

Technical Note

Project: Land South of Banbury Rise (Ref: 22/02101/OUT)

Subject: Transport Assessment Addendum

Client:	Bloor Homes	Version:	B
Project No:	06104	Author:	MW
Date:	18/08/2022	Approved:	KN

I Introduction

I.1 Overview

1.1.1 PJA has been appointed to prepare a Transport Assessment (TA) to accompany an “outline planning application for a residential development comprising up to 250 dwellings (with up to 30% affordable housing), public open space, landscaping and associated supporting infrastructure. Means of vehicular access to be determined via Edinburgh Way, with additional pedestrian and cycle connections via Dover Avenue and Balmoral Avenue. Emergency access provision also via Balmoral Avenue. All other matters reserved”

I.2 Context

1.2.1 In July 2022, PJA prepared a Transport Assessment (TA) report which detailed the following and was based on various scoping discussions with Oxfordshire County Council (OCC) Highways officers:

- Baseline transport conditions surrounding the site, including existing access by sustainable transport modes;
- Access to amenities surrounding the site within a 2km walking distance;
- A summary of collision data on the local highway network;
- The development proposals for the site including access strategy and parking justification;
- Trip generation, distribution and assignment; and
- Junction capacity modelling scope.

1.2.2 The Transport Assessment was submitted with the planning application which has now been validated (planning ref: 22/02101/OUT).

1.2.3 The results of the junction capacity modelling were omitted from the TA while baseline traffic data was awaited. This TA Addendum has therefore been prepared in order to present the results of this modelling following the traffic surveys.

1.2.4 This Technical Note will provide a summary of the modelling scope, Trip Generation, Distribution and Assignment contained in the original Transport Assessment, as well as summarising the results of the junction capacity modelling.

1.3 Report Structure

- **Section 2:** Trip Generation, Distribution and Assignment;
- **Section 3:** Junction Capacity Assessments; and
- **Section 4:** Summary and Conclusions.

2 Trip Generation, Distribution and Assignment

2.1 Introduction

2.1.1 This section provides a summary of the travel demand calculations that have been used to determine the highway impacts of the development proposals. The methodology outlined below has been agreed with OCC through the scoping process.

2.2 Trip Generation

2.2.1 The TRICS database has been used to generate an appropriate trip rate for the development of the site. The following criteria was applied to the TRICs category:

- **Main Land Use – Residential**
- **Sub land Use – Houses Privately Owned**
- **Areas – All areas excluding; Greater London, Scotland, Republic of Ireland and Northern Ireland.**
- **Days Included – Monday - Friday**
- **Location Type - Suburban, Edge of Town, and Residential Zone;**
- **Number of Dwellings – 50-400**

2.2.2 The resultant trip generation is given in Table 1. Full TRICS output reports are provided within **Appendix A.**

Table 1: Trip Generation

	AM Peak (08:00-09:00)			PM Peak (18:00-19:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Trip Rate (Proposed Development)	0.135	0.365	0.500	0.346	0.161	0.507
Trip Generation (Up to 250 dwellings)	34	91	125	87	40	127

2.2.3 Table 1 demonstrates that the site is forecasted to generate 125 two-way trips in the AM peak and 127 two-way trips in the PM peak. This equates to approximately two vehicle movements every minute on average.

2.3 Traffic Distribution and Assignment

2.3.1 The distribution of development traffic is based on 2011 census Journey to Work data for the Middle Super Output Area (MSOA) which is most representative of current vehicle movements. The MSOA of *Cherwell 005* has been adopted which is the MSOA to the east of the application site containing the existing residential area.

2.3.2 The MSOA within which the site is located (*Cherwell 001*) does not include any of the existing built form of Banbury but includes small, rural settlements to the west of Banbury. It is therefore deemed appropriate to use the adjacent MSOA to derive the residential trip distribution. It is considered to provide a representative assessment of the likely trip distribution as it encompasses residential dwellings adjacent to the proposed site.

2.3.3 To calculate the distribution, data for car trips from Cherwell 005 MSOA as a place of residence has been extracted from the 2011 Census Table WU03EW (Location of usual residence and place of work by method of travel to work).

2.3.4 The assignment of trips has been calculated using GIS software and congestion data¹ for a typical weekday peak period to reflect real life journey patterns and route choices. Detailed turning flow diagrams are provided in **Appendix B**.

3 Junction Capacity Assessments

3.1 Geographic Scope and Data Collection

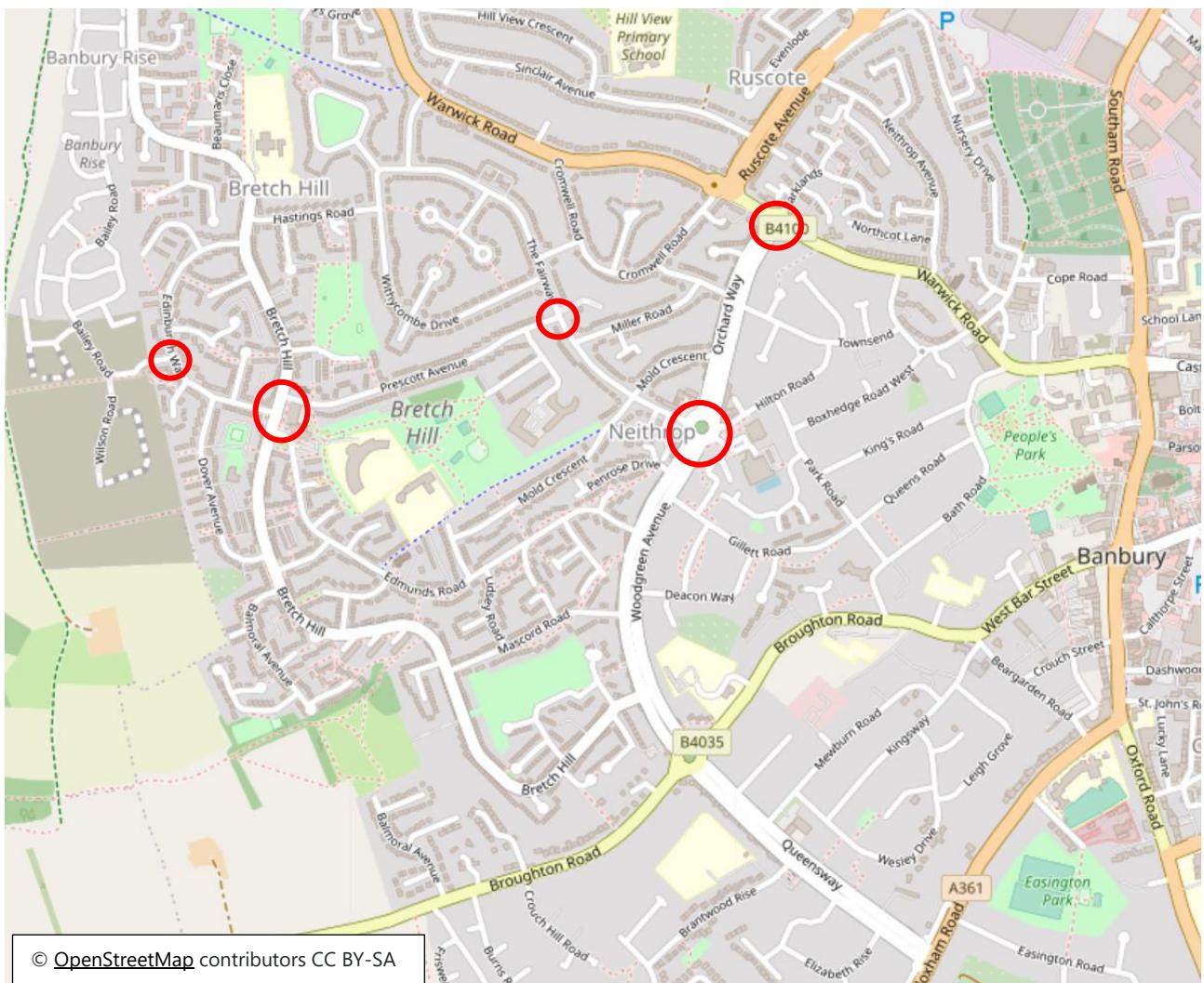
3.1.1 Based on the agreed traffic generation, distribution and assignment, it has been agreed with OCC that the following junctions will be assessed:

