00	100.0 %	1824	1824
2/1 (A41 East)	3.25	0.00	Y	Arm 8 Left	45.00	0.0 %	1877	1877
				Arm 13 Ahead	45.00	100.0 %		
2/2 (A41 East)	3.25	0.00	Y	Arm 13 Ahead	45.00	100.0 %	1877	1877
2/3 (A41 East)	3.25	0.00	Y	Arm 13 Ahead	45.00	100.0 %	1877	1877
3/1 (Gravenhill Rd)	3.25	0.00	Y	Arm 9 Left	40.00	100.0 %	1870	1870
3/2 (Gravenhill Rd)	3.25	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1870	1870
3/3 (Gravenhill Rd)	3.25	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1870	1870
4/1 (A41 West)	3.25	0.00	Y	Arm 10 Left	35.00	33.4 %	1860	1860
				Arm 15 Ahead	35.00	66.6 %		
4/2 (A41 West)	3.25	0.00	Y	Arm 15 Ahead	35.00	100.0 %	1860	1860
4/3 (A41 West)	3.25	0.00	Y	Arm 15 Ahead	35.00	100.0 %	1860	1860
5/1 (B4100 London Rd)	3.25	0.00	Y	Arm 6 Left	40.00	100.0 %	1870	1870
5/2 (B4100 London Rd)	3.25	0.00	Y	Arm 11 Ahead	40.00	100.0 %	1870	1870
5/3 (B4100 London Rd)	3.25	0.00	Y	Arm 11 Ahead	40.00	100.0 %	1870	1870
6/1 (A4421 Neunkirchen Way - Exit)	3.50	0.00	Y	Arm 16 Ahead	Inf	100.0 %	1965	1965
6/2 (A4421 Neunkirchen Way - Exit)	3.50	0.00	Y	Arm 16 Ahead	Inf	100.0 %	1965	1965
7/1 (A41 East - Exit)	3.50	0.00	Y	Arm 17 Ahead	Inf	100.0 %	1965	1965
7/2 (A41 East - Exit)	3.50	0.00	Y	Arm 17 Ahead	Inf	100.0 %	1965	1965
8/1 (Granvenhill Rd - Exit)	4.00	0.00	Y	Arm 18 Ahead	Inf	100.0 %	2015	2015
9/1 (A41 Wast - Exit)	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965
9/2 (A41 Wast - Exit)	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965

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10/1 (B4100 London Rd - Exit)	3.50	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1965	1965
10/2 (B4100 London Rd - Exit)	3.50	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1965	1965
11/1	4.00	0.00	Y	Arm 7 Ahead	30.00	100.0 %	1919	1919
11/2	4.00	0.00	Y	Arm 7 Ahead	30.00	63.2 %	1919	1919
				Arm 12 Right	30.00	36.8 %		
11/3	4.00	0.00	Y	Arm 12 Right	30.00	100.0 %	1919	1919
12/1	4.00	0.00	Y	Arm 8 Ahead	30.00	100.0 %	1919	1919
12/2	4.00	0.00	Y	Arm 13 Right	30.00	100.0 %	1919	1919
12/3	4.00	0.00	Y	Arm 13 Right	30.00	100.0 %	1919	1919
13/1	4.00	0.00	Y	Arm 9 Ahead	30.00	100.0 %	1919	1919
13/2	4.00	0.00	Y	Arm 9 Ahead	30.00	97.3 %	1919	1919
				Arm 14 Right	30.00	2.7 %		
13/3	4.00	0.00	Y	Arm 14 Right	30.00	100.0 %	1919	1919
14/1	4.00	0.00	Y	Arm 10 Ahead	30.00	100.0 %	1919	1919
14/2	4.00	0.00	Y	Arm 10 Ahead	30.00	67.5 %	1919	1919
				Arm 15 Right	30.00	32.5 %		
14/3	4.00	0.00	Y	Arm 15 Right	30.00	100.0 %	1919	1919
15/1	4.00	0.00	Y	Arm 6 Ahead	30.00	100.0 %	1919	1919
15/2	4.00	0.00	Y	Arm 6 Ahead	30.00	21.4 %	1919	1919
				Arm 11 Right	30.00	78.6 %		
15/3	4.00	0.00	Y	Arm 11 Right	30.00	100.0 %	1919	1919
16/1 (A4421 Neurkirchen Way - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
16/2 (A4421 Neurkirchen Way - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
17/1 (A41 East - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
17/2 (A41 East - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
18/1 (Granvenhill Rd - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
19/1 (A41 West - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
19/2 (A41 West - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
20/1 (B4100 London Rd - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
20/2 (B4100 London Rd - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: '2026 Baseline PM Peak' (FG2: '2026 Baselne PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	51	120	294	17	482
	B	121	0	0	698	186	1005
	C	119	0	0	154	29	302
	D	456	763	200	0	117	1536
	E	168	146	41	140	0	495
	Tot.	864	960	361	1286	349	3820

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2026 Baseline PM Peak
Junction: Rodney House Roundabout	
1/1 (short)	51
1/2 (with short)	267(In) 216(Out)
1/3	215
2/1 (short)	349
2/2 (with short)	698(In) 349(Out)
2/3	307
3/1 (short)	154
3/2 (with short)	228(In) 74(Out)
3/3	74
4/1 (short)	512
4/2 (with short)	1024(In) 512(Out)
4/3	512
5/1 (short)	168
5/2 (with short)	355(In) 187(Out)
5/3	140
6/1	669
6/2	195
7/1	575
7/2	385
8/1	361
9/1	669
9/2	617
10/1	141
10/2	208
11/1	524
11/2	626
11/3	140
12/1	361
12/2	166
12/3	285
13/1	515
13/2	626
13/3	315
14/1	24

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14/2	314
14/3	134
15/1	501
15/2	646
15/3	512
16/1	669
16/2	195
17/1	575
17/2	385
18/1	361
19/1	669
19/2	617
20/1	141
20/2	208

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 (A4421 Seelscheid Way)	3.00	0.00	Y	Arm 7 Left	30.00	100.0 %	1824	1824
1/2 (A4421 Seelscheid Way)	3.00	0.00	Y	Arm 12 Ahead	30.00	100.0 %	1824	1824
1/3 (A4421 Seelscheid Way)	3.00	0.00	Y	Arm 12 Ahead	30.00	100.0 %	1824	1824
2/1 (A41 East)	3.25	0.00	Y	Arm 8 Left	45.00	0.0 %	1877	1877
				Arm 13 Ahead	45.00	100.0 %		
2/2 (A41 East)	3.25	0.00	Y	Arm 13 Ahead	45.00	100.0 %	1877	1877
2/3 (A41 East)	3.25	0.00	Y	Arm 13 Ahead	45.00	100.0 %	1877	1877
3/1 (Gravenhill Rd)	3.25	0.00	Y	Arm 9 Left	40.00	100.0 %	1870	1870
3/2 (Gravenhill Rd)	3.25	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1870	1870
3/3 (Gravenhill Rd)	3.25	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1870	1870
4/1 (A41 West)	3.25	0.00	Y	Arm 10 Left	35.00	22.9 %	1860	1860
				Arm 15 Ahead	35.00	77.1 %		
4/2 (A41 West)	3.25	0.00	Y	Arm 15 Ahead	35.00	100.0 %	1860	1860
4/3 (A41 West)	3.25	0.00	Y	Arm 15 Ahead	35.00	100.0 %	1860	1860
5/1 (B4100 London Rd)	3.25	0.00	Y	Arm 6 Left	40.00	100.0 %	1870	1870
5/2 (B4100 London Rd)	3.25	0.00	Y	Arm 11 Ahead	40.00	100.0 %	1870	1870
5/3 (B4100 London Rd)	3.25	0.00	Y	Arm 11 Ahead	40.00	100.0 %	1870	1870
6/1 (A4421 Neunkirchen Way - Exit)	3.50	0.00	Y	Arm 16 Ahead	Inf	100.0 %	1965	1965
6/2 (A4421 Neunkirchen Way - Exit)	3.50	0.00	Y	Arm 16 Ahead	Inf	100.0 %	1965	1965
7/1 (A41 East - Exit)	3.50	0.00	Y	Arm 17 Ahead	Inf	100.0 %	1965	1965
7/2 (A41 East - Exit)	3.50	0.00	Y	Arm 17 Ahead	Inf	100.0 %	1965	1965
8/1 (Granvenhill Rd - Exit)	4.00	0.00	Y	Arm 18 Ahead	Inf	100.0 %	2015	2015
9/1 (A41 Wast - Exit)	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965
9/2 (A41 Wast - Exit)	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

10/1 (B4100 London Rd - Exit)	3.50	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1965	1965
10/2 (B4100 London Rd - Exit)	3.50	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1965	1965
11/1	4.00	0.00	Y	Arm 7 Ahead	30.00	100.0 %	1919	1919
11/2	4.00	0.00	Y	Arm 7 Ahead	30.00	61.5 %	1919	1919
				Arm 12 Right	30.00	38.5 %		
11/3	4.00	0.00	Y	Arm 12 Right	30.00	100.0 %	1919	1919
12/1	4.00	0.00	Y	Arm 8 Ahead	30.00	100.0 %	1919	1919
12/2	4.00	0.00	Y	Arm 13 Right	30.00	100.0 %	1919	1919
12/3	4.00	0.00	Y	Arm 13 Right	30.00	100.0 %	1919	1919
13/1	4.00	0.00	Y	Arm 9 Ahead	30.00	100.0 %	1919	1919
13/2	4.00	0.00	Y	Arm 9 Ahead	30.00	98.6 %	1919	1919
				Arm 14 Right	30.00	1.4 %		
13/3	4.00	0.00	Y	Arm 14 Right	30.00	100.0 %	1919	1919
14/1	4.00	0.00	Y	Arm 10 Ahead	30.00	100.0 %	1919	1919
14/2	4.00	0.00	Y	Arm 10 Ahead	30.00	66.2 %	1919	1919
				Arm 15 Right	30.00	33.8 %		
14/3	4.00	0.00	Y	Arm 15 Right	30.00	100.0 %	1919	1919
15/1	4.00	0.00	Y	Arm 6 Ahead	30.00	100.0 %	1919	1919
15/2	4.00	0.00	Y	Arm 6 Ahead	30.00	30.2 %	1919	1919
				Arm 11 Right	30.00	69.8 %		
15/3	4.00	0.00	Y	Arm 11 Right	30.00	100.0 %	1919	1919
16/1 (A4421 Neurkirchen Way - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
16/2 (A4421 Neurkirchen Way - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
17/1 (A41 East - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
17/2 (A41 East - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
18/1 (Granvenhill Rd - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
19/1 (A41 West - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
19/2 (A41 West - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
20/1 (B4100 London Rd - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
20/2 (B4100 London Rd - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2026 with Dev AM Peak' (FG3: '2026 with Dev AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	118	126	351	36	631
	B	50	0	0	766	122	938
	C	132	0	0	221	33	386
	D	310	693	158	0	160	1321
	E	30	104	32	102	0	268
	Tot.	522	915	316	1440	351	3544

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2026 with Dev AM Peak
Junction: Rodney House Roundabout	
1/1 (short)	118
1/2 (with short)	375(In) 257(Out)
1/3	256
2/1 (short)	383
2/2 (with short)	766(In) 383(Out)
2/3	172
3/1 (short)	221
3/2 (with short)	304(In) 83(Out)
3/3	82
4/1 (short)	440
4/2 (with short)	881(In) 441(Out)
4/3	440
5/1 (short)	30
5/2 (with short)	166(In) 136(Out)
5/3	102
6/1	385
6/2	137
7/1	581
7/2	334
8/1	316
9/1	786
9/2	654
10/1	195
10/2	156
11/1	463
11/2	524
11/3	102
12/1	316
12/2	182
12/3	307
13/1	565
13/2	672
13/3	190
14/1	35

Full Input Data And Results

14/2	231
14/3	107
15/1	355
15/2	548
15/3	440
16/1	385
16/2	137
17/1	581
17/2	334
18/1	316
19/1	786
19/2	654
20/1	195
20/2	156

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 (A4421 Seelscheid Way)	3.00	0.00	Y	Arm 7 Left	30.00	100.0 %	1824	1824
1/2 (A4421 Seelscheid Way)	3.00	0.00	Y	Arm 12 Ahead	30.00	100.0 %	1824	1824
1/3 (A4421 Seelscheid Way)	3.00	0.00	Y	Arm 12 Ahead	30.00	100.0 %	1824	1824
2/1 (A41 East)	3.25	0.00	Y	Arm 8 Left	45.00	0.0 %	1877	1877
				Arm 13 Ahead	45.00	100.0 %		
2/2 (A41 East)	3.25	0.00	Y	Arm 13 Ahead	45.00	100.0 %	1877	1877
2/3 (A41 East)	3.25	0.00	Y	Arm 13 Ahead	45.00	100.0 %	1877	1877
3/1 (Gravenhill Rd)	3.25	0.00	Y	Arm 9 Left	40.00	100.0 %	1870	1870
3/2 (Gravenhill Rd)	3.25	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1870	1870
3/3 (Gravenhill Rd)	3.25	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1870	1870
4/1 (A41 West)	3.25	0.00	Y	Arm 10 Left	35.00	36.4 %	1860	1860
				Arm 15 Ahead	35.00	63.6 %		
4/2 (A41 West)	3.25	0.00	Y	Arm 15 Ahead	35.00	100.0 %	1860	1860
4/3 (A41 West)	3.25	0.00	Y	Arm 15 Ahead	35.00	100.0 %	1860	1860
5/1 (B4100 London Rd)	3.25	0.00	Y	Arm 6 Left	40.00	100.0 %	1870	1870
5/2 (B4100 London Rd)	3.25	0.00	Y	Arm 11 Ahead	40.00	100.0 %	1870	1870
5/3 (B4100 London Rd)	3.25	0.00	Y	Arm 11 Ahead	40.00	100.0 %	1870	1870
6/1 (A4421 Neunkirchen Way - Exit)	3.50	0.00	Y	Arm 16 Ahead	Inf	100.0 %	1965	1965
6/2 (A4421 Neunkirchen Way - Exit)	3.50	0.00	Y	Arm 16 Ahead	Inf	100.0 %	1965	1965
7/1 (A41 East - Exit)	3.50	0.00	Y	Arm 17 Ahead	Inf	100.0 %	1965	1965
7/2 (A41 East - Exit)	3.50	0.00	Y	Arm 17 Ahead	Inf	100.0 %	1965	1965
8/1 (Granvenhill Rd - Exit)	4.00	0.00	Y	Arm 18 Ahead	Inf	100.0 %	2015	2015
9/1 (A41 Wast - Exit)	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965
9/2 (A41 Wast - Exit)	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

10/1 (B4100 London Rd - Exit)	3.50	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1965	1965
10/2 (B4100 London Rd - Exit)	3.50	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1965	1965
11/1	4.00	0.00	Y	Arm 7 Ahead	30.00	100.0 %	1919	1919
11/2	4.00	0.00	Y	Arm 7 Ahead	30.00	63.7 %	1919	1919
				Arm 12 Right	30.00	36.3 %		
11/3	4.00	0.00	Y	Arm 12 Right	30.00	100.0 %	1919	1919
12/1	4.00	0.00	Y	Arm 8 Ahead	30.00	100.0 %	1919	1919
12/2	4.00	0.00	Y	Arm 13 Right	30.00	100.0 %	1919	1919
12/3	4.00	0.00	Y	Arm 13 Right	30.00	100.0 %	1919	1919
13/1	4.00	0.00	Y	Arm 9 Ahead	30.00	100.0 %	1919	1919
13/2	4.00	0.00	Y	Arm 9 Ahead	30.00	97.3 %	1919	1919
				Arm 14 Right	30.00	2.7 %		
13/3	4.00	0.00	Y	Arm 14 Right	30.00	100.0 %	1919	1919
14/1	4.00	0.00	Y	Arm 10 Ahead	30.00	100.0 %	1919	1919
14/2	4.00	0.00	Y	Arm 10 Ahead	30.00	67.5 %	1919	1919
				Arm 15 Right	30.00	32.5 %		
14/3	4.00	0.00	Y	Arm 15 Right	30.00	100.0 %	1919	1919
15/1	4.00	0.00	Y	Arm 6 Ahead	30.00	100.0 %	1919	1919
15/2	4.00	0.00	Y	Arm 6 Ahead	30.00	25.0 %	1919	1919
				Arm 11 Right	30.00	75.0 %		
15/3	4.00	0.00	Y	Arm 11 Right	30.00	100.0 %	1919	1919
16/1 (A4421 Neurkirchen Way - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
16/2 (A4421 Neurkirchen Way - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
17/1 (A41 East - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
17/2 (A41 East - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
18/1 (Granvenhill Rd - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
19/1 (A41 West - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
19/2 (A41 West - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
20/1 (B4100 London Rd - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
20/2 (B4100 London Rd - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 4: '2026 with Dev PM Peak' (FG4: '2026 with Dev PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	51	123	303	17	494
	B	121	0	0	698	186	1005
	C	123	0	0	154	29	306
	D	471	763	200	0	129	1563
	E	168	146	44	149	0	507
	Tot.	883	960	367	1304	361	3875