¹ Data is sourced from Here.com which captures typical traffic conditions based on GPS/mobile data

- Bailey Road/Edinburgh Way
- Edinburgh Way/Bretch Hill/Prescott Avenue (modelled as two separate junctions and interaction between the two considered)
- Prescott Avenue/The Fairway
- The Fairway/Orchard Way
- Orchard Way/Warwick Road

3.1.2 The study area is presented in Figure 1.

Figure 1: Junction Capacity Study Area



3.1.3 Classified turning counts were undertaken at these junctions on 28th June 2022 between the hours of 07:00 and 10:00 and 16:00 and 19:00, as agreed with OCC. Queue surveys were also

undertaken for validation purposes. The turning count data and queue surveys are provided in **Appendix C**.

3.1.4 Based on observations within the classified turning counts above, the following peak hour periods have been considered as part of the capacity assessments:

- AM Peak (08:00-09:00)
- PM Peak (17:00-18:00)

3.2 Assessment Scenarios

3.2.1 It has been agreed that the following scenarios will be considered for the network AM and PM peak hours:

- 2022 Base – Based on surveyed flows.
- 2028 Base + Committed Development (Opening Year of 2023 + 5 Years) – Based on uplifted surveyed flows using TEMPro factors and the further addition of traffic associated with pertinent committed development to provide a robust future position since the TEMPro factors already account for general growth associated with committed development.
- 2028 Base + Committed Development + Proposed Development.

3.3 Future Year Assessment and Committed Development

3.3.1 The following approach has been taken to obtain appropriate future year traffic flows (2028):

3.3.2 Application of TEMPro factors to understand background growth and growth resulting from wider development from 2022 to 2028. It has been agreed that the following TEMPro (v7.2b) factors for the Cherwell 005 area will be applied to uplift 2022 traffic volumes to 2028 to account for background growth and to account for growth associated with wider development:

- Weekday AM Peak – 1.0785
- Weekday PM Peak – 1.0838

3.3.3 Addition of appropriate committed development traffic, as follows:

- Banbury Rise: the inclusion of dwellings consented but not yet built and occupied. At the time of undertaking the traffic surveys on 28th June 2022, a total of 371 dwellings were occupied and 109 not occupied. The proportional traffic flows from the original Transport Assessment for the Banbury Rise development not yet built and occupied are added to the future year flows.

- Balmoral Avenue South (Ref: 20/01643/OUT) – 49 dwellings with the distribution and assignment of traffic as per the submitted Transport Assessment are added to the future year flows.

3.4 Junction Capacity Assessment Results

3.4.1 This section provides a summary of the junction capacity assessment outputs. All junctions have been modelled using Junctions 10 software using the scenarios outlined above, and the full modelling output reports are provided in **Appendix D**.

Model Validation

3.4.2 Queue surveys for each junction have been obtained to validate the queuing presented in the modelling outputs which follow, albeit the limitations of validation against a single day or queue survey is acknowledged. The queuing surveys indicate that minimal queuing was observed at all junctions, with little to no queuing at all junctions, which is reflected within the results outlined below, with a maximum queue across the whole modelled network of three PCUs. Therefore, the model is considered an appropriate means of assessing future capacity and development impacts.

3.4.3 Full queue survey outputs are included within **Appendix C**.

Bailey Road / Edinburgh Way

3.4.4 The Bailey Road / Edinburgh Way priority junction has been assessed within the PICADY Module of Junctions 10. The results of the junction modelling in all scenarios are provided in Table 2.

Table 2: Bailey Road / Edinburgh Way Priority – Junction Capacity Results

Arm	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	RFC	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)
<i>2022 Base</i>						
Bailey Road	0.07	0	8	0.05	0	8
Edinburgh Way Sb	0	0	6	0.01	0	6
<i>2028 Base + Committed</i>						
Bailey Road	0.10	0	8	0.07	0	8
Edinburgh Way Sb	0.01	0	6	0.01	0	6
<i>2028 Base + Committed + Development</i>						
Bailey Road	0.29	0	10	0.15	0	9
Edinburgh Way Sb	0.02	0	6	0.04	0	6

3.4.5 Table 2 indicates that the junction operates with significant reserve capacity with minimal delay and queuing in all scenarios. The addition of traffic associated with the proposed development has a negligible impact at the junction, with a maximum increase in delay of two seconds within the AM peak period.

Bretch Hill / Edinburgh Way

3.4.6 The Bretch Hill / Edinburgh Way priority junction has been assessed within the PICADY Module of Junctions 10. The results of the junction modelling in all scenarios are provided in Table 3.

Table 3: Bretch Hill / Edinburgh Way Priority – Junction Capacity Results

Arm	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	RFC	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)
<i>2022 Base</i>						
Edinburgh Way Right	0.06	0	6	0.06	0	6
Edinburgh Way Left	0.09	0	8	0.05	0	8
Bretch Hill Sb	0.04	0	5	0.07	0	5
<i>2028 Base + Committed</i>						
Edinburgh Way Right	0.09	0	6	0.07	0	6
Edinburgh Way Left	0.10	0	8	0.05	0	8
Bretch Hill Sb	0.04	0	5	0.10	0	6
<i>2028 Base + Committed + Development</i>						
Edinburgh Way Right	0.16	0	7	0.10	0	6
Edinburgh Way Left	0.16	0	9	0.08	0	9
Bretch Hill Sb	0.08	0	5	0.18	0	6

3.4.7 Table 3 indicates that the junction operates with significant reserve capacity with minimal delay and queuing in all scenarios. The addition of traffic associated with the proposed development has a negligible impact at the junction, with a maximum increase in delay of one second in both peaks.

3.4.8 The Bretch Hill / Edinburgh Way junction is located within close proximity to the Bretch Hill / Prescott Avenue priority junction. Both junctions have been modelled separately in line with the TRL Junctions 10 User Guide, and no interaction between the junctions is forecast. The outputs of each junction model are therefore considered separately, with the results of the Bretch Hill / Prescott Avenue junction outlined below.

Bretch Hill / Prescott Avenue

- 3.4.9 The Bretch Hill / Prescott Avenue priority junction has been assessed within the PICADY Module of Junctions 10. The results of the junction modelling in all scenarios are provided in Table 4.

Table 4: Bretch Hill / Prescott Avenue Priority – Junction Capacity Results

Arm	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	RFC	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)
<i>2022 Base</i>						
Prescott Avenue Left	0.11	0	6	0.13	0	6
Prescott Avenue Right	0.05	0	8	0.05	0	8
Bretch Hill Nb	0.16	0	7	0.13	0	6
<i>2028 Base + Committed</i>						
Prescott Avenue Left	0.12	0	6	0.16	0	6
Prescott Avenue Right	0.06	0	9	0.08	0	9
Bretch Hill Nb	0.2	0	7	0.15	0	6
<i>2028 Base + Committed + Development</i>						
Prescott Avenue Left	0.15	0	6	0.23	0	7
Prescott Avenue Right	0.06	0	9	0.09	0	9
Bretch Hill Nb	0.28	1	8	0.19	0	7

- 3.4.10 Table 4 indicates that the junction operates with significant reserve capacity with minimal delay and queuing in all scenarios. The addition of traffic associated with the proposed development has a negligible impact at the junction, with a maximum increase in queuing of one PCU in the AM peak and a maximum increase in delay of one second in both peaks.

Prescott Avenue / The Fairway

- 3.4.11 The Prescott Avenue / The Fairway priority junction has been assessed within the PICADY Module of Junctions 10. The results of the junction modelling in all scenarios are provided in Table 5.

Table 5: Prescott Avenue / The Fairway Priority – Junction Capacity Results

Arm	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	RFC	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)
<i>2022 Base</i>						
Prescott Avenue Left	0.11	0	6	0.09	0	6
Prescott Avenue Right	0.16	0	9	0.16	0	9
The Fairway Sb	0.12	0	6	0.15	0	7
<i>2028 Base + Committed</i>						
Prescott Avenue Left	0.12	0	6	0.1	0	6
Prescott Avenue Right	0.23	0	10	0.2	0	10
The Fairway Sb	0.13	0	6	0.16	0	7
<i>2028 Base + Committed + Development</i>						
Prescott Avenue Left	0.13	0	7	0.1	0	6
Prescott Avenue Right	0.33	1	12	0.25	0	11
The Fairway Sb	0.13	0	6	0.16	0	7

3.4.12 Table 5 indicates that the junction operates with significant reserve capacity with minimal delay and queuing in all scenarios. The addition of traffic associated with the proposed development has a negligible impact at the junction, with a maximum increase in queuing of one PCU and a maximum increase in delay of two seconds in the AM peak.

Orchard Way / Hilton Road / Woodgreen Avenue / The Fairway

3.4.13 The Orchard Way / Hilton Road / Woodgreen Avenue / The Fairway roundabout junction has been assessed within the ARCADY Module of Junctions 10. The results of the junction modelling in all scenarios are provided in Table 6.

Table 6: Orchard Way / Hilton Road / Woodgreen Avenue / The Fairway Roundabout – Junction Capacity Results

Arm	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	RFC	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)
<i>2022 Base</i>						
Orchard Way	0.56	1	7	0.64	2	8
Hilton Road	0.09	0	5	0.16	0	5
Leisure Centre Access	0.02	0	5	0.07	0	6
Woodgreen Avenue	0.48	1	4	0.60	2	5
The Fairway	0.37	1	7	0.29	0	7
<i>2028 Base + Committed</i>						
Orchard Way	0.63	2	8	0.71	2	11
Hilton Road	0.10	0	5	0.19	0	5
Leisure Centre Access	0.02	0	6	0.08	0	6
Woodgreen Avenue	0.52	1	4	0.66	2	6
The Fairway	0.45	1	9	0.35	1	8
<i>2028 Base + Committed + Development</i>						
Orchard Way	0.64	2	9	0.75	3	12
Hilton Road	0.10	0	5	0.19	0	6
Leisure Centre Access	0.02	0	6	0.08	0	7
Woodgreen Avenue	0.53	1	4	0.67	2	6
The Fairway	0.51	1	10	0.38	1	9

3.4.14 Table 6 indicates that the junction operates with reserve capacity with minimal delay and queuing in all scenarios. The addition of the proposed development has a negligible impact at the junction, with a maximum one additional second in delay and one additional PCU in queueing on any approach in the PM peak.

Parklands / Warwick Road / Orchard Way

3.4.15 The Orchard Way / Hilton Road / Woodgreen Avenue / The Fairway roundabout junction has been assessed within the ARCADY Module of Junctions 10. The results of the junction in all scenarios are provided in Table 7.

Table 7: Parklands / Warwick Road / Orchard Way Roundabout – Junction Capacity Results (Lane Based Simulation)

Arm	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Max. RFC	Queue (PCU)	Delay (s)	Max. RFC	Queue (PCU)	Delay (s)
<i>2022 Base</i>						
Parklands	0.11	0	11	0.07	0	9
Warwick Road (E)	0.35	1	9	0.73	4	21
Orchard Way	0.64	2	9	0.84	6	22
Warwick Road (W)	0.72	5	21	0.76	7	23
<i>2028 Base + Committed</i>						
Parklands	0.13	0	13	0.09	0	11
Warwick Road (E)	0.40	1	10	0.82	7	35
Orchard Way	0.69	3	10	0.93	13	43
Warwick Road (W)	0.79	13	45	0.83	10	35
<i>2028 Base + Committed + Development</i>						
Parklands	0.16	0	15	0.13	0	12
Warwick Road (E)	0.40	1	11	0.83	8	39
Orchard Way	0.69	3	9	0.93	13	44
Warwick Road (W)	0.82	13	45	0.84	12	38

3.4.16 Table 7 indicates that the junction operates with reserve capacity with minimal delay and queuing in all scenarios in the AM peak with only minimal changes in operation forecast with the additional of development traffic.

3.4.17 The junction is forecast to operate above typically acceptable benchmarks of capacity in the future year base scenario in the PM peak but with an RFC of less than 1. The addition of the proposed development has a negligible impact at the junction in this peak, with only a slight change in queuing and delay forecast.

3.4.18 As such, it is deemed that the proposed development would not have a material impact on the junction during the network peak hours.