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2026 with Dev PM Peak
Junction: Rodney House Roundabout	
1/1 (short)	51
1/2 (with short)	273(In) 222(Out)
1/3	221
2/1 (short)	349
2/2 (with short)	698(In) 349(Out)
2/3	307
3/1 (short)	154
3/2 (with short)	230(In) 76(Out)
3/3	76
4/1 (short)	521
4/2 (with short)	1042(In) 521(Out)
4/3	521
5/1 (short)	168
5/2 (with short)	358(In) 190(Out)
5/3	149
6/1	668
6/2	215
7/1	566
7/2	394
8/1	367
9/1	677
9/2	627
10/1	153
10/2	208
11/1	515
11/2	638
11/3	149
12/1	367
12/2	174
12/3	295
13/1	523
13/2	636
13/3	315
14/1	24

Full Input Data And Results

14/2	316
14/3	136
15/1	500
15/2	657
15/3	521
16/1	668
16/2	215
17/1	566
17/2	394
18/1	367
19/1	677
19/2	627
20/1	153
20/2	208

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 (A4421 Seelscheid Way)	3.00	0.00	Y	Arm 7 Left	30.00	100.0 %	1824	1824
1/2 (A4421 Seelscheid Way)	3.00	0.00	Y	Arm 12 Ahead	30.00	100.0 %	1824	1824
1/3 (A4421 Seelscheid Way)	3.00	0.00	Y	Arm 12 Ahead	30.00	100.0 %	1824	1824
2/1 (A41 East)	3.25	0.00	Y	Arm 8 Left	45.00	0.0 %	1877	1877
				Arm 13 Ahead	45.00	100.0 %		
2/2 (A41 East)	3.25	0.00	Y	Arm 13 Ahead	45.00	100.0 %	1877	1877
2/3 (A41 East)	3.25	0.00	Y	Arm 13 Ahead	45.00	100.0 %	1877	1877
3/1 (Gravenhill Rd)	3.25	0.00	Y	Arm 9 Left	40.00	100.0 %	1870	1870
3/2 (Gravenhill Rd)	3.25	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1870	1870
3/3 (Gravenhill Rd)	3.25	0.00	Y	Arm 14 Ahead	40.00	100.0 %	1870	1870
4/1 (A41 West)	3.25	0.00	Y	Arm 10 Left	35.00	24.8 %	1860	1860
				Arm 15 Ahead	35.00	75.2 %		
4/2 (A41 West)	3.25	0.00	Y	Arm 15 Ahead	35.00	100.0 %	1860	1860
4/3 (A41 West)	3.25	0.00	Y	Arm 15 Ahead	35.00	100.0 %	1860	1860
5/1 (B4100 London Rd)	3.25	0.00	Y	Arm 6 Left	40.00	100.0 %	1870	1870
5/2 (B4100 London Rd)	3.25	0.00	Y	Arm 11 Ahead	40.00	100.0 %	1870	1870
5/3 (B4100 London Rd)	3.25	0.00	Y	Arm 11 Ahead	40.00	100.0 %	1870	1870
6/1 (A4421 Neunkirchen Way - Exit)	3.50	0.00	Y	Arm 16 Ahead	Inf	100.0 %	1965	1965
6/2 (A4421 Neunkirchen Way - Exit)	3.50	0.00	Y	Arm 16 Ahead	Inf	100.0 %	1965	1965
7/1 (A41 East - Exit)	3.50	0.00	Y	Arm 17 Ahead	Inf	100.0 %	1965	1965
7/2 (A41 East - Exit)	3.50	0.00	Y	Arm 17 Ahead	Inf	100.0 %	1965	1965
8/1 (Granvenhill Rd - Exit)	4.00	0.00	Y	Arm 18 Ahead	Inf	100.0 %	2015	2015
9/1 (A41 Wast - Exit)	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965
9/2 (A41 Wast - Exit)	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965

Full Input Data And Results

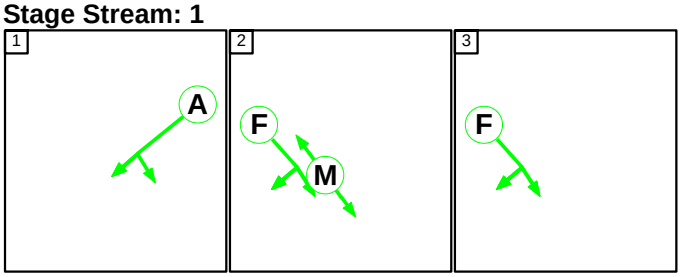
10/1 (B4100 London Rd - Exit)	3.50	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1965	1965
10/2 (B4100 London Rd - Exit)	3.50	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1965	1965
11/1	4.00	0.00	Y	Arm 7 Ahead	30.00	100.0 %	1919	1919
11/2	4.00	0.00	Y	Arm 7 Ahead	30.00	61.8 %	1919	1919
				Arm 12 Right	30.00	38.2 %		
11/3	4.00	0.00	Y	Arm 12 Right	30.00	100.0 %	1919	1919
12/1	4.00	0.00	Y	Arm 8 Ahead	30.00	100.0 %	1919	1919
12/2	4.00	0.00	Y	Arm 13 Right	30.00	100.0 %	1919	1919
12/3	4.00	0.00	Y	Arm 13 Right	30.00	100.0 %	1919	1919
13/1	4.00	0.00	Y	Arm 9 Ahead	30.00	100.0 %	1919	1919
13/2	4.00	0.00	Y	Arm 9 Ahead	30.00	98.6 %	1919	1919
				Arm 14 Right	30.00	1.4 %		
13/3	4.00	0.00	Y	Arm 14 Right	30.00	100.0 %	1919	1919
14/1	4.00	0.00	Y	Arm 10 Ahead	30.00	100.0 %	1919	1919
14/2	4.00	0.00	Y	Arm 10 Ahead	30.00	65.8 %	1919	1919
				Arm 15 Right	30.00	34.2 %		
14/3	4.00	0.00	Y	Arm 15 Right	30.00	100.0 %	1919	1919
15/1	4.00	0.00	Y	Arm 6 Ahead	30.00	100.0 %	1919	1919
15/2	4.00	0.00	Y	Arm 6 Ahead	30.00	32.7 %	1919	1919
				Arm 11 Right	30.00	67.3 %		
15/3	4.00	0.00	Y	Arm 11 Right	30.00	100.0 %	1919	1919
16/1 (A4421 Neurkirchen Way - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
16/2 (A4421 Neurkirchen Way - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
17/1 (A41 East - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
17/2 (A41 East - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
18/1 (Granvenhill Rd - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
19/1 (A41 West - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
19/2 (A41 West - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
20/1 (B4100 London Rd - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
20/2 (B4100 London Rd - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

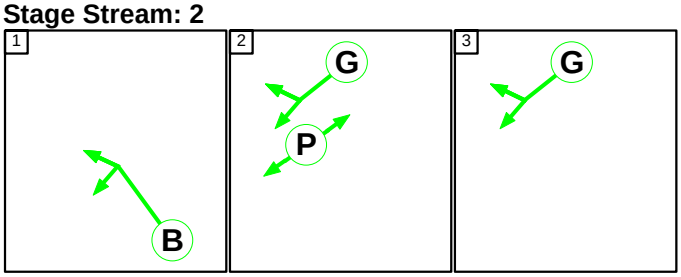
Scenario 1: '2026 Baseline AM Peak' (FG1: '2026 Baselne AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

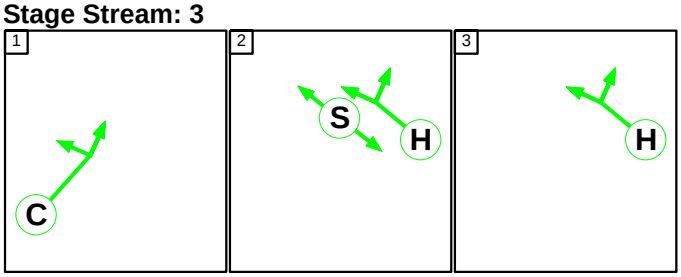
Stage Stream: 1



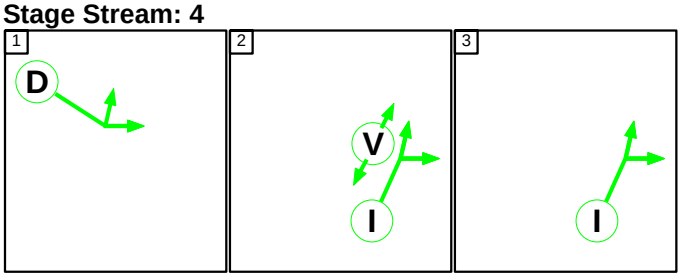
Stage Stream: 2



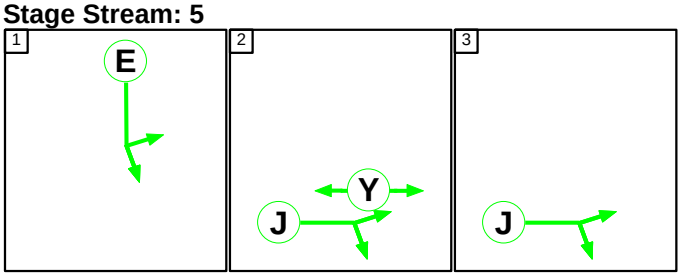
Stage Stream: 3



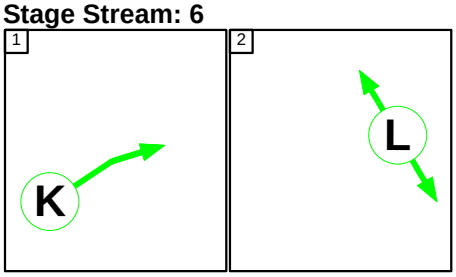
Stage Stream: 4



Stage Stream: 5

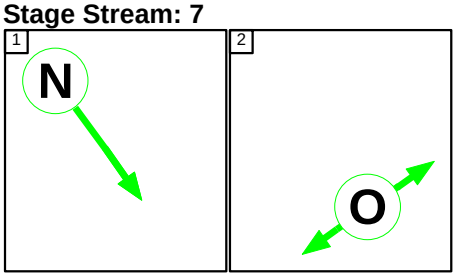


Stage Stream: 6

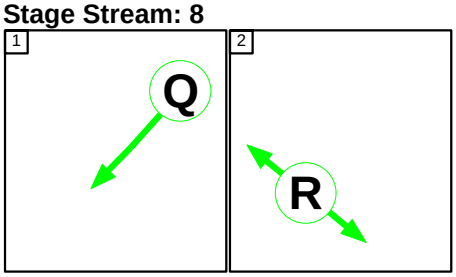


Full Input Data And Results

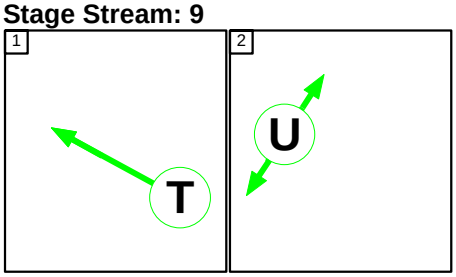
Stage Stream: 7



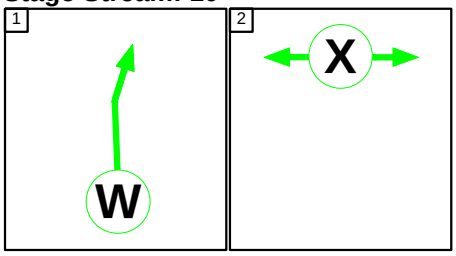
Stage Stream: 8



Stage Stream: 9



Stage Stream: 10



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	12	10	11
Change Point	0	18	34

Stage Stream: 2

Stage	1	2	3
Duration	17	9	7
Change Point	19	42	12

Stage Stream: 3

Stage	1	2	3
Duration	8	6	19
Change Point	1	15	27

Full Input Data And Results

Stage Stream: 4

Stage	1	2	3
Duration	22	6	5
Change Point	18	1	13

Stage Stream: 5

Stage	1	2	3
Duration	10	9	14
Change Point	2	18	33

Stage Stream: 6

Stage	1	2
Duration	24	6
Change Point	16	4

Stage Stream: 7

Stage	1	2
Duration	24	6
Change Point	14	2

Stage Stream: 8

Stage	1	2
Duration	24	6
Change Point	41	29

Stage Stream: 9

Stage	1	2
Duration	24	6
Change Point	8	41

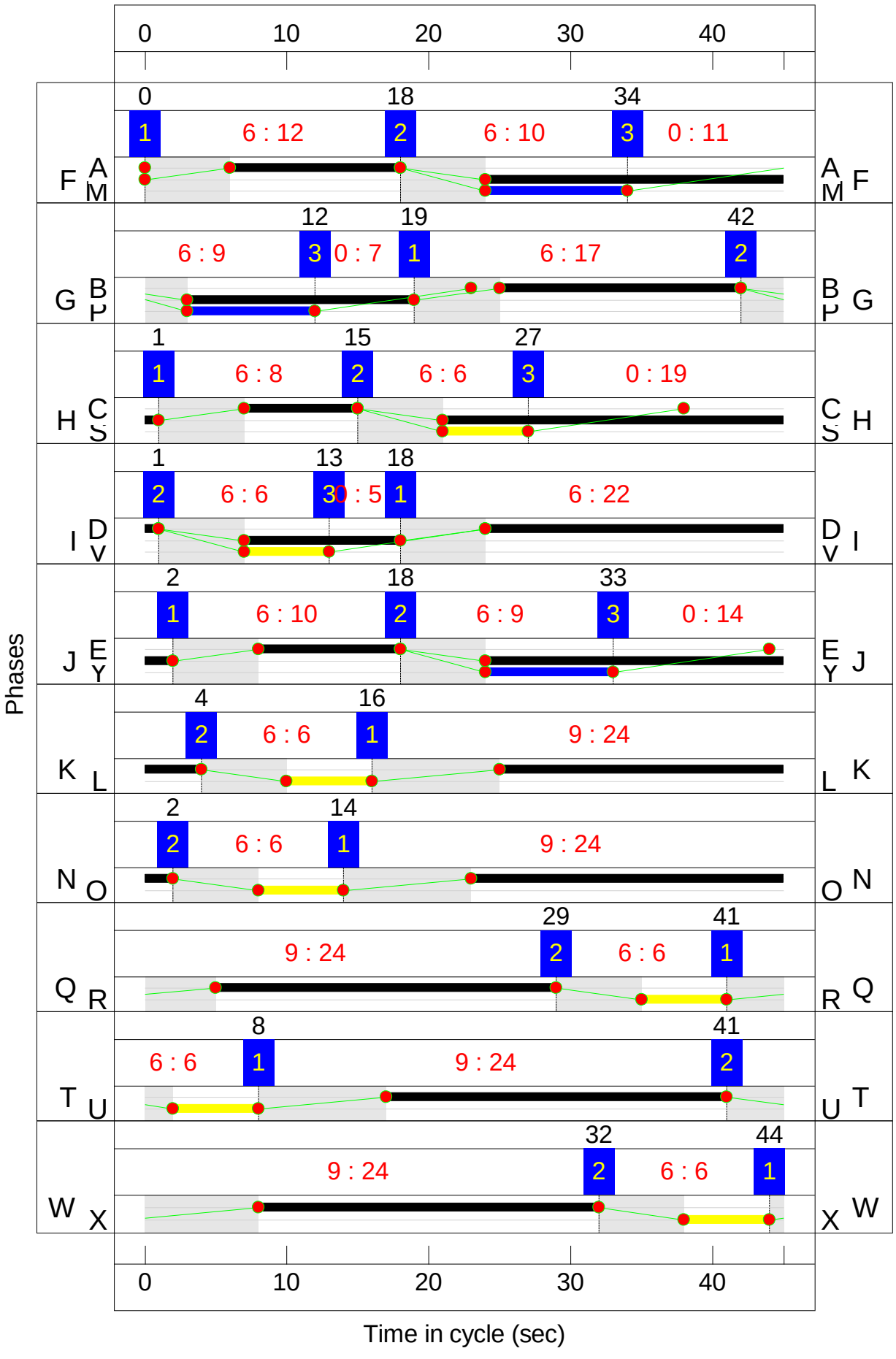
Stage Stream: 10

Stage	1	2
Duration	24	6
Change Point	44	32

Full Input Data And Results

Signal Timings Diagram

Full Input Data And Results

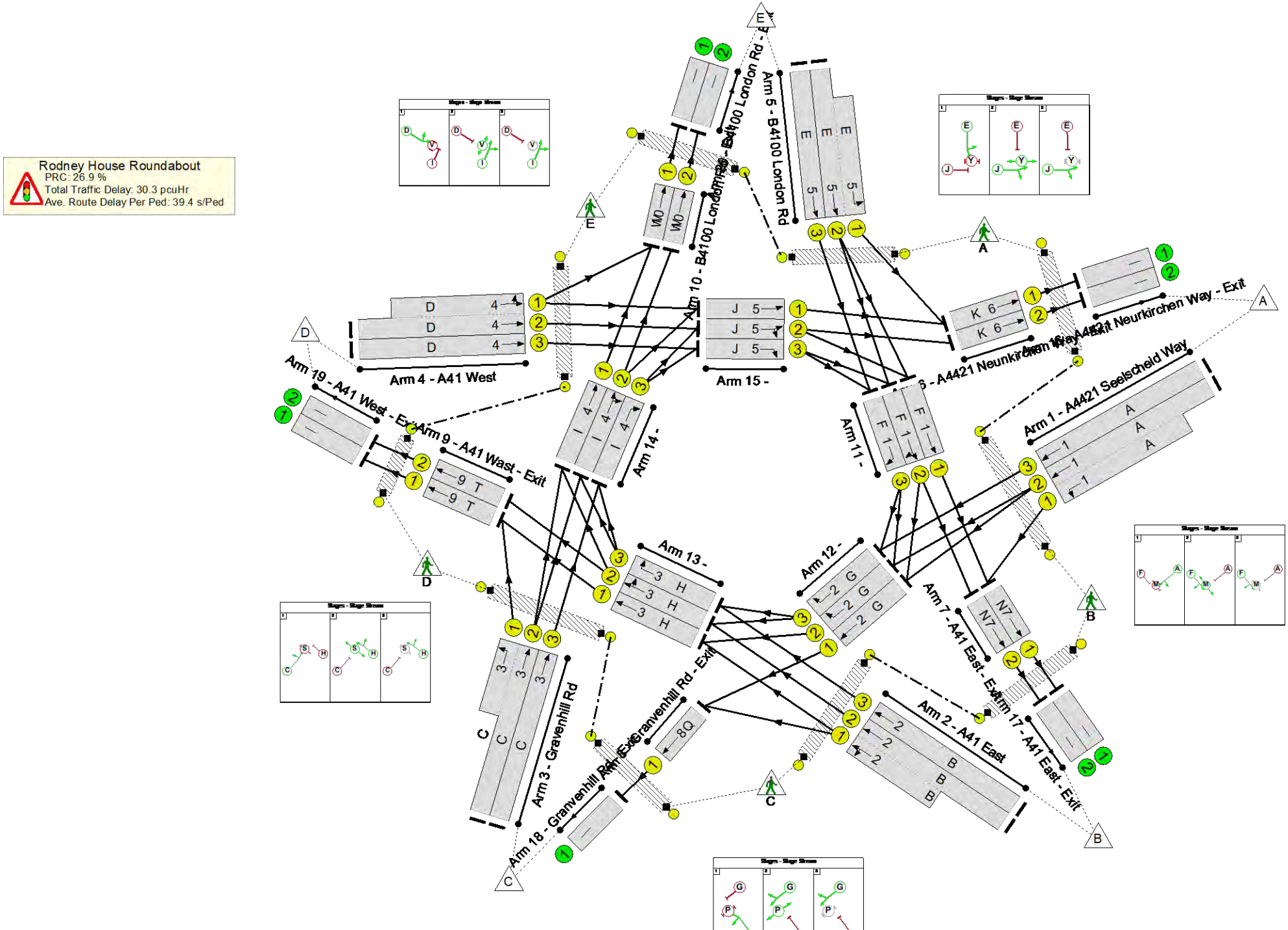


Full Input Data And Results

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: Rodney House Rdbt	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.9%**
Rodney House Roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.9%**
1/2+1/1	A4421 Seelscheid Way Left Ahead	U	1	N/A	A		1	12	-	367	1824:1824	527+250	47.3 : 47.3%
1/3	A4421 Seelscheid Way Ahead	U	1	N/A	A		1	12	-	250	1824	527	47.4%
2/2+2/1	A41 East Left Ahead	U	2	N/A	B		1	17	-	766	1877:1877	694+694	55.2 : 55.2%
2/3	A41 East Ahead	U	2	N/A	B		1	17	-	172	1877	751	22.9%
3/2+3/1	Gravenhill Rd Left Ahead	U	3	N/A	C		1	8	-	304	1870:1870	140+374	59.1 : 59.1%
3/3	Gravenhill Rd Ahead	U	3	N/A	C		1	8	-	82	1870	374	21.9%
4/2+4/1	A41 West Left Ahead	U	4	N/A	D		1	22	-	858	1860:1860	907+903	47.4 : 47.4%
4/3	A41 West Ahead	U	4	N/A	D		1	22	-	429	1860	951	45.1%
5/2+5/1	B4100 London Rd Left Ahead	U	5	N/A	E		1	10	-	164	1870:1870	457+102	29.3 : 29.3%
5/3	B4100 London Rd Ahead	U	5	N/A	E		1	10	-	90	1870	457	19.7%
6/1	A4421 Neunkirchen Way - Exit Ahead	U	6	N/A	K		1	24	-	390	1965	1092	35.7%
6/2	A4421 Neunkirchen Way - Exit Ahead	U	6	N/A	K		1	24	-	115	1965	1092	10.5%
7/1	A41 East - Exit Ahead	U	7	N/A	N		1	24	-	592	1965	1092	54.2%

Full Input Data And Results

7/2	A41 East - Exit Ahead	U	7	N/A	N		1	24	-	323	1965	1092	29.6%
8/1	Granvenhill Rd - Exit Ahead	U	8	N/A	Q		1	24	-	312	2015	1119	27.9%
9/1	A41 Wast - Exit Ahead	U	9	N/A	T		1	24	-	774	1965	1092	70.9%
9/2	A41 Wast - Exit Ahead	U	9	N/A	T		1	24	-	642	1965	1092	58.8%
10/1	B4100 London Rd - Exit Ahead	U	10	N/A	W		1	24	-	178	1965	1092	16.3%
10/2	B4100 London Rd - Exit Ahead	U	10	N/A	W		1	24	-	156	1965	1092	14.3%
11/1	Ahead	U	1	N/A	F		1	21	-	474	1919	938	50.5%
11/2	Ahead Right	U	1	N/A	F		1	21	-	511	1919	938	54.5%
11/3	Right	U	1	N/A	F		1	21	-	90	1919	938	9.6%
12/1	Ahead	U	2	N/A	G		1	16	-	312	1919	725	43.0%
12/2	Right	U	2	N/A	G		1	16	-	170	1919	725	23.4%
12/3	Right	U	2	N/A	G		1	16	-	295	1919	725	40.7%
13/1	Ahead	U	3	N/A	H		1	25	-	553	1919	1109	49.9%
13/2	Ahead Right	U	3	N/A	H		1	25	-	660	1919	1109	59.5%
13/3	Right	U	3	N/A	H		1	25	-	190	1919	1109	17.1%
14/1	Ahead	U	4	N/A	I		1	11	-	35	1919	512	6.8%
14/2	Ahead Right	U	4	N/A	I		1	11	-	231	1919	512	45.1%
14/3	Right	U	4	N/A	I		1	11	-	107	1919	512	20.9%
15/1	Ahead	U	5	N/A	J		1	23	-	360	1919	1023	35.2%
15/2	Ahead Right	U	5	N/A	J		1	23	-	537	1919	1023	52.5%
15/3	Right	U	5	N/A	J		1	23	-	429	1919	1023	41.9%
16/1	A4421 Neurkirchen Way - Exit	U	N/A	N/A	-		-	-	-	390	Inf	Inf	0.0%
16/2	A4421 Neurkirchen Way - Exit	U	N/A	N/A	-		-	-	-	115	Inf	Inf	0.0%
17/1	A41 East - Exit	U	N/A	N/A	-		-	-	-	592	Inf	Inf	0.0%

Full Input Data And Results

17/2	A41 East - Exit	U	N/A	N/A	-		-	-	-	323	Inf	Inf	0.0%
18/1	Granvenhill Rd - Exit	U	N/A	N/A	-		-	-	-	312	Inf	Inf	0.0%
19/1	A41 West - Exit	U	N/A	N/A	-		-	-	-	774	Inf	Inf	0.0%
19/2	A41 West - Exit	U	N/A	N/A	-		-	-	-	642	Inf	Inf	0.0%
20/1	B4100 London Rd - Exit	U	N/A	N/A	-		-	-	-	178	Inf	Inf	0.0%
20/2	B4100 London Rd - Exit	U	N/A	N/A	-		-	-	-	156	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	6	-	L		1	6	-	2	-	9600	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	M		1	10	-	2	-	16000	0.0%
Ped Link: P3	Unnamed Ped Link	-	2	-	P		1	9	-	2	-	14400	0.0%
Ped Link: P4	Unnamed Ped Link	-	7	-	O		1	6	-	2	-	9600	0.0%
Ped Link: P5	Unnamed Ped Link	-	8	-	R		1	6	-	2	-	9600	0.0%
Ped Link: P6	Unnamed Ped Link	-	3	-	S		1	6	-	2	-	9600	0.0%
Ped Link: P7	Unnamed Ped Link	-	9	-	U		1	6	-	2	-	9600	0.0%
Ped Link: P8	Unnamed Ped Link	-	4	-	V		1	6	-	2	-	9600	0.0%
Ped Link: P9	Unnamed Ped Link	-	10	-	X		1	6	-	2	-	9600	0.0%
Ped Link: P10	Unnamed Ped Link	-	5	-	Y		1	9	-	2	-	14400	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: Rodney House Rdbt	**-**	**-**	**0**	**0**	**0**	**18.0**	**12.3**	**0.0**	**30.3**	**-**	**-**	**-**	**-**
Rodney House Roundabout	**-**	**-**	**0**	**0**	**0**	**18.0**	**12.3**	**0.0**	**30.3**	**-**	**-**	**-**	**-**
1/2+1/1	367	367	-	-	-	1.3	0.4	-	1.8	17.2	2.6	0.4	3.0
1/3	250	250	-	-	-	0.9	0.4	-	1.4	19.7	2.6	0.4	3.0
2/2+2/1	766	766	-	-	-	2.2	0.6	-	2.8	13.1	3.5	0.6	4.1
2/3	172	172	-	-	-	0.4	0.1	-	0.6	12.0	1.4	0.1	1.5
3/2+3/1	304	304	-	-	-	1.4	0.7	-	2.1	24.5	2.5	0.7	3.2
3/3	82	82	-	-	-	0.3	0.1	-	0.5	21.3	0.8	0.1	1.0
4/2+4/1	858	858	-	-	-	1.7	0.5	-	2.1	8.9	3.3	0.5	3.8
4/3	429	429	-	-	-	0.8	0.4	-	1.2	10.4	3.3	0.4	3.7
5/2+5/1	164	164	-	-	-	0.6	0.2	-	0.8	18.3	1.3	0.2	1.5
5/3	90	90	-	-	-	0.3	0.1	-	0.5	18.4	0.9	0.1	1.0
6/1	390	390	-	-	-	0.1	0.3	-	0.4	3.8	0.4	0.3	0.7
6/2	115	115	-	-	-	0.0	0.1	-	0.1	1.9	0.0	0.1	0.1
7/1	592	592	-	-	-	0.5	0.6	-	1.1	6.4	1.6	0.6	2.2
7/2	323	323	-	-	-	0.0	0.2	-	0.2	2.6	0.1	0.2	0.3
8/1	312	312	-	-	-	0.0	0.2	-	0.2	2.2	0.0	0.2	0.2
9/1	774	774	-	-	-	0.8	1.2	-	2.0	9.5	3.9	1.2	5.1
9/2	642	642	-	-	-	0.3	0.7	-	1.0	5.7	0.8	0.7	1.5
10/1	178	178	-	-	-	0.2	0.1	-	0.3	6.3	0.7	0.1	0.8
10/2	156	156	-	-	-	0.0	0.1	-	0.1	1.9	0.0	0.1	0.1
11/1	474	474	-	-	-	0.5	0.5	-	1.0	7.6	1.4	0.5	1.9
11/2	511	511	-	-	-	0.6	0.6	-	1.2	8.4	1.8	0.6	2.3
11/3	90	90	-	-	-	0.3	0.1	-	0.3	13.1	1.1	0.1	1.2
12/1	312	312	-	-	-	0.7	0.4	-	1.1	13.0	2.5	0.4	2.8

Full Input Data And Results

12/2	170	170	-	-	-	0.3	0.2	-	0.5	9.8	0.7	0.2	0.8
12/3	295	295	-	-	-	0.4	0.3	-	0.7	8.8	0.8	0.3	1.1
13/1	553	553	-	-	-	0.4	0.5	-	0.9	6.1	2.2	0.5	2.7
13/2	660	660	-	-	-	0.7	0.7	-	1.5	8.0	3.5	0.7	4.2
13/3	190	190	-	-	-	0.0	0.1	-	0.1	2.6	0.2	0.1	0.3
14/1	35	35	-	-	-	0.1	0.0	-	0.2	16.3	0.2	0.0	0.3
14/2	231	231	-	-	-	0.8	0.4	-	1.3	19.6	2.3	0.4	2.7
14/3	107	107	-	-	-	0.1	0.1	-	0.3	8.7	0.3	0.1	0.5
15/1	360	360	-	-	-	0.3	0.3	-	0.6	5.8	1.2	0.3	1.4
15/2	537	537	-	-	-	0.5	0.6	-	1.0	6.9	1.7	0.6	2.3
15/3	429	429	-	-	-	0.2	0.4	-	0.5	4.4	0.4	0.4	0.7
16/1	390	390	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/2	115	115	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
17/1	592	592	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
17/2	323	323	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/1	312	312	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
19/1	774	774	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
19/2	642	642	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/1	178	178	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/2	156	156	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	2	2	-	-	-	-	-	-	0.0	11.6	-	-	0.0
Ped Link: P2	2	2	-	-	-	-	-	-	0.0	24.1	-	-	0.0
Ped Link: P3	2	2	-	-	-	-	-	-	0.0	16.5	-	-	0.0
Ped Link: P4	2	2	-	-	-	-	-	-	0.0	22.6	-	-	0.0
Ped Link: P5	2	2	-	-	-	-	-	-	0.0	27.4	-	-	0.0
Ped Link: P6	2	2	-	-	-	-	-	-	0.0	14.9	-	-	0.0
Ped Link: P7	2	2	-	-	-	-	-	-	0.0	17.9	-	-	0.0
Ped Link: P8	2	2	-	-	-	-	-	-	0.0	22.9	-	-	0.0
Ped Link: P9	2	2	-	-	-	-	-	-	0.0	27.1	-	-	0.0
Ped Link: P10	2	2	-	-	-	-	-	-	0.0	12.0	-	-	0.0