3.5 Modelling Summary

3.5.1 All junctions within the scope outlined above have been demonstrated to operate with reserve capacity in all scenarios. This is with the exception of the Parklands/Warwick Road/Orchard Way roundabout which operates marginally over typically accepted benchmarks of capacity in the PM peak. The addition of traffic flows associated with the proposed development has a negligible impact on RFC, queueing and delay at all junctions in both peak periods.

3.6 Offsite Improvements

- 3.6.1 It was included within the TA that the Addendum will consider the requirement for any offsite improvements to mitigate any impacts which are identified to be unacceptable in NPPF terms.
- 3.6.2 This TA Addendum has not demonstrated any residual impacts at any of the junctions within the agreed scope that would constitute to be unacceptable in NPPF terms. Therefore, no offsite highway mitigation improvements are suggested at any of the junctions.
- 3.6.3 However, the need to improve active travel routes towards Banbury is noted and identified through the emerging Banbury LCWIP. It is proposed that a reasonable and proportional contribution could be made towards appropriate schemes which have been identified.

4 Summary and Conclusions

4.1 Summary

- 4.1.1 This Transport Assessment Addendum has been prepared to present the junction modelling outputs in relation to the outline application for 250 dwellings on land to the south of Banbury Rise, Banbury.
- 4.1.2 This addendum has demonstrated that all junctions within the scope agreed with Oxfordshire County Council operate with reserve capacity in all scenarios, and the addition of traffic flows associated with the proposed development have a negligible impact at all junctions. This is with the exception of the Parklands/Warwick Road/Orchard Way roundabout which operates marginally over typically accepted capacity thresholds in the PM peak; however, with the addition of development traffic the change in performance is negligible.

4.2 Conclusions

- 4.2.1 The NPPF states that an application should only be refused on highways grounds if it is demonstrated that the development would result in an unacceptable impact on highway safety or the residual cumulative impacts are deemed severe.
- 4.2.2 The negligible impact of traffic associated with the proposed development demonstrated above is not considered to constitute a severe impact, and therefore the proposed development should not be refused on highways grounds.
- 4.2.3 Whilst it has been demonstrated that there are no residual highway impacts of the development, the need to improve active travel connections towards Banbury is noted. As such,



it is proposed that a reasonable and proportionate contribution is made towards such schemes identified from the emerging Banbury LCWIP.



Appendix A TRICS Reports

PJA Seven House, High Street Longbridge, Birmingham

Licence No: 231601

Calculation Reference: AUDIT-231601-220110-0112

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES*Selected regions and areas:*

02	SOUTH EAST	
ES	EAST SUSSEX	3 days
EX	ESSEX	1 days
HC	HAMPSHIRE	1 days
HF	HERTFORDSHIRE	1 days
KC	KENT	4 days
SC	SURREY	2 days
WS	WEST SUSSEX	4 days
03	SOUTH WEST	
DV	DEVON	2 days
04	EAST ANGLIA	
NF	NORFOLK	7 days
SF	SUFFOLK	2 days
05	EAST MIDLANDS	
DS	DERBYSHIRE	1 days
06	WEST MIDLANDS	
SH	SHROPSHIRE	1 days
ST	STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
NY	NORTH YORKSHIRE	1 days
SY	SOUTH YORKSHIRE	1 days
09	NORTH	
DH	DURHAM	2 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 50 to 371 (units:)
 Range Selected by User: 50 to 400 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 23/09/21

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

Selected survey days:

Monday	7 days
Tuesday	6 days
Wednesday	10 days
Thursday	7 days
Friday	4 days

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

Selected survey types:

Manual count	30 days
Directional ATC Count	4 days

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

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

Selected Location Sub Categories:

Residential Zone	34
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	34 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	4 days
5,001 to 10,000	10 days
10,001 to 15,000	9 days
15,001 to 20,000	5 days
20,001 to 25,000	4 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	7 days
25,001 to 50,000	4 days
50,001 to 75,000	2 days
75,001 to 100,000	8 days
100,001 to 125,000	1 days
125,001 to 250,000	10 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	25 days
1.6 to 2.0	3 days

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

Travel Plan:

Yes	14 days
No	20 days

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

PTAL Rating:

No PTAL Present	33 days
2 Poor	1 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	DH-03-A-01	SEMI DETACHED	DURHAM
	GREENFIELDS ROAD		
	BISHOP AUCKLAND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	50	
	Survey date: TUESDAY	28/03/17	
2	DH-03-A-03	SEMI-DETACHED & TERRACED	DURHAM
	PILGRIMS WAY		
	DURHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	57	
	Survey date: FRIDAY	19/10/18	
3	DS-03-A-02	MIXED HOUSES	DERBYSHIRE
	RADBOURNE LANE		
	DERBY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	371	
	Survey date: TUESDAY	10/07/18	
4	DV-03-A-02	HOUSES & BUNGALOWS	DEVON
	MILLHEAD ROAD		
	HONITON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	116	
	Survey date: FRIDAY	25/09/15	
5	DV-03-A-03	TERRACED & SEMI DETACHED	DEVON
	LOWER BRAND LANE		
	HONITON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	70	
	Survey date: MONDAY	28/09/15	
6	ES-03-A-03	MIXED HOUSES & FLATS	EAST SUSSEX
	SHEPHAM LANE		
	POLEGATE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	212	
	Survey date: MONDAY	11/07/16	
7	ES-03-A-04	MIXED HOUSES & FLATS	EAST SUSSEX
	NEW LYDD ROAD		
	CAMBER		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	134	
	Survey date: FRIDAY	15/07/16	

LIST OF SITES relevant to selection parameters (Cont.)

8	ES-03-A-05	MIXED HOUSES & FLATS	EAST SUSSEX
	RATTLE ROAD NEAR EASTBOURNE STONE CROSS Edge of Town Residential Zone		
	Total No of Dwellings:	99	
	Survey date: WEDNESDAY	05/06/19	Survey Type: MANUAL
9	EX-03-A-02	DETACHED & SEMI-DETACHED	ESSEX
	MANOR ROAD CHIGWELL GRANGE HILL Edge of Town Residential Zone		
	Total No of Dwellings:	97	
	Survey date: MONDAY	27/11/17	Survey Type: MANUAL
10	HC-03-A-23	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY LIPHOOK		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	62	
	Survey date: TUESDAY	19/11/19	Survey Type: MANUAL
11	HF-03-A-03	MIXED HOUSES	HERTFORDSHIRE
	HARE STREET ROAD BUNTINGFORD		
	Edge of Town Residential Zone		
	Total No of Dwellings:	160	
	Survey date: MONDAY	08/07/19	Survey Type: MANUAL
12	KC-03-A-03	MIXED HOUSES & FLATS	KENT
	HYTHE ROAD ASHFORD WILLESBOROUGH		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	51	
	Survey date: THURSDAY	14/07/16	Survey Type: MANUAL
13	KC-03-A-04	SEMI-DETACHED & TERRACED	KENT
	KILN BARN ROAD AYLESFORD DITTON		
	Edge of Town Residential Zone		
	Total No of Dwellings:	110	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
14	KC-03-A-06	MIXED HOUSES & FLATS	KENT
	MARGATE ROAD HERNE BAY		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	363	
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	KC-03-A-07	MIXED HOUSES	KENT
	RECOLVER ROAD		
	HERNE BAY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	288	
	Survey date: WEDNESDAY	27/09/17	
16	NF-03-A-06	MIXED HOUSES	NORFOLK
	BEAUFORT WAY		
	GREAT YARMOUTH		
	BRADWELL		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	275	
	Survey date: MONDAY	23/09/19	
17	NF-03-A-16	MIXED HOUSES & FLATS	NORFOLK
	NORWICH COMMON		
	WYMONDHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	138	
	Survey date: TUESDAY	20/10/15	
18	NF-03-A-24	MIXED HOUSES & FLATS	NORFOLK
	HUNSTANTON ROAD		
	HUNSTANTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	127	
	Survey date: WEDNESDAY	22/09/21	
19	NF-03-A-25	MIXED HOUSES & FLATS	NORFOLK
	WOODFARM LANE		
	GORLESTON-ON-SEA		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	55	
	Survey date: TUESDAY	21/09/21	
20	NF-03-A-26	MIXED HOUSES	NORFOLK
	HEATH DRIVE		
	HOLT		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	91	
	Survey date: WEDNESDAY	22/09/21	
21	NF-03-A-28	MIXED HOUSES	NORFOLK
	NORTH WALSHAM ROAD		
	NORTH WALSHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	100	
	Survey date: WEDNESDAY	22/09/21	