Full Input Data And Results

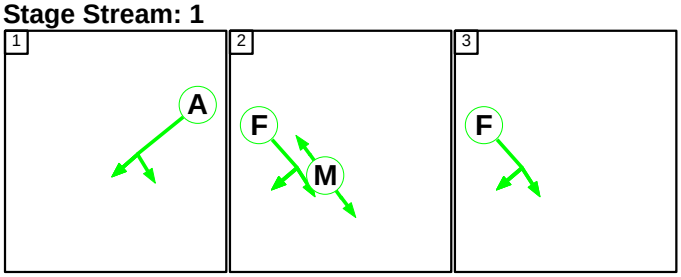
C1	Stream: 1	PRC for Signalled Lanes (%):	65.2	Total Delay for Signalled Lanes (pcuHr):	5.65	Cycle Time (s):	45
C1	Stream: 2	PRC for Signalled Lanes (%):	63.0	Total Delay for Signalled Lanes (pcuHr):	5.67	Cycle Time (s):	45
C1	Stream: 3	PRC for Signalled Lanes (%):	51.2	Total Delay for Signalled Lanes (pcuHr):	5.10	Cycle Time (s):	45
C1	Stream: 4	PRC for Signalled Lanes (%):	89.8	Total Delay for Signalled Lanes (pcuHr):	5.03	Cycle Time (s):	45
C1	Stream: 5	PRC for Signalled Lanes (%):	71.5	Total Delay for Signalled Lanes (pcuHr):	3.42	Cycle Time (s):	45
C1	Stream: 6	PRC for Signalled Lanes (%):	151.9	Total Delay for Signalled Lanes (pcuHr):	0.47	Cycle Time (s):	45
C1	Stream: 7	PRC for Signalled Lanes (%):	66.0	Total Delay for Signalled Lanes (pcuHr):	1.29	Cycle Time (s):	45
C1	Stream: 8	PRC for Signalled Lanes (%):	222.9	Total Delay for Signalled Lanes (pcuHr):	0.19	Cycle Time (s):	45
C1	Stream: 9	PRC for Signalled Lanes (%):	26.9	Total Delay for Signalled Lanes (pcuHr):	3.06	Cycle Time (s):	45
C1	Stream: 10	PRC for Signalled Lanes (%):	452.0	Total Delay for Signalled Lanes (pcuHr):	0.39	Cycle Time (s):	45
		PRC Over All Lanes (%):	26.9	Total Delay Over All Lanes(pcuHr):	30.29		

Full Input Data And Results

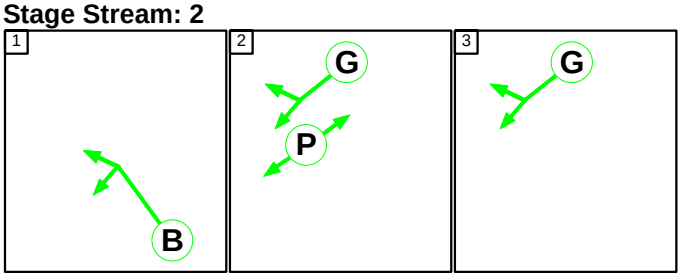
Scenario 2: '2026 Baseline PM Peak' (FG2: '2026 Baselne PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

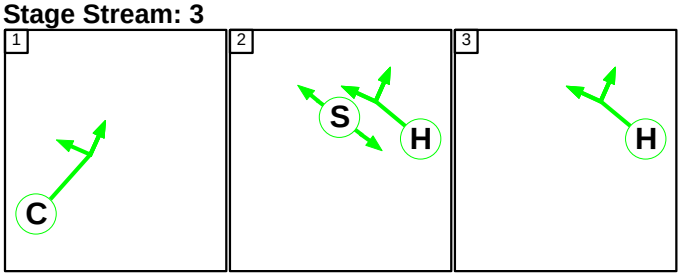
Stage Stream: 1



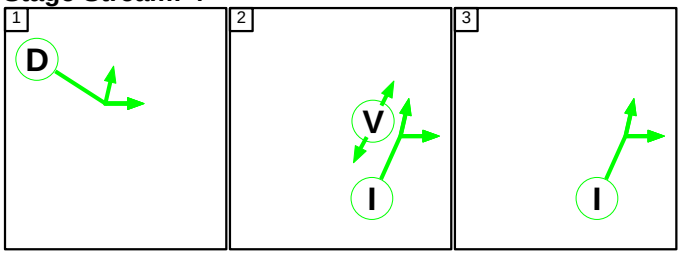
Stage Stream: 2



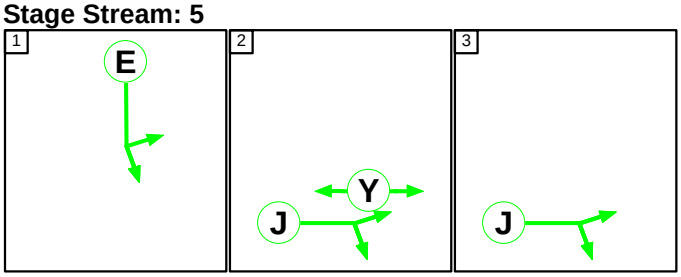
Stage Stream: 3



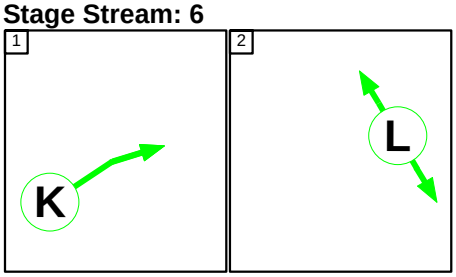
Stage Stream: 4



Stage Stream: 5

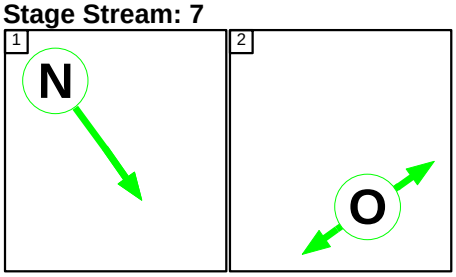


Stage Stream: 6

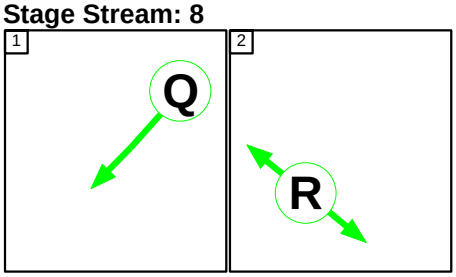


Full Input Data And Results

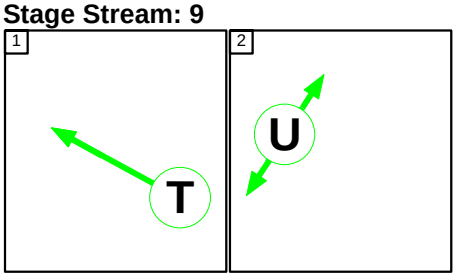
Stage Stream: 7



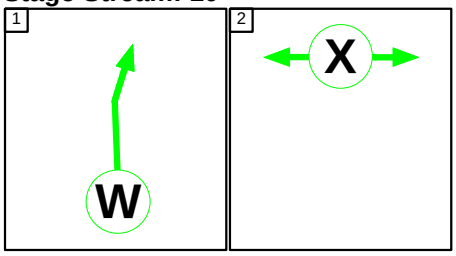
Stage Stream: 8



Stage Stream: 9



Stage Stream: 10



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	10	9	14
Change Point	0	16	31

Stage Stream: 2

Stage	1	2	3
Duration	18	7	8
Change Point	18	42	10

Stage Stream: 3

Stage	1	2	3
Duration	8	13	12
Change Point	0	14	33

Full Input Data And Results

Stage Stream: 4

Stage	1	2	3
Duration	21	6	6
Change Point	14	41	8

Stage Stream: 5

Stage	1	2	3
Duration	7	13	13
Change Point	1	14	33

Stage Stream: 6

Stage	1	2
Duration	24	6
Change Point	8	41

Stage Stream: 7

Stage	1	2
Duration	24	6
Change Point	14	2

Stage Stream: 8

Stage	1	2
Duration	24	6
Change Point	41	29

Stage Stream: 9

Stage	1	2
Duration	24	6
Change Point	9	42

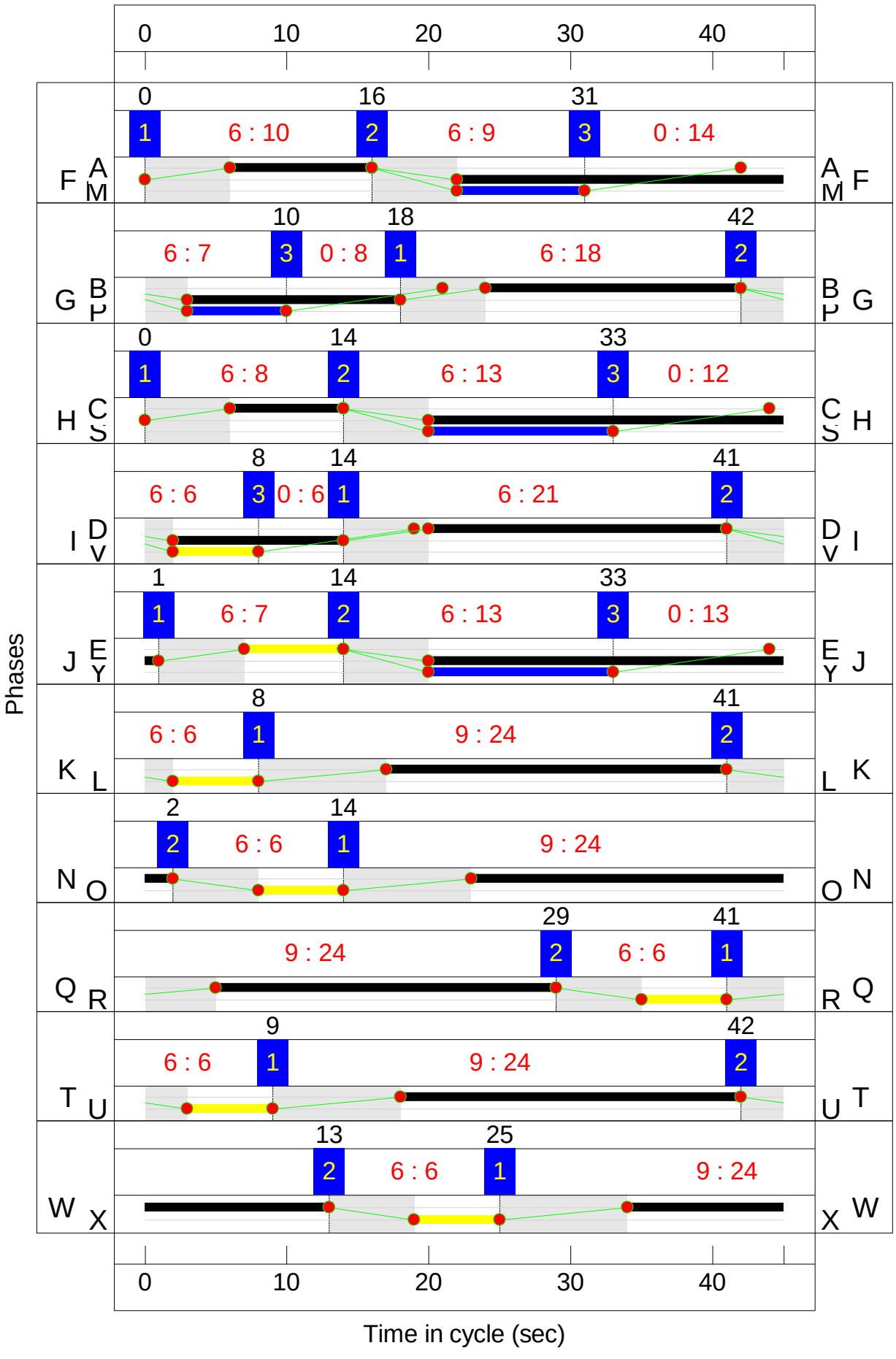
Stage Stream: 10

Stage	1	2
Duration	24	6
Change Point	25	13

Full Input Data And Results

Signal Timings Diagram

Full Input Data And Results

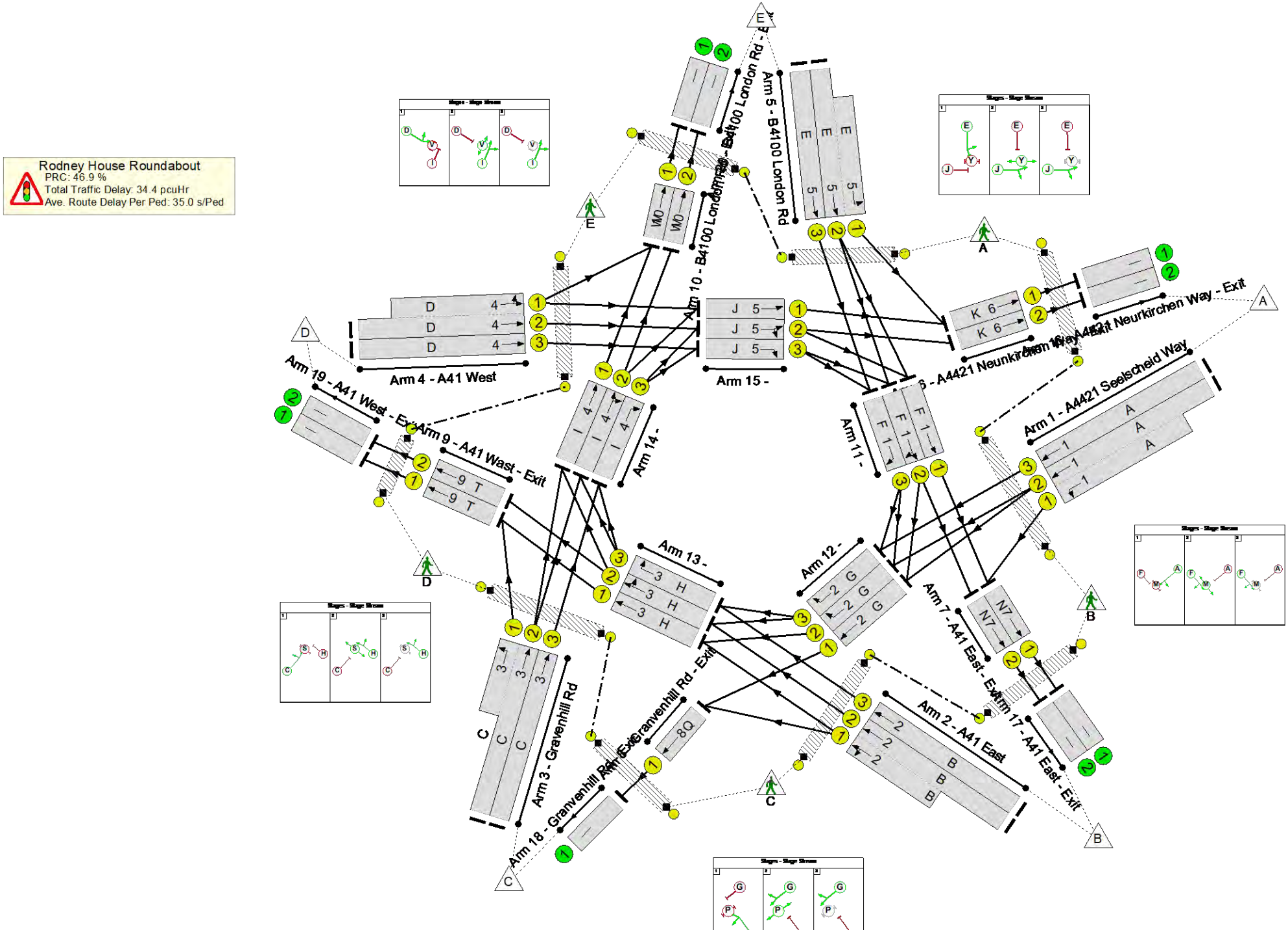


Full Input Data And Results

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: Rodney House Rdbt	-	-	**N/A**	-	-		-	-	-	-	-	-	**61.3%**
Rodney House Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	**61.3%**
1/2+1/1	A4421 Seelscheid Way Left Ahead	U	1	N/A	A		1	10	-	267	1824:1824	446+105	48.4 : 48.4%
1/3	A4421 Seelscheid Way Ahead	U	1	N/A	A		1	10	-	215	1824	446	48.2%
2/2+2/1	A41 East Left Ahead	U	2	N/A	B		1	18	-	698	1877:1877	715+715	48.8 : 48.8%
2/3	A41 East Ahead	U	2	N/A	B		1	18	-	307	1877	793	38.7%
3/2+3/1	Gravenhill Rd Left Ahead	U	3	N/A	C		1	8	-	228	1870:1870	180+374	41.2 : 41.2%
3/3	Gravenhill Rd Ahead	U	3	N/A	C		1	8	-	74	1870	374	19.8%
4/2+4/1	A41 West Left Ahead	U	4	N/A	D		1	21	-	1024	1860:1860	885+885	57.9 : 57.9%
4/3	A41 West Ahead	U	4	N/A	D		1	21	-	512	1860	909	56.3%
5/2+5/1	B4100 London Rd Left Ahead	U	5	N/A	E		1	7	-	355	1870:1870	332+332	56.3 : 50.5%
5/3	B4100 London Rd Ahead	U	5	N/A	E		1	7	-	140	1870	332	42.1%
6/1	A4421 Neunkirchen Way - Exit Ahead	U	6	N/A	K		1	24	-	669	1965	1092	61.3%
6/2	A4421 Neunkirchen Way - Exit Ahead	U	6	N/A	K		1	24	-	195	1965	1092	17.9%
7/1	A41 East - Exit Ahead	U	7	N/A	N		1	24	-	575	1965	1092	52.7%

Full Input Data And Results

7/2	A41 East - Exit Ahead	U	7	N/A	N		1	24	-	385	1965	1092	35.3%
8/1	Granvenhill Rd - Exit Ahead	U	8	N/A	Q		1	24	-	361	2015	1119	32.2%
9/1	A41 Wast - Exit Ahead	U	9	N/A	T		1	24	-	669	1965	1092	61.3%
9/2	A41 Wast - Exit Ahead	U	9	N/A	T		1	24	-	617	1965	1092	56.5%
10/1	B4100 London Rd - Exit Ahead	U	10	N/A	W		1	24	-	141	1965	1092	12.9%
10/2	B4100 London Rd - Exit Ahead	U	10	N/A	W		1	24	-	208	1965	1092	19.1%
11/1	Ahead	U	1	N/A	F		1	23	-	524	1919	1023	51.2%
11/2	Ahead Right	U	1	N/A	F		1	23	-	626	1919	1023	61.2%
11/3	Right	U	1	N/A	F		1	23	-	140	1919	1023	13.7%
12/1	Ahead	U	2	N/A	G		1	15	-	361	1919	682	52.9%
12/2	Right	U	2	N/A	G		1	15	-	166	1919	682	24.3%
12/3	Right	U	2	N/A	G		1	15	-	285	1919	682	41.8%
13/1	Ahead	U	3	N/A	H		1	25	-	515	1919	1109	46.4%
13/2	Ahead Right	U	3	N/A	H		1	25	-	626	1919	1109	56.5%
13/3	Right	U	3	N/A	H		1	25	-	315	1919	1109	28.4%
14/1	Ahead	U	4	N/A	I		1	12	-	24	1919	554	4.3%
14/2	Ahead Right	U	4	N/A	I		1	12	-	314	1919	554	56.6%
14/3	Right	U	4	N/A	I		1	12	-	134	1919	554	24.2%
15/1	Ahead	U	5	N/A	J		1	26	-	501	1919	1151	43.5%
15/2	Ahead Right	U	5	N/A	J		1	26	-	646	1919	1151	56.1%
15/3	Right	U	5	N/A	J		1	26	-	512	1919	1151	44.5%
16/1	A4421 Neurkirchen Way - Exit	U	N/A	N/A	-		-	-	-	669	Inf	Inf	0.0%
16/2	A4421 Neurkirchen Way - Exit	U	N/A	N/A	-		-	-	-	195	Inf	Inf	0.0%
17/1	A41 East - Exit	U	N/A	N/A	-		-	-	-	575	Inf	Inf	0.0%

Full Input Data And Results

17/2	A41 East - Exit	U	N/A	N/A	-		-	-	-	385	Inf	Inf	0.0%
18/1	Granvenhill Rd - Exit	U	N/A	N/A	-		-	-	-	361	Inf	Inf	0.0%
19/1	A41 West - Exit	U	N/A	N/A	-		-	-	-	669	Inf	Inf	0.0%
19/2	A41 West - Exit	U	N/A	N/A	-		-	-	-	617	Inf	Inf	0.0%
20/1	B4100 London Rd - Exit	U	N/A	N/A	-		-	-	-	141	Inf	Inf	0.0%
20/2	B4100 London Rd - Exit	U	N/A	N/A	-		-	-	-	208	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	6	-	L		1	6	-	2	-	9600	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	M		1	9	-	2	-	14400	0.0%
Ped Link: P3	Unnamed Ped Link	-	2	-	P		1	7	-	2	-	11200	0.0%
Ped Link: P4	Unnamed Ped Link	-	7	-	O		1	6	-	2	-	9600	0.0%
Ped Link: P5	Unnamed Ped Link	-	8	-	R		1	6	-	2	-	9600	0.0%
Ped Link: P6	Unnamed Ped Link	-	3	-	S		1	13	-	2	-	20800	0.0%
Ped Link: P7	Unnamed Ped Link	-	9	-	U		1	6	-	2	-	9600	0.0%
Ped Link: P8	Unnamed Ped Link	-	4	-	V		1	6	-	2	-	9600	0.0%
Ped Link: P9	Unnamed Ped Link	-	10	-	X		1	6	-	2	-	9600	0.0%
Ped Link: P10	Unnamed Ped Link	-	5	-	Y		1	13	-	2	-	20800	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: Rodney House Rdbt	**-**	**-**	**0**	**0**	**0**	**20.3**	**14.0**	**0.0**	**34.4**	**-**	**-**	**-**	**-**
Rodney House Roundabout	**-**	**-**	**0**	**0**	**0**	**20.3**	**14.0**	**0.0**	**34.4**	**-**	**-**	**-**	**-**
1/2+1/1	267	267	-	-	-	1.1	0.5	-	1.5	20.6	2.3	0.5	2.7
1/3	215	215	-	-	-	0.9	0.5	-	1.3	22.3	2.3	0.5	2.7
2/2+2/1	698	698	-	-	-	1.8	0.5	-	2.3	11.7	3.0	0.5	3.5
2/3	307	307	-	-	-	0.8	0.3	-	1.1	12.7	2.6	0.3	3.0
3/2+3/1	228	228	-	-	-	1.0	0.3	-	1.3	21.0	1.7	0.3	2.0
3/3	74	74	-	-	-	0.3	0.1	-	0.4	21.1	0.8	0.1	0.9
4/2+4/1	1024	1024	-	-	-	2.3	0.7	-	3.0	10.5	4.4	0.7	5.1
4/3	512	512	-	-	-	1.2	0.6	-	1.8	12.6	4.4	0.6	5.1
5/2+5/1	355	355	-	-	-	1.7	0.6	-	2.2	22.6	2.1	0.6	2.7
5/3	140	140	-	-	-	0.6	0.4	-	1.0	25.8	1.5	0.4	1.9
6/1	669	669	-	-	-	0.7	0.8	-	1.5	7.8	2.8	0.8	3.6
6/2	195	195	-	-	-	0.0	0.1	-	0.2	2.8	0.1	0.1	0.2
7/1	575	575	-	-	-	0.2	0.6	-	0.8	4.9	0.7	0.6	1.3
7/2	385	385	-	-	-	0.0	0.3	-	0.3	2.8	0.1	0.3	0.3
8/1	361	361	-	-	-	0.0	0.2	-	0.2	2.4	0.0	0.2	0.2
9/1	669	669	-	-	-	0.6	0.8	-	1.4	7.7	2.8	0.8	3.6
9/2	617	617	-	-	-	0.2	0.6	-	0.9	5.1	0.6	0.6	1.2
10/1	141	141	-	-	-	0.2	0.1	-	0.3	7.4	1.2	0.1	1.3
10/2	208	208	-	-	-	0.0	0.1	-	0.1	2.2	0.0	0.1	0.1
11/1	524	524	-	-	-	0.4	0.5	-	0.9	6.4	1.4	0.5	1.9
11/2	626	626	-	-	-	0.6	0.8	-	1.4	7.8	2.0	0.8	2.8
11/3	140	140	-	-	-	0.4	0.1	-	0.5	12.7	1.7	0.1	1.8
12/1	361	361	-	-	-	1.1	0.6	-	1.6	16.1	3.1	0.6	3.6

Full Input Data And Results

12/2	166	166	-	-	-	0.5	0.2	-	0.6	13.2	0.9	0.2	1.1
12/3	285	285	-	-	-	0.5	0.4	-	0.9	10.8	1.0	0.4	1.4
13/1	515	515	-	-	-	0.5	0.4	-	0.9	6.3	2.2	0.4	2.6
13/2	626	626	-	-	-	0.7	0.6	-	1.4	8.0	3.6	0.6	4.2
13/3	315	315	-	-	-	0.0	0.2	-	0.2	2.8	0.2	0.2	0.4
14/1	24	24	-	-	-	0.1	0.0	-	0.1	12.7	0.1	0.0	0.2
14/2	314	314	-	-	-	1.0	0.6	-	1.7	19.1	3.3	0.6	3.9
14/3	134	134	-	-	-	0.3	0.2	-	0.4	11.0	0.8	0.2	1.0
15/1	501	501	-	-	-	0.3	0.4	-	0.7	5.0	1.4	0.4	1.7
15/2	646	646	-	-	-	0.4	0.6	-	1.1	5.9	1.7	0.6	2.3
15/3	512	512	-	-	-	0.0	0.4	-	0.4	2.9	0.0	0.4	0.4
16/1	669	669	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/2	195	195	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
17/1	575	575	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
17/2	385	385	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/1	361	361	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
19/1	669	669	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
19/2	617	617	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/1	141	141	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/2	208	208	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	2	2	-	-	-	-	-	-	0.0	10.3	-	-	0.0
Ped Link: P2	2	2	-	-	-	-	-	-	0.0	8.4	-	-	0.0
Ped Link: P3	2	2	-	-	-	-	-	-	0.0	17.4	-	-	0.0
Ped Link: P4	2	2	-	-	-	-	-	-	0.0	22.8	-	-	0.0
Ped Link: P5	2	2	-	-	-	-	-	-	0.0	27.2	-	-	0.0
Ped Link: P6	2	2	-	-	-	-	-	-	0.0	11.4	-	-	0.0
Ped Link: P7	2	2	-	-	-	-	-	-	0.0	20.9	-	-	0.0
Ped Link: P8	2	2	-	-	-	-	-	-	0.0	19.9	-	-	0.0
Ped Link: P9	2	2	-	-	-	-	-	-	0.0	19.2	-	-	0.0
Ped Link: P10	2	2	-	-	-	-	-	-	0.0	17.9	-	-	0.0

Full Input Data And Results

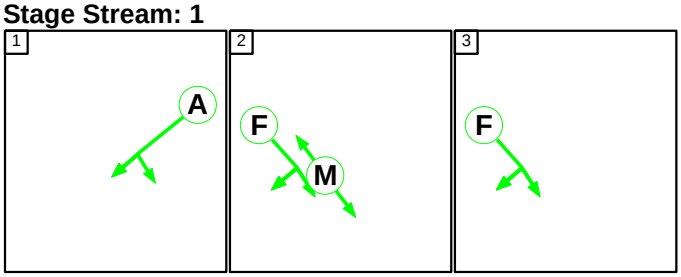
C1	Stream: 1	PRC for Signalled Lanes (%):	47.1	Total Delay for Signalled Lanes (pcuHr):	5.66	Cycle Time (s):	45
C1	Stream: 2	PRC for Signalled Lanes (%):	70.1	Total Delay for Signalled Lanes (pcuHr):	6.43	Cycle Time (s):	45
C1	Stream: 3	PRC for Signalled Lanes (%):	59.4	Total Delay for Signalled Lanes (pcuHr):	4.31	Cycle Time (s):	45
C1	Stream: 4	PRC for Signalled Lanes (%):	55.6	Total Delay for Signalled Lanes (pcuHr):	6.95	Cycle Time (s):	45
C1	Stream: 5	PRC for Signalled Lanes (%):	60.0	Total Delay for Signalled Lanes (pcuHr):	5.39	Cycle Time (s):	45
C1	Stream: 6	PRC for Signalled Lanes (%):	46.9	Total Delay for Signalled Lanes (pcuHr):	1.60	Cycle Time (s):	45
C1	Stream: 7	PRC for Signalled Lanes (%):	70.9	Total Delay for Signalled Lanes (pcuHr):	1.08	Cycle Time (s):	45
C1	Stream: 8	PRC for Signalled Lanes (%):	179.1	Total Delay for Signalled Lanes (pcuHr):	0.24	Cycle Time (s):	45
C1	Stream: 9	PRC for Signalled Lanes (%):	46.9	Total Delay for Signalled Lanes (pcuHr):	2.30	Cycle Time (s):	45
C1	Stream: 10	PRC for Signalled Lanes (%):	372.4	Total Delay for Signalled Lanes (pcuHr):	0.42	Cycle Time (s):	45
		PRC Over All Lanes (%):	46.9	Total Delay Over All Lanes(pcuHr):	34.38		

Full Input Data And Results

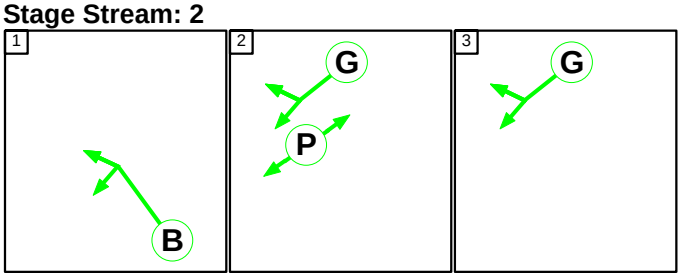
Scenario 3: '2026 with Dev AM Peak' (FG3: '2026 with Dev AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

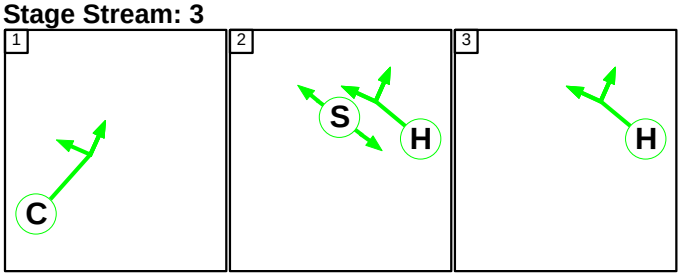
Stage Stream: 1



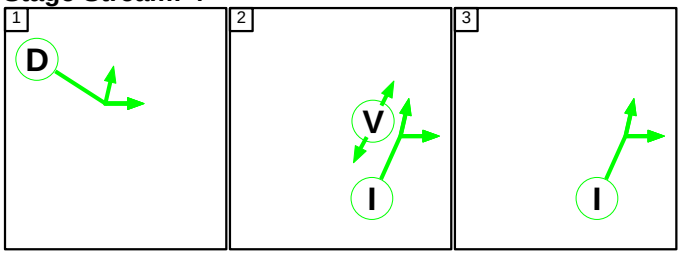
Stage Stream: 2



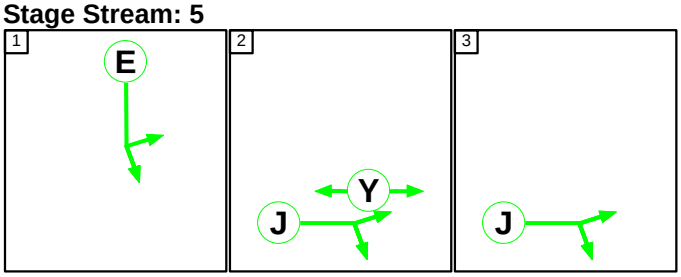
Stage Stream: 3



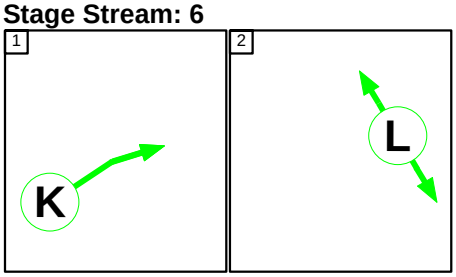
Stage Stream: 4



Stage Stream: 5

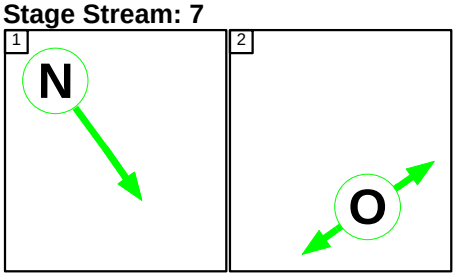


Stage Stream: 6

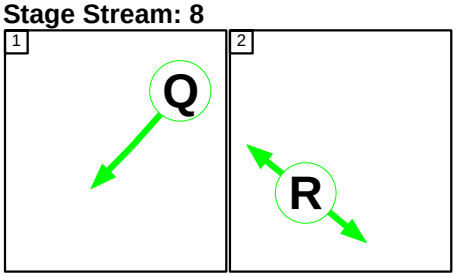


Full Input Data And Results

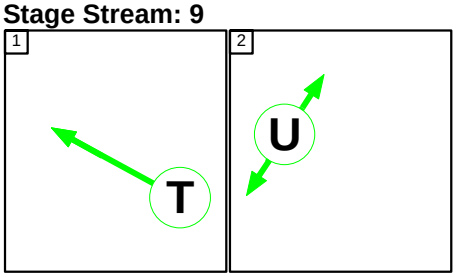
Stage Stream: 7



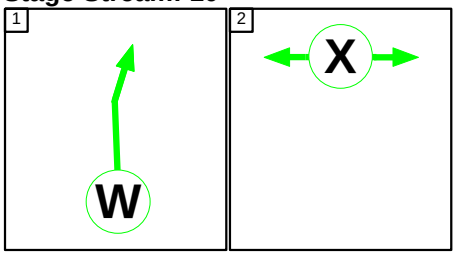
Stage Stream: 8



Stage Stream: 9



Stage Stream: 10



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	12	11	10
Change Point	0	18	35