PJA Seven House, High Street Longbridge, Birmingham

Licence No: 231601

LIST OF SITES relevant to selection parameters (Cont.)

22	NF-03-A-30	MIXED HOUSES	NORFOLK
	BRANDON ROAD		
	SWAFFHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	266	
	Survey date: THURSDAY	23/09/21	
23	NY-03-A-09	MIXED HOUSING	NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE		
	NORTHALLERTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	52	
	Survey date: MONDAY	16/09/13	
24	SC-03-A-04	DETACHED & TERRACED	SURREY
	HIGH ROAD		
	BYFLEET		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	71	
	Survey date: THURSDAY	23/01/14	
25	SC-03-A-05	MIXED HOUSES	SURREY
	REIGATE ROAD		
	HORLEY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	207	
	Survey date: MONDAY	01/04/19	
26	SF-03-A-09	MIXED HOUSES & FLATS	SUFFOLK
	FOXHALL ROAD		
	IPSWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	179	
	Survey date: THURSDAY	24/06/21	
27	SF-03-A-10	TERRACED & SEMI-DETACHED	SUFFOLK
	LOVETOFTS DRIVE		
	IPSWICH		
	WHITEHOUSE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	149	
	Survey date: TUESDAY	22/06/21	
28	SH-03-A-05	SEMI-DETACHED/TERRACED	SHROPSHIRE
	SANDCROFT		
	TELFORD		
	SUTTON HILL		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	54	
	Survey date: THURSDAY	24/10/13	

LIST OF SITES relevant to selection parameters (Cont.)

29	ST-03-A-07	DETACHED & SEMI-DETACHED	STAFFORDSHIRE
	BEACONSIDE		
	STAFFORD		
	MARSTON GATE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	248	
	Survey date: WEDNESDAY	22/11/17	
30	SY-03-A-01	SEMI DETACHED HOUSES	SOUTH YORKSHIRE
	A19 BENTLEY ROAD		
	DONCASTER		
	BENTLEY RISE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	54	
	Survey date: WEDNESDAY	18/09/13	
31	WS-03-A-04	MIXED HOUSES	WEST SUSSEX
	HILLS FARM LANE		
	HORSHAM		
	BROADBRIDGE HEATH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	151	
	Survey date: THURSDAY	11/12/14	
32	WS-03-A-08	MIXED HOUSES	WEST SUSSEX
	ROUNDSTONE LANE		
	ANGMERING		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	180	
	Survey date: THURSDAY	19/04/18	
33	WS-03-A-10	MIXED HOUSES	WEST SUSSEX
	TODDINGTON LANE		
	LITTLEHAMPTON		
	WICK		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	79	
	Survey date: WEDNESDAY	07/11/18	
34	WS-03-A-13	MIXED HOUSES & FLATS	WEST SUSSEX
	LITTLEHAMPTON ROAD		
	WORTHING		
	WEST DURRINGTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	197	
	Survey date: WEDNESDAY	23/06/21	

Survey Type: MANUAL

Survey Type: MANUAL
WEST SUSSEX

Survey Type: MANUAL

WEST SUSSEX

Survey Type: MANUAL

WEST SUSSEX

Survey Type: MANUAL

WEST SUSSEX

Survey Type: MANUAL

WEST SUSSEX

Survey Type: MANUAL

WEST SUSSEX

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	34	145	0.087	34	145	0.310	34	145	0.397
08:00 - 09:00	34	145	0.135	34	145	0.365	34	145	0.500
09:00 - 10:00	34	145	0.133	34	145	0.167	34	145	0.300
10:00 - 11:00	34	145	0.124	34	145	0.157	34	145	0.281
11:00 - 12:00	34	145	0.141	34	145	0.150	34	145	0.291
12:00 - 13:00	34	145	0.154	34	145	0.149	34	145	0.303
13:00 - 14:00	34	145	0.166	34	145	0.146	34	145	0.312
14:00 - 15:00	34	145	0.162	34	145	0.183	34	145	0.345
15:00 - 16:00	34	145	0.255	34	145	0.166	34	145	0.421
16:00 - 17:00	34	145	0.277	34	145	0.167	34	145	0.444
17:00 - 18:00	34	145	0.346	34	145	0.161	34	145	0.507
18:00 - 19:00	34	145	0.287	34	145	0.164	34	145	0.451
19:00 - 20:00	1	97	0.062	1	97	0.052	1	97	0.114
20:00 - 21:00	1	97	0.031	1	97	0.021	1	97	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.360			2.358			4.718	

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

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

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Parameter summary

Trip rate parameter range selected:	50 - 371 (units:)
Survey date date range:	01/01/13 - 23/09/21
Number of weekdays (Monday-Friday):	34
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
Surveys manually removed from selection:	0

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



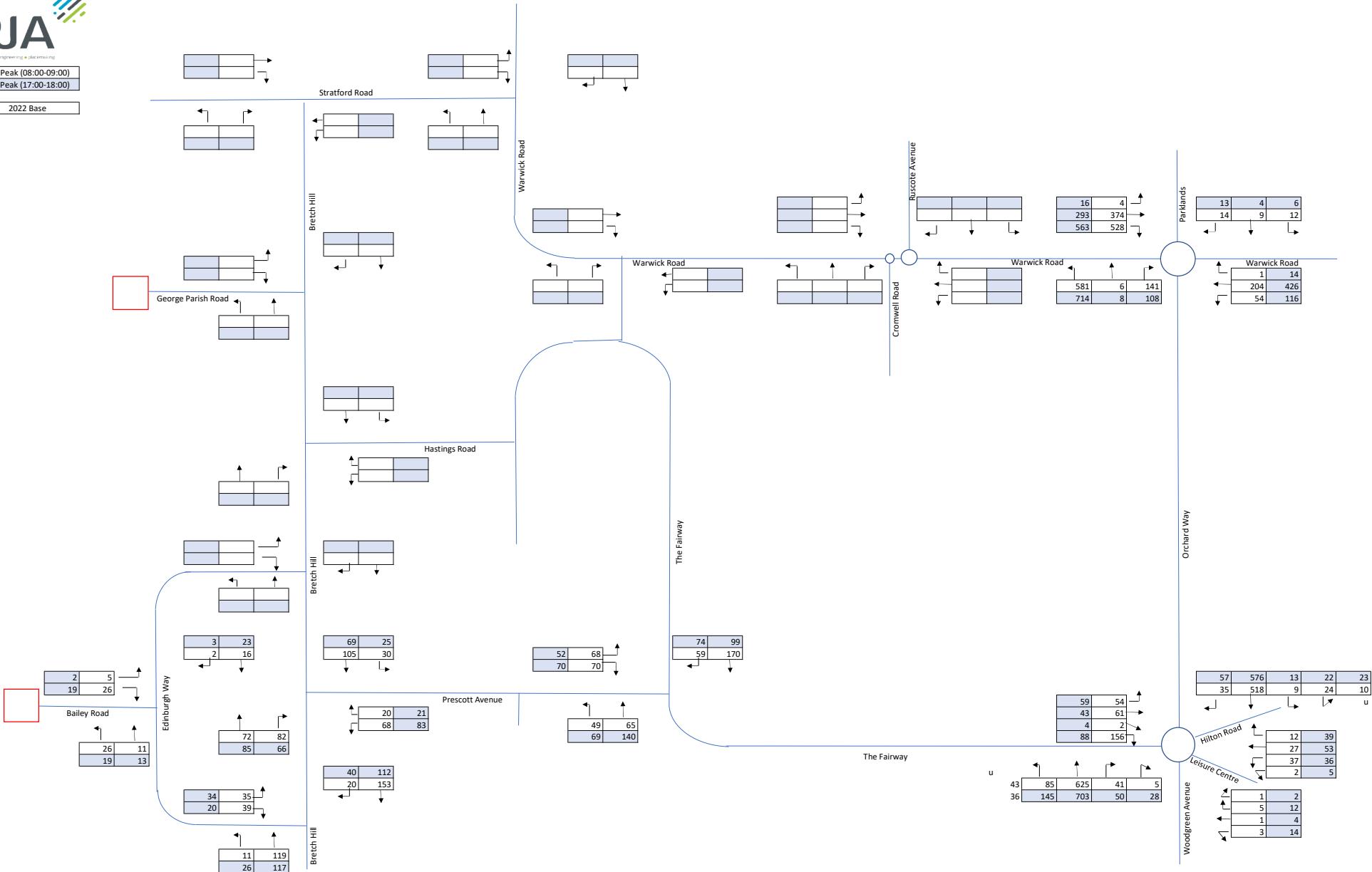
Appendix B Traffic Flow Diagrams

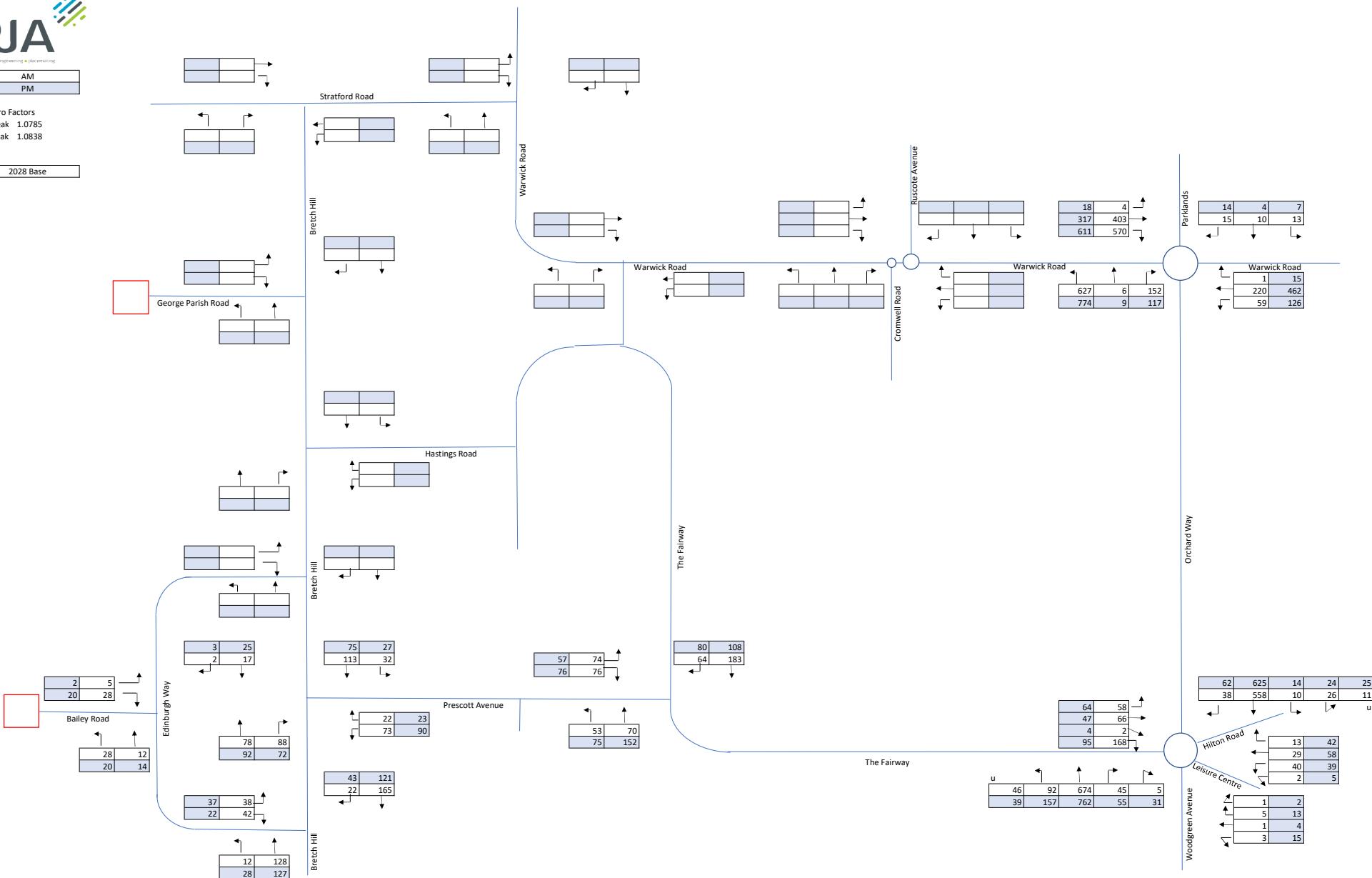