Stage Stream: 2

Stage	1	2	3
Duration	17	11	5
Change Point	18	41	13

Stage Stream: 3

Stage	1	2	3
Duration	8	7	18
Change Point	0	14	27

Full Input Data And Results

Stage Stream: 4

Stage	1	2	3
Duration	22	6	5
Change Point	18	1	13

Stage Stream: 5

Stage	1	2	3
Duration	10	10	13
Change Point	2	18	34

Stage Stream: 6

Stage	1	2
Duration	24	6
Change Point	16	4

Stage Stream: 7

Stage	1	2
Duration	24	6
Change Point	14	2

Stage Stream: 8

Stage	1	2
Duration	24	6
Change Point	40	28

Stage Stream: 9

Stage	1	2
Duration	24	6
Change Point	7	40

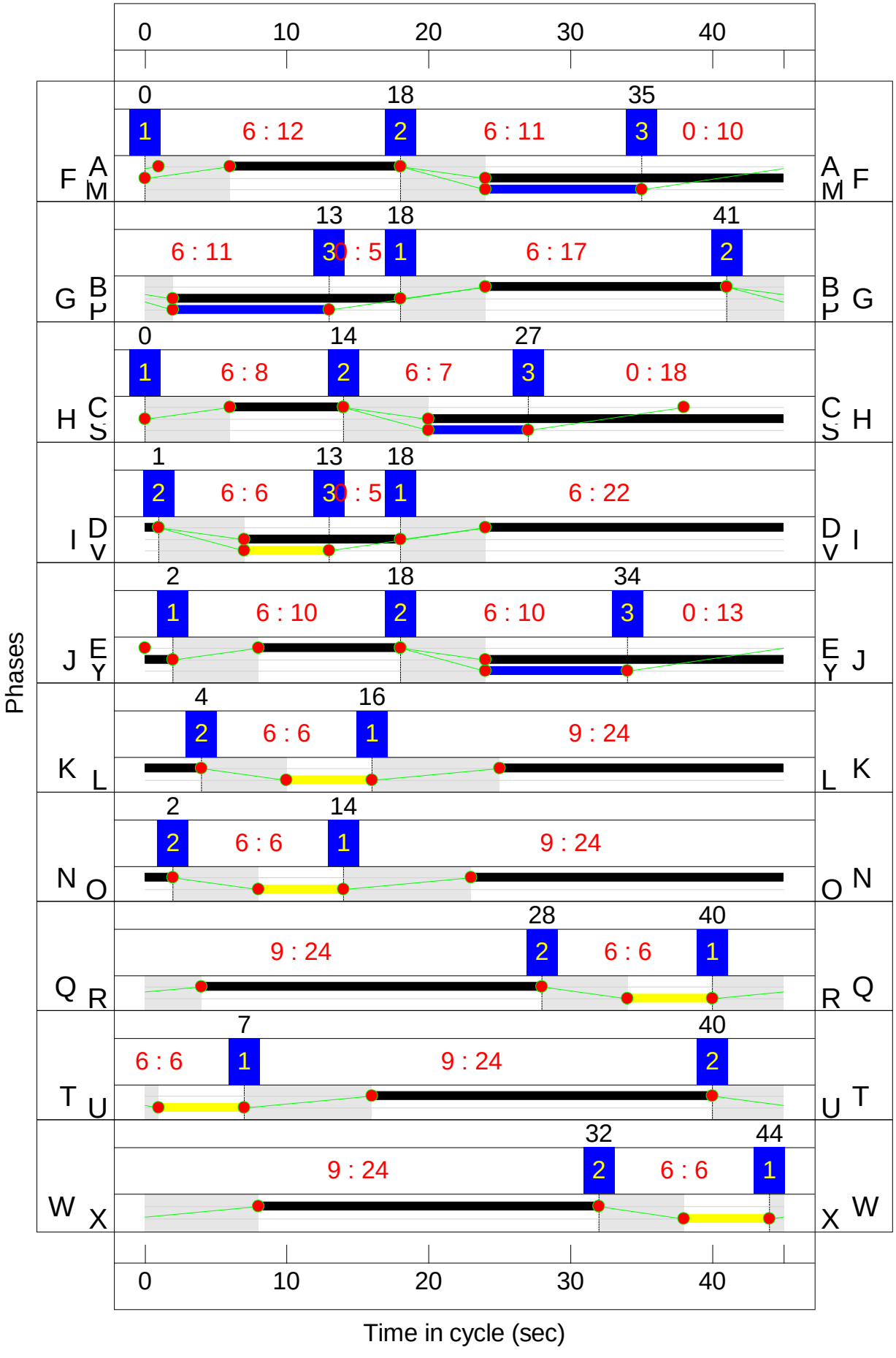
Stage Stream: 10

Stage	1	2
Duration	24	6
Change Point	44	32

Full Input Data And Results

Signal Timings Diagram

Full Input Data And Results

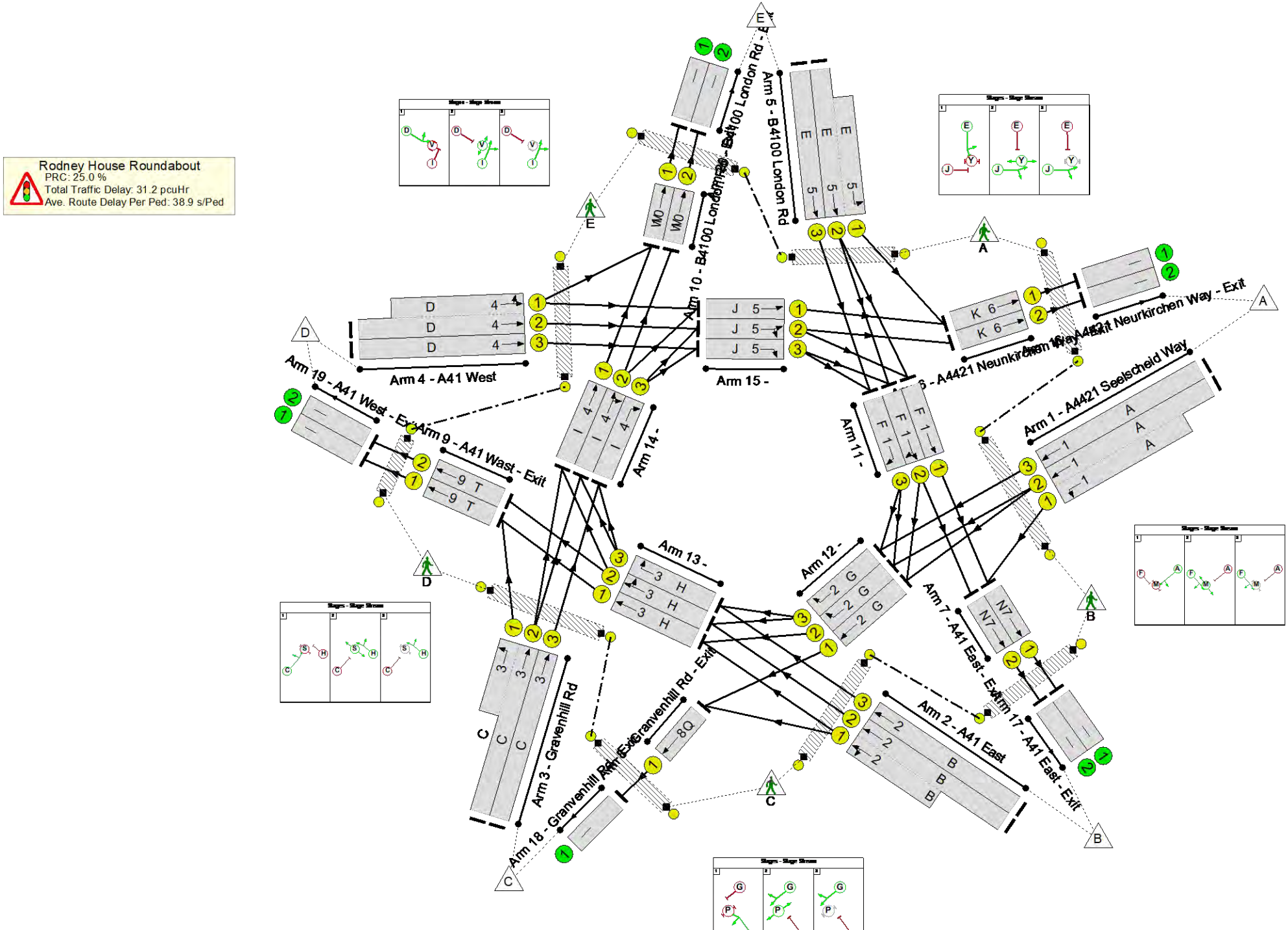


Full Input Data And Results

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: Rodney House Rdbt	-	-	**N/A**	-	-		-	-	-	-	-	-	**72.0%**
Rodney House Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	**72.0%**
1/2+1/1	A4421 Seelscheid Way Left Ahead	U	1	N/A	A		1	12	-	375	1824:1824	527+242	48.8 : 48.8%
1/3	A4421 Seelscheid Way Ahead	U	1	N/A	A		1	12	-	256	1824	527	48.6%
2/2+2/1	A41 East Left Ahead	U	2	N/A	B		1	17	-	766	1877:1877	694+694	55.2 : 55.2%
2/3	A41 East Ahead	U	2	N/A	B		1	17	-	172	1877	751	22.9%
3/2+3/1	Gravenhill Rd Left Ahead	U	3	N/A	C		1	8	-	304	1870:1870	140+374	59.1 : 59.1%
3/3	Gravenhill Rd Ahead	U	3	N/A	C		1	8	-	82	1870	374	21.9%
4/2+4/1	A41 West Left Ahead	U	4	N/A	D		1	22	-	881	1860:1860	906+904	48.7 : 48.7%
4/3	A41 West Ahead	U	4	N/A	D		1	22	-	440	1860	951	46.3%
5/2+5/1	B4100 London Rd Left Ahead	U	5	N/A	E		1	10	-	166	1870:1870	457+101	29.8 : 29.8%
5/3	B4100 London Rd Ahead	U	5	N/A	E		1	10	-	102	1870	457	22.3%
6/1	A4421 Neunkirchen Way - Exit Ahead	U	6	N/A	K		1	24	-	385	1965	1092	35.3%
6/2	A4421 Neunkirchen Way - Exit Ahead	U	6	N/A	K		1	24	-	137	1965	1092	12.5%
7/1	A41 East - Exit Ahead	U	7	N/A	N		1	24	-	581	1965	1092	53.2%

Full Input Data And Results

7/2	A41 East - Exit Ahead	U	7	N/A	N		1	24	-	334	1965	1092	30.6%
8/1	Granvenhill Rd - Exit Ahead	U	8	N/A	Q		1	24	-	316	2015	1119	28.2%
9/1	A41 Wast - Exit Ahead	U	9	N/A	T		1	24	-	786	1965	1092	72.0%
9/2	A41 Wast - Exit Ahead	U	9	N/A	T		1	24	-	654	1965	1092	59.9%
10/1	B4100 London Rd - Exit Ahead	U	10	N/A	W		1	24	-	195	1965	1092	17.9%
10/2	B4100 London Rd - Exit Ahead	U	10	N/A	W		1	24	-	156	1965	1092	14.3%
11/1	Ahead	U	1	N/A	F		1	21	-	463	1919	938	49.4%
11/2	Ahead Right	U	1	N/A	F		1	21	-	524	1919	938	55.9%
11/3	Right	U	1	N/A	F		1	21	-	102	1919	938	10.9%
12/1	Ahead	U	2	N/A	G		1	16	-	316	1919	725	43.6%
12/2	Right	U	2	N/A	G		1	16	-	182	1919	725	25.1%
12/3	Right	U	2	N/A	G		1	16	-	307	1919	725	42.3%
13/1	Ahead	U	3	N/A	H		1	25	-	565	1919	1109	51.0%
13/2	Ahead Right	U	3	N/A	H		1	25	-	672	1919	1109	60.6%
13/3	Right	U	3	N/A	H		1	25	-	190	1919	1109	17.1%
14/1	Ahead	U	4	N/A	I		1	11	-	35	1919	512	6.8%
14/2	Ahead Right	U	4	N/A	I		1	11	-	231	1919	512	45.1%
14/3	Right	U	4	N/A	I		1	11	-	107	1919	512	20.9%
15/1	Ahead	U	5	N/A	J		1	23	-	355	1919	1023	34.7%
15/2	Ahead Right	U	5	N/A	J		1	23	-	548	1919	1023	53.5%
15/3	Right	U	5	N/A	J		1	23	-	440	1919	1023	43.0%
16/1	A4421 Neurkirchen Way - Exit	U	N/A	N/A	-		-	-	-	385	Inf	Inf	0.0%
16/2	A4421 Neurkirchen Way - Exit	U	N/A	N/A	-		-	-	-	137	Inf	Inf	0.0%
17/1	A41 East - Exit	U	N/A	N/A	-		-	-	-	581	Inf	Inf	0.0%

Full Input Data And Results

17/2	A41 East - Exit	U	N/A	N/A	-		-	-	-	334	Inf	Inf	0.0%
18/1	Granvenhill Rd - Exit	U	N/A	N/A	-		-	-	-	316	Inf	Inf	0.0%
19/1	A41 West - Exit	U	N/A	N/A	-		-	-	-	786	Inf	Inf	0.0%
19/2	A41 West - Exit	U	N/A	N/A	-		-	-	-	654	Inf	Inf	0.0%
20/1	B4100 London Rd - Exit	U	N/A	N/A	-		-	-	-	195	Inf	Inf	0.0%
20/2	B4100 London Rd - Exit	U	N/A	N/A	-		-	-	-	156	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	6	-	L		1	6	-	2	-	9600	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	M		1	11	-	2	-	17600	0.0%
Ped Link: P3	Unnamed Ped Link	-	2	-	P		1	11	-	2	-	17600	0.0%
Ped Link: P4	Unnamed Ped Link	-	7	-	O		1	6	-	2	-	9600	0.0%
Ped Link: P5	Unnamed Ped Link	-	8	-	R		1	6	-	2	-	9600	0.0%
Ped Link: P6	Unnamed Ped Link	-	3	-	S		1	7	-	2	-	11200	0.0%
Ped Link: P7	Unnamed Ped Link	-	9	-	U		1	6	-	2	-	9600	0.0%
Ped Link: P8	Unnamed Ped Link	-	4	-	V		1	6	-	2	-	9600	0.0%
Ped Link: P9	Unnamed Ped Link	-	10	-	X		1	6	-	2	-	9600	0.0%
Ped Link: P10	Unnamed Ped Link	-	5	-	Y		1	10	-	2	-	16000	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: Rodney House Rdbt	**-**	**-**	**0**	**0**	**0**	**18.5**	**12.6**	**0.0**	**31.2**	**-**	**-**	**-**	**-**
Rodney House Roundabout	**-**	**-**	**0**	**0**	**0**	**18.5**	**12.6**	**0.0**	**31.2**	**-**	**-**	**-**	**-**
1/2+1/1	375	375	-	-	-	1.3	0.5	-	1.8	17.5	2.6	0.5	3.1
1/3	256	256	-	-	-	0.9	0.5	-	1.4	19.9	2.6	0.5	3.1
2/2+2/1	766	766	-	-	-	2.2	0.6	-	2.8	13.1	3.5	0.6	4.1
2/3	172	172	-	-	-	0.4	0.1	-	0.6	12.0	1.4	0.1	1.5
3/2+3/1	304	304	-	-	-	1.4	0.7	-	2.1	24.5	2.5	0.7	3.2
3/3	82	82	-	-	-	0.3	0.1	-	0.5	21.3	0.8	0.1	1.0
4/2+4/1	881	881	-	-	-	1.7	0.5	-	2.2	9.0	3.4	0.5	3.9
4/3	440	440	-	-	-	0.9	0.4	-	1.3	10.6	3.4	0.4	3.9
5/2+5/1	166	166	-	-	-	0.6	0.2	-	0.8	18.4	1.4	0.2	1.6
5/3	102	102	-	-	-	0.4	0.1	-	0.5	18.7	1.0	0.1	1.1
6/1	385	385	-	-	-	0.1	0.3	-	0.4	3.8	0.4	0.3	0.7
6/2	137	137	-	-	-	0.0	0.1	-	0.1	2.0	0.0	0.1	0.1
7/1	581	581	-	-	-	0.5	0.6	-	1.0	6.4	1.6	0.6	2.1
7/2	334	334	-	-	-	0.0	0.2	-	0.2	2.6	0.1	0.2	0.3
8/1	316	316	-	-	-	0.0	0.2	-	0.2	2.2	0.0	0.2	0.2
9/1	786	786	-	-	-	0.8	1.3	-	2.1	9.6	3.9	1.3	5.2
9/2	654	654	-	-	-	0.3	0.7	-	1.1	5.8	0.8	0.7	1.5
10/1	195	195	-	-	-	0.2	0.1	-	0.4	6.5	0.8	0.1	0.9
10/2	156	156	-	-	-	0.0	0.1	-	0.1	1.9	0.0	0.1	0.1
11/1	463	463	-	-	-	0.5	0.5	-	1.0	7.5	1.3	0.5	1.8
11/2	524	524	-	-	-	0.6	0.6	-	1.3	8.6	1.8	0.6	2.4
11/3	102	102	-	-	-	0.3	0.1	-	0.4	13.3	1.3	0.1	1.3
12/1	316	316	-	-	-	0.7	0.4	-	1.1	12.8	2.5	0.4	2.9

Full Input Data And Results

12/2	182	182	-	-	-	0.4	0.2	-	0.5	10.3	0.8	0.2	1.0
12/3	307	307	-	-	-	0.4	0.4	-	0.8	9.5	0.9	0.4	1.3
13/1	565	565	-	-	-	0.5	0.5	-	1.0	6.3	2.3	0.5	2.8
13/2	672	672	-	-	-	0.7	0.8	-	1.5	8.1	3.7	0.8	4.4
13/3	190	190	-	-	-	0.0	0.1	-	0.1	2.6	0.2	0.1	0.3
14/1	35	35	-	-	-	0.1	0.0	-	0.2	16.5	0.2	0.0	0.3
14/2	231	231	-	-	-	0.9	0.4	-	1.3	20.3	2.5	0.4	2.9
14/3	107	107	-	-	-	0.1	0.1	-	0.3	8.6	0.3	0.1	0.5
15/1	355	355	-	-	-	0.3	0.3	-	0.6	5.9	1.2	0.3	1.4
15/2	548	548	-	-	-	0.5	0.6	-	1.1	7.1	1.7	0.6	2.3
15/3	440	440	-	-	-	0.2	0.4	-	0.5	4.4	0.4	0.4	0.7
16/1	385	385	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/2	137	137	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
17/1	581	581	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
17/2	334	334	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/1	316	316	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
19/1	786	786	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
19/2	654	654	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/1	195	195	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/2	156	156	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	2	2	-	-	-	-	-	-	0.0	11.5	-	-	0.0
Ped Link: P2	2	2	-	-	-	-	-	-	0.0	23.6	-	-	0.0
Ped Link: P3	2	2	-	-	-	-	-	-	0.0	15.1	-	-	0.0
Ped Link: P4	2	2	-	-	-	-	-	-	0.0	22.9	-	-	0.0
Ped Link: P5	2	2	-	-	-	-	-	-	0.0	27.3	-	-	0.0
Ped Link: P6	2	2	-	-	-	-	-	-	0.0	14.4	-	-	0.0
Ped Link: P7	2	2	-	-	-	-	-	-	0.0	17.4	-	-	0.0
Ped Link: P8	2	2	-	-	-	-	-	-	0.0	23.4	-	-	0.0
Ped Link: P9	2	2	-	-	-	-	-	-	0.0	27.0	-	-	0.0
Ped Link: P10	2	2	-	-	-	-	-	-	0.0	11.6	-	-	0.0

Full Input Data And Results

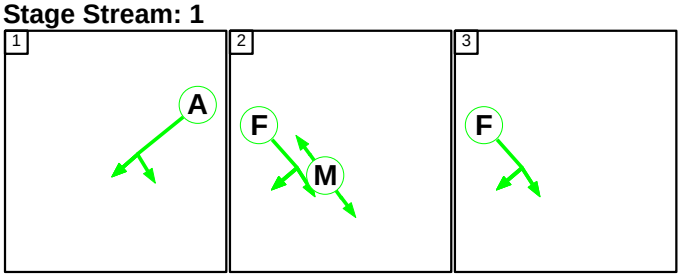
C1	Stream: 1	PRC for Signalled Lanes (%):	61.1	Total Delay for Signalled Lanes (pcuHr):	5.83	Cycle Time (s):	45
C1	Stream: 2	PRC for Signalled Lanes (%):	63.0	Total Delay for Signalled Lanes (pcuHr):	5.81	Cycle Time (s):	45
C1	Stream: 3	PRC for Signalled Lanes (%):	48.5	Total Delay for Signalled Lanes (pcuHr):	5.19	Cycle Time (s):	45
C1	Stream: 4	PRC for Signalled Lanes (%):	84.9	Total Delay for Signalled Lanes (pcuHr):	5.21	Cycle Time (s):	45
C1	Stream: 5	PRC for Signalled Lanes (%):	68.1	Total Delay for Signalled Lanes (pcuHr):	3.57	Cycle Time (s):	45
C1	Stream: 6	PRC for Signalled Lanes (%):	155.2	Total Delay for Signalled Lanes (pcuHr):	0.48	Cycle Time (s):	45
C1	Stream: 7	PRC for Signalled Lanes (%):	69.1	Total Delay for Signalled Lanes (pcuHr):	1.28	Cycle Time (s):	45
C1	Stream: 8	PRC for Signalled Lanes (%):	218.8	Total Delay for Signalled Lanes (pcuHr):	0.20	Cycle Time (s):	45
C1	Stream: 9	PRC for Signalled Lanes (%):	25.0	Total Delay for Signalled Lanes (pcuHr):	3.16	Cycle Time (s):	45
C1	Stream: 10	PRC for Signalled Lanes (%):	403.8	Total Delay for Signalled Lanes (pcuHr):	0.44	Cycle Time (s):	45
		PRC Over All Lanes (%):	25.0	Total Delay Over All Lanes(pcuHr):	31.15		

Full Input Data And Results

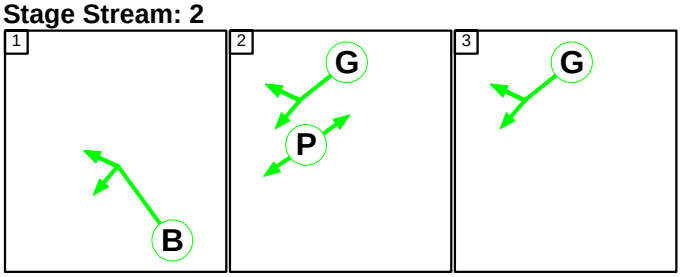
Scenario 4: '2026 with Dev PM Peak' (FG4: '2026 with Dev PM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

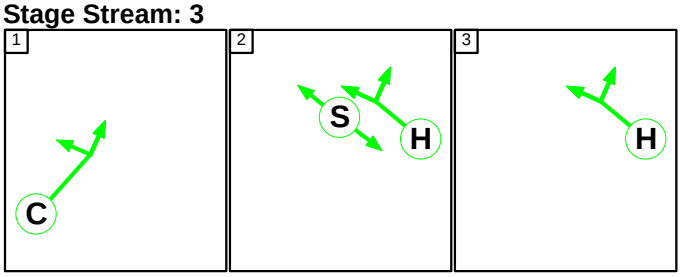
Stage Stream: 1



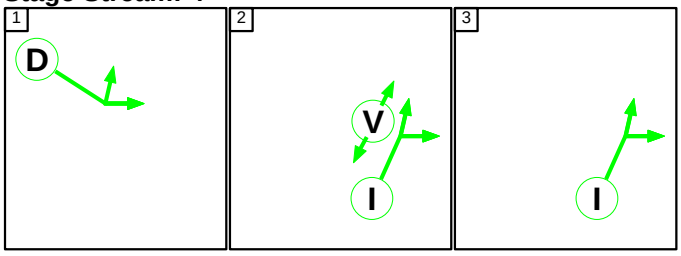
Stage Stream: 2



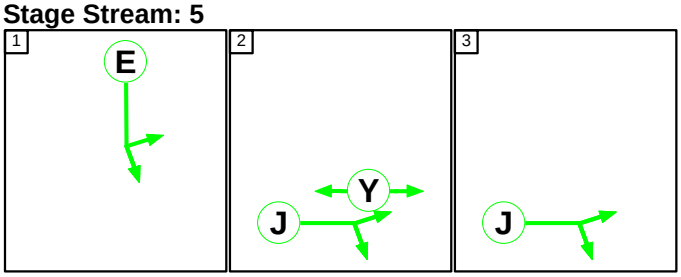
Stage Stream: 3



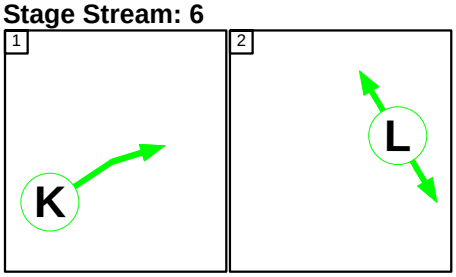
Stage Stream: 4



Stage Stream: 5

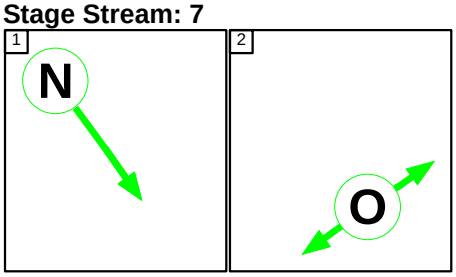


Stage Stream: 6

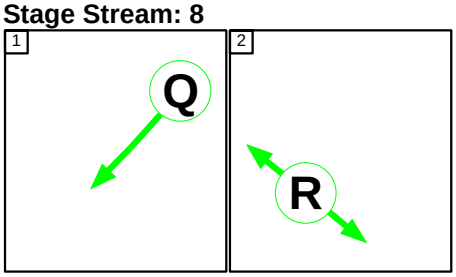


Full Input Data And Results

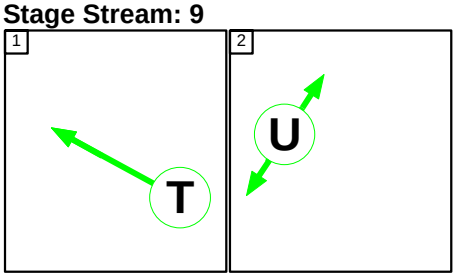
Stage Stream: 7



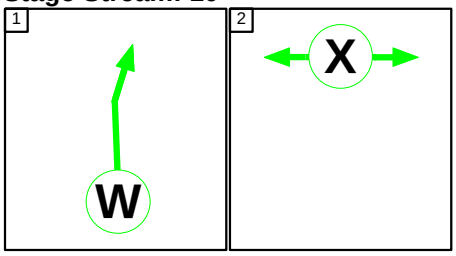
Stage Stream: 8



Stage Stream: 9



Stage Stream: 10



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	9	11	13
Change Point	0	15	32