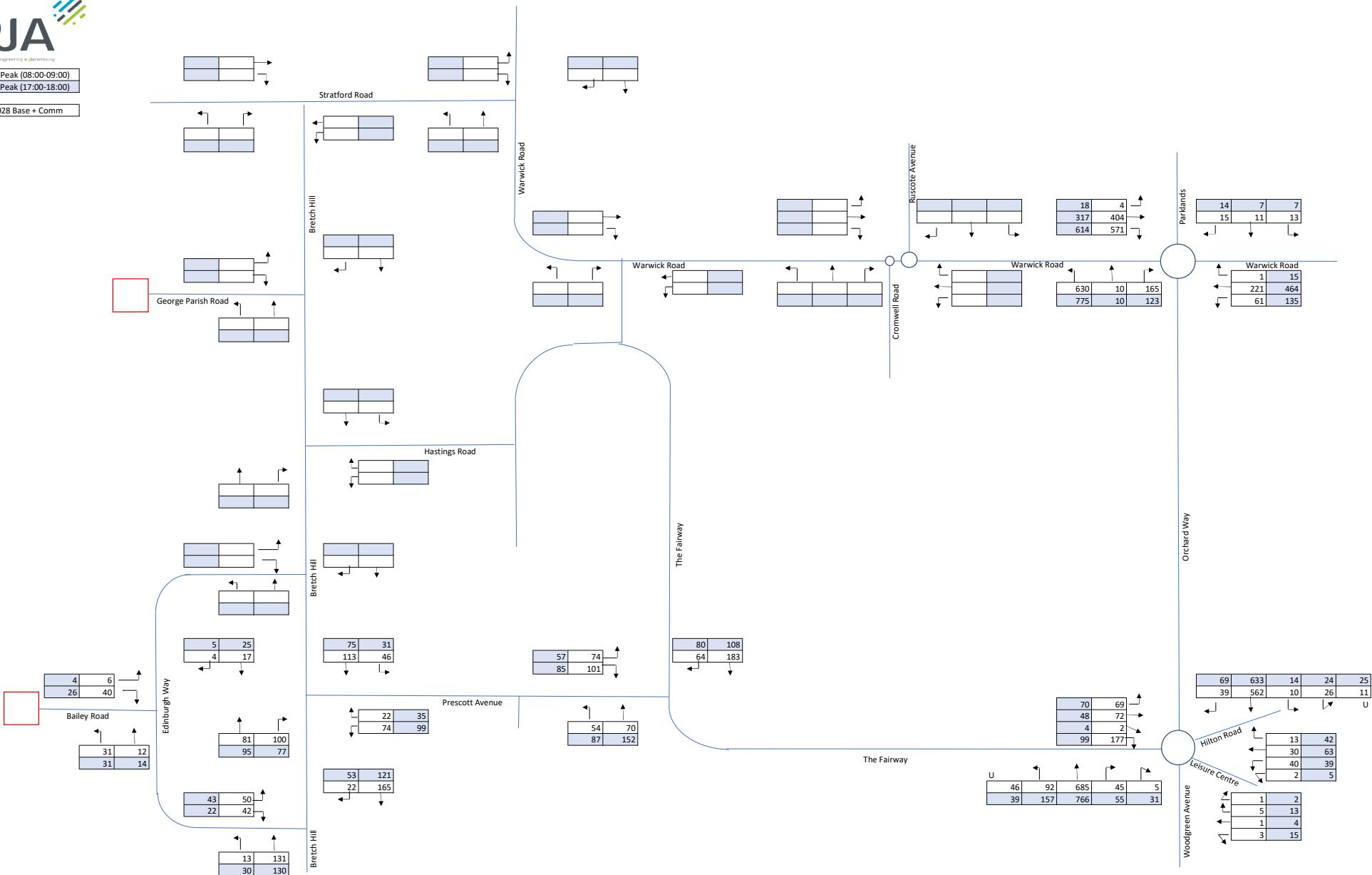
transport • engineering • placemaking

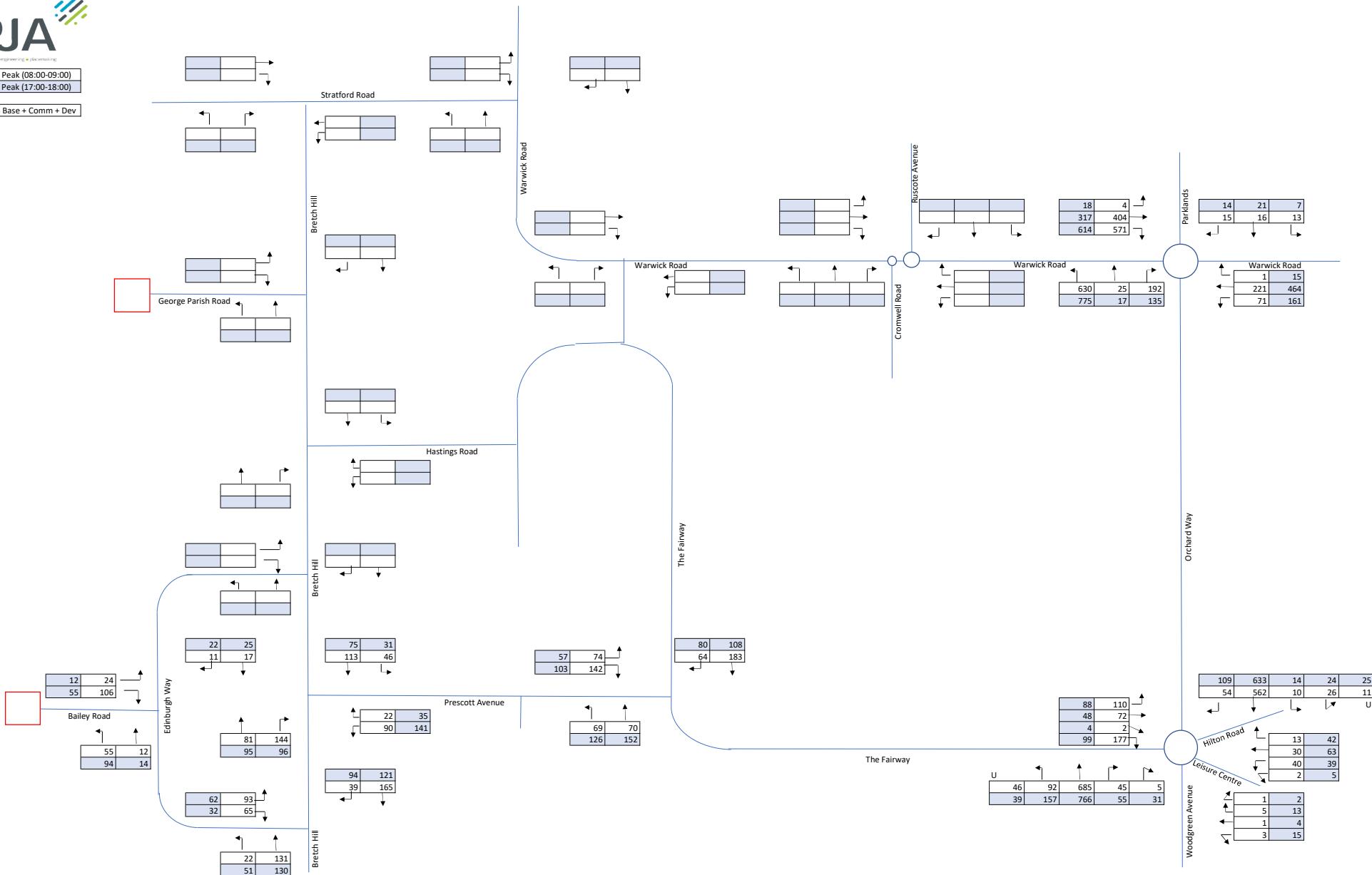
AM Peak (08:00-09:00)
PM Peak (17:00-18:00)