Stage Stream: 2

Stage	1	2	3
Duration	18	7	8
Change Point	17	41	9

Stage Stream: 3

Stage	1	2	3
Duration	8	12	13
Change Point	44	13	31

Full Input Data And Results

Stage Stream: 4

Stage	1	2	3
Duration	22	6	5
Change Point	13	41	8

Stage Stream: 5

Stage	1	2	3
Duration	7	13	13
Change Point	0	13	32

Stage Stream: 6

Stage	1	2
Duration	24	6
Change Point	7	40

Stage Stream: 7

Stage	1	2
Duration	24	6
Change Point	13	1

Stage Stream: 8

Stage	1	2
Duration	24	6
Change Point	40	28

Stage Stream: 9

Stage	1	2
Duration	24	6
Change Point	8	41

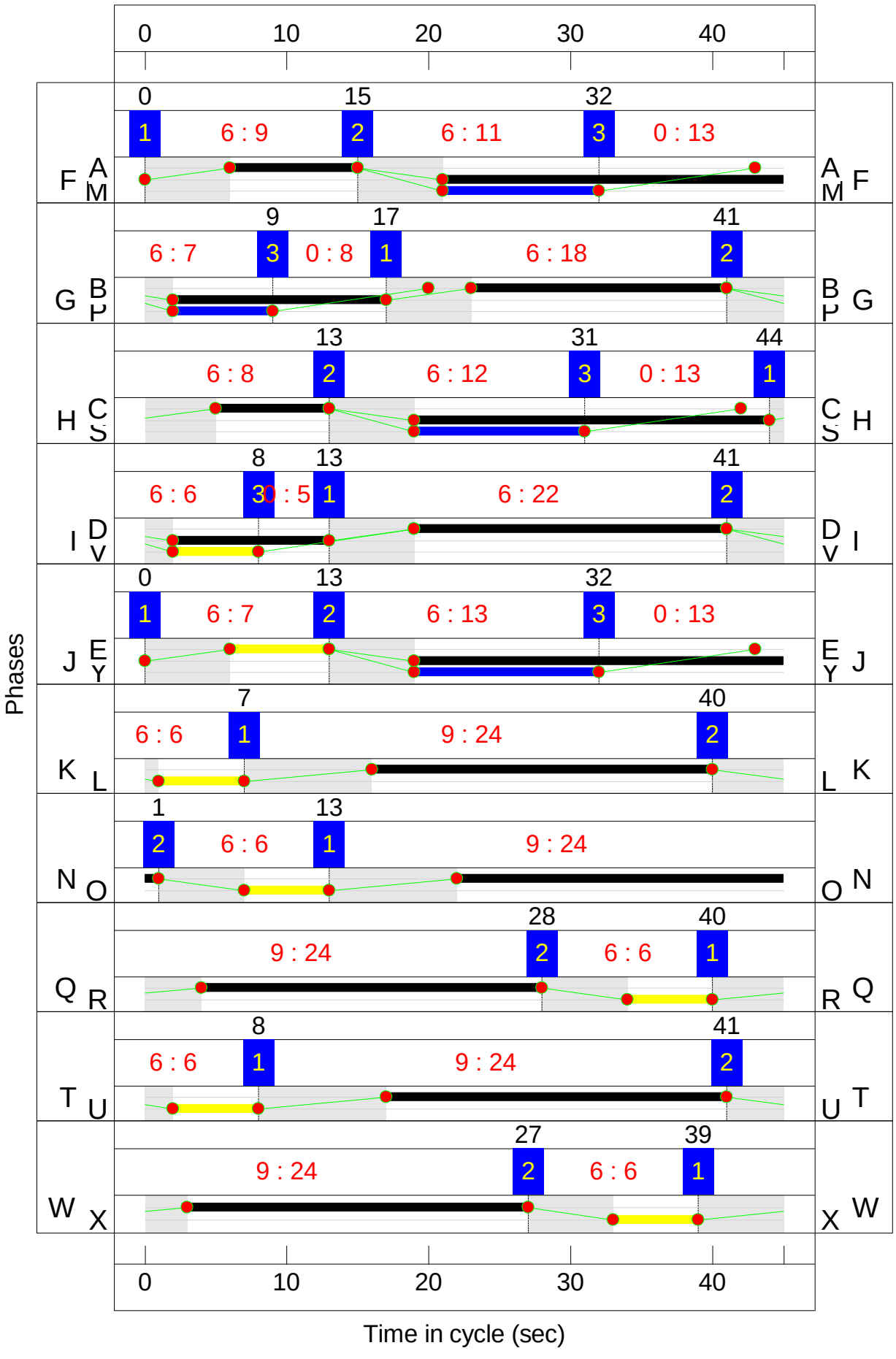
Stage Stream: 10

Stage	1	2
Duration	24	6
Change Point	39	27

Full Input Data And Results

Signal Timings Diagram

Full Input Data And Results

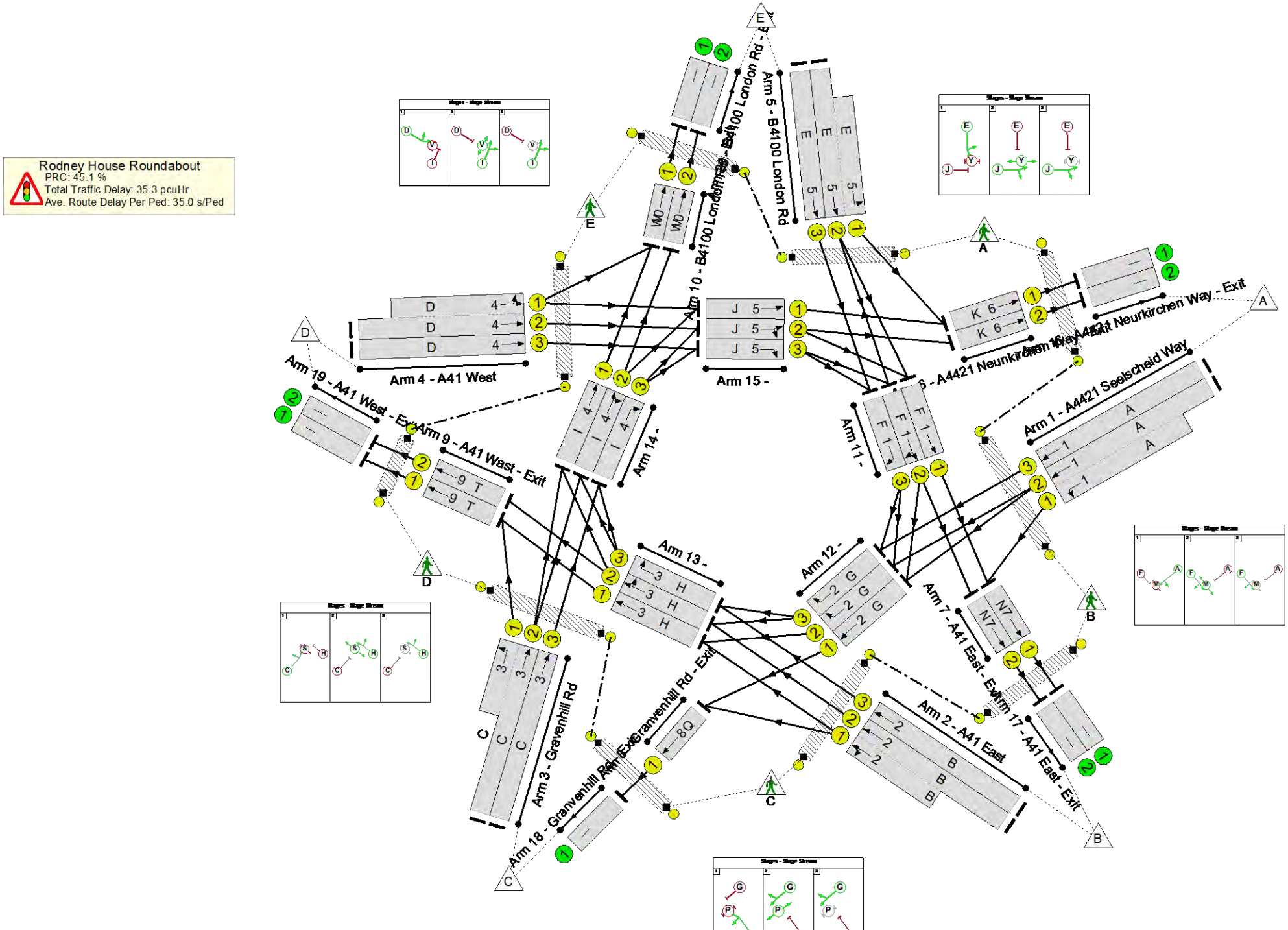


Full Input Data And Results

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: Rodney House Rdbt	-	-	**N/A**	-	-		-	-	-	-	-	-	**62.0%**
Rodney House Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	**62.0%**
1/2+1/1	A4421 Seelscheid Way Left Ahead	U	1	N/A	A		1	9	-	273	1824:1824	405+93	54.8 : 54.8%
1/3	A4421 Seelscheid Way Ahead	U	1	N/A	A		1	9	-	221	1824	405	54.5%
2/2+2/1	A41 East Left Ahead	U	2	N/A	B		1	18	-	698	1877:1877	715+715	48.8 : 48.8%
2/3	A41 East Ahead	U	2	N/A	B		1	18	-	307	1877	793	38.7%
3/2+3/1	Gravenhill Rd Left Ahead	U	3	N/A	C		1	8	-	230	1870:1870	185+374	41.2 : 41.2%
3/3	Gravenhill Rd Ahead	U	3	N/A	C		1	8	-	76	1870	374	20.3%
4/2+4/1	A41 West Left Ahead	U	4	N/A	D		1	22	-	1042	1860:1860	905+905	57.6 : 57.6%
4/3	A41 West Ahead	U	4	N/A	D		1	22	-	521	1860	951	54.8%
5/2+5/1	B4100 London Rd Left Ahead	U	5	N/A	E		1	7	-	358	1870:1870	332+332	57.2 : 50.5%
5/3	B4100 London Rd Ahead	U	5	N/A	E		1	7	-	149	1870	332	44.8%
6/1	A4421 Neunkirchen Way - Exit Ahead	U	6	N/A	K		1	24	-	668	1965	1092	61.2%
6/2	A4421 Neunkirchen Way - Exit Ahead	U	6	N/A	K		1	24	-	215	1965	1092	19.7%
7/1	A41 East - Exit Ahead	U	7	N/A	N		1	24	-	566	1965	1092	51.8%

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7/2	A41 East - Exit Ahead	U	7	N/A	N		1	24	-	394	1965	1092	36.1%
8/1	Granvenhill Rd - Exit Ahead	U	8	N/A	Q		1	24	-	367	2015	1119	32.8%
9/1	A41 Wast - Exit Ahead	U	9	N/A	T		1	24	-	677	1965	1092	62.0%
9/2	A41 Wast - Exit Ahead	U	9	N/A	T		1	24	-	627	1965	1092	57.4%
10/1	B4100 London Rd - Exit Ahead	U	10	N/A	W		1	24	-	153	1965	1092	14.0%
10/2	B4100 London Rd - Exit Ahead	U	10	N/A	W		1	24	-	208	1965	1092	19.1%
11/1	Ahead	U	1	N/A	F		1	24	-	515	1919	1066	48.3%
11/2	Ahead Right	U	1	N/A	F		1	24	-	638	1919	1066	59.8%
11/3	Right	U	1	N/A	F		1	24	-	149	1919	1066	14.0%
12/1	Ahead	U	2	N/A	G		1	15	-	367	1919	682	53.8%
12/2	Right	U	2	N/A	G		1	15	-	174	1919	682	25.5%
12/3	Right	U	2	N/A	G		1	15	-	295	1919	682	43.2%
13/1	Ahead	U	3	N/A	H		1	25	-	523	1919	1109	47.2%
13/2	Ahead Right	U	3	N/A	H		1	25	-	636	1919	1109	57.4%
13/3	Right	U	3	N/A	H		1	25	-	315	1919	1109	28.4%
14/1	Ahead	U	4	N/A	I		1	11	-	24	1919	512	4.7%
14/2	Ahead Right	U	4	N/A	I		1	11	-	316	1919	512	61.8%
14/3	Right	U	4	N/A	I		1	11	-	136	1919	512	26.6%
15/1	Ahead	U	5	N/A	J		1	26	-	500	1919	1151	43.4%
15/2	Ahead Right	U	5	N/A	J		1	26	-	657	1919	1151	57.1%
15/3	Right	U	5	N/A	J		1	26	-	521	1919	1151	45.2%
16/1	A4421 Neurkirchen Way - Exit	U	N/A	N/A	-		-	-	-	668	Inf	Inf	0.0%
16/2	A4421 Neurkirchen Way - Exit	U	N/A	N/A	-		-	-	-	215	Inf	Inf	0.0%
17/1	A41 East - Exit	U	N/A	N/A	-		-	-	-	566	Inf	Inf	0.0%

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17/2	A41 East - Exit	U	N/A	N/A	-		-	-	-	394	Inf	Inf	0.0%
18/1	Granvenhill Rd - Exit	U	N/A	N/A	-		-	-	-	367	Inf	Inf	0.0%
19/1	A41 West - Exit	U	N/A	N/A	-		-	-	-	677	Inf	Inf	0.0%
19/2	A41 West - Exit	U	N/A	N/A	-		-	-	-	627	Inf	Inf	0.0%
20/1	B4100 London Rd - Exit	U	N/A	N/A	-		-	-	-	153	Inf	Inf	0.0%
20/2	B4100 London Rd - Exit	U	N/A	N/A	-		-	-	-	208	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	6	-	L		1	6	-	2	-	9600	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	M		1	11	-	2	-	17600	0.0%
Ped Link: P3	Unnamed Ped Link	-	2	-	P		1	7	-	2	-	11200	0.0%
Ped Link: P4	Unnamed Ped Link	-	7	-	O		1	6	-	2	-	9600	0.0%
Ped Link: P5	Unnamed Ped Link	-	8	-	R		1	6	-	2	-	9600	0.0%
Ped Link: P6	Unnamed Ped Link	-	3	-	S		1	12	-	2	-	19200	0.0%
Ped Link: P7	Unnamed Ped Link	-	9	-	U		1	6	-	2	-	9600	0.0%
Ped Link: P8	Unnamed Ped Link	-	4	-	V		1	6	-	2	-	9600	0.0%
Ped Link: P9	Unnamed Ped Link	-	10	-	X		1	6	-	2	-	9600	0.0%
Ped Link: P10	Unnamed Ped Link	-	5	-	Y		1	13	-	2	-	20800	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: Rodney House Rdbt	**-**	**-**	**0**	**0**	**0**	**20.7**	**14.6**	**0.0**	**35.3**	**-**	**-**	**-**	**-**
Rodney House Roundabout	**-**	**-**	**0**	**0**	**0**	**20.7**	**14.6**	**0.0**	**35.3**	**-**	**-**	**-**	**-**
1/2+1/1	273	273	-	-	-	1.2	0.6	-	1.8	23.2	2.4	0.6	3.0
1/3	221	221	-	-	-	1.0	0.6	-	1.5	25.2	2.4	0.6	3.0
2/2+2/1	698	698	-	-	-	1.8	0.5	-	2.3	11.7	3.0	0.5	3.5
2/3	307	307	-	-	-	0.8	0.3	-	1.1	12.7	2.6	0.3	3.0
3/2+3/1	230	230	-	-	-	1.0	0.3	-	1.3	21.0	1.7	0.3	2.0
3/3	76	76	-	-	-	0.3	0.1	-	0.4	21.1	0.8	0.1	0.9
4/2+4/1	1042	1042	-	-	-	2.2	0.7	-	2.8	9.8	4.3	0.7	5.0
4/3	521	521	-	-	-	1.1	0.6	-	1.7	11.7	4.3	0.6	4.9
5/2+5/1	358	358	-	-	-	1.7	0.6	-	2.3	22.7	2.2	0.6	2.7
5/3	149	149	-	-	-	0.7	0.4	-	1.1	26.3	1.7	0.4	2.1
6/1	668	668	-	-	-	0.7	0.8	-	1.5	8.0	2.9	0.8	3.7
6/2	215	215	-	-	-	0.1	0.1	-	0.2	3.0	0.2	0.1	0.3
7/1	566	566	-	-	-	0.3	0.5	-	0.8	5.2	1.2	0.5	1.7
7/2	394	394	-	-	-	0.1	0.3	-	0.3	3.2	0.2	0.3	0.4
8/1	367	367	-	-	-	0.0	0.2	-	0.2	2.4	0.0	0.2	0.2
9/1	677	677	-	-	-	0.6	0.8	-	1.5	7.7	2.8	0.8	3.6
9/2	627	627	-	-	-	0.2	0.7	-	0.9	5.1	0.6	0.7	1.2
10/1	153	153	-	-	-	0.3	0.1	-	0.3	7.9	0.8	0.1	0.9
10/2	208	208	-	-	-	0.0	0.1	-	0.1	2.0	0.0	0.1	0.1
11/1	515	515	-	-	-	0.4	0.5	-	0.9	6.0	1.4	0.5	1.8
11/2	638	638	-	-	-	0.6	0.7	-	1.3	7.4	2.0	0.7	2.8
11/3	149	149	-	-	-	0.4	0.1	-	0.5	12.6	1.9	0.1	1.9
12/1	367	367	-	-	-	1.1	0.6	-	1.6	16.2	3.1	0.6	3.7

Full Input Data And Results

12/2	174	174	-	-	-	0.5	0.2	-	0.7	13.6	1.0	0.2	1.2
12/3	295	295	-	-	-	0.5	0.4	-	0.9	11.1	1.1	0.4	1.5
13/1	523	523	-	-	-	0.5	0.4	-	0.9	6.3	2.3	0.4	2.7
13/2	636	636	-	-	-	0.7	0.7	-	1.4	8.0	3.7	0.7	4.4
13/3	315	315	-	-	-	0.0	0.2	-	0.2	2.8	0.2	0.2	0.4
14/1	24	24	-	-	-	0.1	0.0	-	0.1	13.4	0.1	0.0	0.2
14/2	316	316	-	-	-	1.1	0.8	-	1.9	21.5	3.3	0.8	4.1
14/3	136	136	-	-	-	0.3	0.2	-	0.5	12.0	0.8	0.2	1.0
15/1	500	500	-	-	-	0.3	0.4	-	0.7	5.0	1.4	0.4	1.8
15/2	657	657	-	-	-	0.4	0.7	-	1.1	5.9	1.8	0.7	2.4
15/3	521	521	-	-	-	0.0	0.4	-	0.4	3.1	0.1	0.4	0.5
16/1	668	668	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/2	215	215	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
17/1	566	566	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
17/2	394	394	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/1	367	367	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
19/1	677	677	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
19/2	627	627	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/1	153	153	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/2	208	208	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	2	2	-	-	-	-	-	-	0.0	11.1	-	-	0.0
Ped Link: P2	2	2	-	-	-	-	-	-	0.0	6.8	-	-	0.0
Ped Link: P3	2	2	-	-	-	-	-	-	0.0	17.4	-	-	0.0
Ped Link: P4	2	2	-	-	-	-	-	-	0.0	22.8	-	-	0.0
Ped Link: P5	2	2	-	-	-	-	-	-	0.0	27.3	-	-	0.0
Ped Link: P6	2	2	-	-	-	-	-	-	0.0	11.7	-	-	0.0
Ped Link: P7	2	2	-	-	-	-	-	-	0.0	20.4	-	-	0.0
Ped Link: P8	2	2	-	-	-	-	-	-	0.0	20.4	-	-	0.0
Ped Link: P9	2	2	-	-	-	-	-	-	0.0	26.7	-	-	0.0
Ped Link: P10	2	2	-	-	-	-	-	-	0.0	10.4	-	-	0.0

Full Input Data And Results

C1	Stream: 1	PRC for Signalled Lanes (%):	50.4	Total Delay for Signalled Lanes (pcuHr):	5.99	Cycle Time (s):	45
C1	Stream: 2	PRC for Signalled Lanes (%):	67.3	Total Delay for Signalled Lanes (pcuHr):	6.57	Cycle Time (s):	45
C1	Stream: 3	PRC for Signalled Lanes (%):	56.9	Total Delay for Signalled Lanes (pcuHr):	4.36	Cycle Time (s):	45
C1	Stream: 4	PRC for Signalled Lanes (%):	45.7	Total Delay for Signalled Lanes (pcuHr):	6.96	Cycle Time (s):	45
C1	Stream: 5	PRC for Signalled Lanes (%):	57.5	Total Delay for Signalled Lanes (pcuHr):	5.56	Cycle Time (s):	45
C1	Stream: 6	PRC for Signalled Lanes (%):	47.1	Total Delay for Signalled Lanes (pcuHr):	1.66	Cycle Time (s):	45
C1	Stream: 7	PRC for Signalled Lanes (%):	73.6	Total Delay for Signalled Lanes (pcuHr):	1.16	Cycle Time (s):	45
C1	Stream: 8	PRC for Signalled Lanes (%):	174.5	Total Delay for Signalled Lanes (pcuHr):	0.24	Cycle Time (s):	45
C1	Stream: 9	PRC for Signalled Lanes (%):	45.1	Total Delay for Signalled Lanes (pcuHr):	2.35	Cycle Time (s):	45
C1	Stream: 10	PRC for Signalled Lanes (%):	372.4	Total Delay for Signalled Lanes (pcuHr):	0.45	Cycle Time (s):	45
		PRC Over All Lanes (%):	45.1	Total Delay Over All Lanes(pcuHr):	35.29		