2022 Base











Appendix C Traffic Count Data



Intelligent Data Collection Limited Banbury

Client: Phil Jones Associates
Project Number: ID06579
Junction Number: Site 2
Date of Survey: 28.06.2022
Junction Name: Bretch Hill / Prescott Avenue / Edinburgh Way
Junction Type: Staggered Crossroads

Quality Assurance and Issue Record



Quality Assurance

Revision	Rev A			
Date	04.07.2022			
Prepared by	David Brown			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project Number	ID06579			
File Ref	ID06579 Banbury - MCC Site 2 - 28.06.2022			

Issue Record

Intelligent Data Collection Limited



Client: Phil Jones Associates **Date of Survey:** 28.06.2022
Project Number: ID06579 **Junction Name:** Bretch Hill / Prescott Avenue / Edinburgh Way
Junction Number: Site 2 **Junction Type:** Staggered Crossroads

X Coordinate

52.062826

Y Coordinate

-1.364331

Google Maps Link

[Click Here](#)

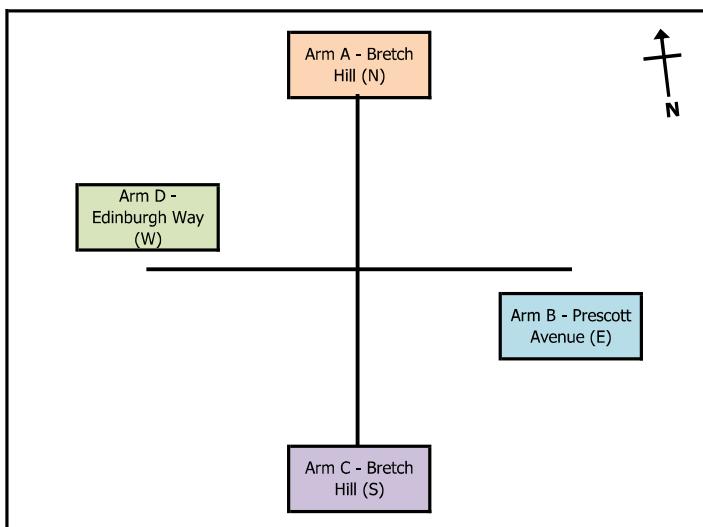
AM Peak Conditions

Clear

PM Peak Conditions

Clear

Junction Layout

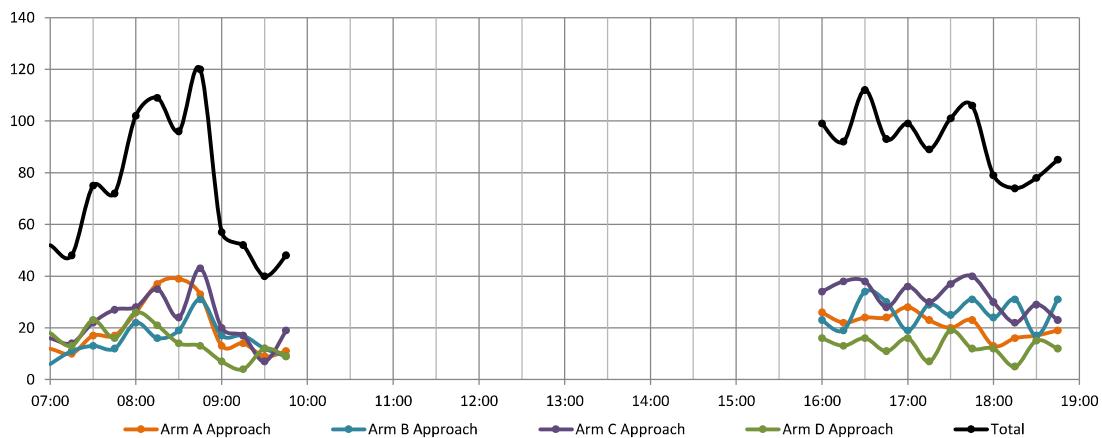


Aerial Mapping and On-site Camera View



Junction Flow Profile

Arm Approach Flows (All Vehicles)



Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events):

Intelligent Data Collection Limited

Client: Phil Jones Associates
 Project Number: ID06579
 Junction Number: Site 2

Date of Survey: 28.06.2022
 Junction Name: Bretch Hill / Prescott Avenue / Edinburgh Way
 Junction Type: Staggered Crossroads

Arm A: Bretch Hill (N)
 Arm B: Prescott Avenue (E)

Arm C: Bretch Hill (S)
 Arm D: Edinburgh Way (W)



Time	A to A							A to D							A to C										
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	1	0	6	
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	7	
07:30	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	9	3	0	0	0	0	0	13	
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	2	0	0	0	0	0	13	
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	1	0	0	0	0	0	21	
08:15	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	25	4	0	0	0	0	0	29	
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	6	0	0	1	0	0	30	
08:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	1	0	0	0	0	0	22	
09:00	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	
09:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	
09:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	6	
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	2	0	0	0	0	0	22	
16:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	4	0	0	0	0	0	19	
16:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	4	0	0	0	1	0	17	
16:45	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10	3	0	0	0	2	0	17	
17:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16	2	0	0	0	0	0	18	
17:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14	
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	3	0	0	0	0	0	13	
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	3	0	0	0	0	0	20	
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12	
18:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	12	2	0	0	0	0	0	14
18:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13	
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	0	1	15	
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total	
07:00	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	27	10	0	0	0	1	1	39
07:15	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	45	8	0	0	0	0	0	54	
07:30	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	4	65	10	0	0	0	0	1	76
07:45	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	79	13	0	0	1	0	0	93
08:00	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	89	12	0	0	1	0	0	102
08:15	0	0	0	0	0	0	0	0	0	4	1	1	0	0	0	0	6	76	11	0	0	1	0	0	88
08:30	0	0	0	0	0	0	0	0	0	5	1	1	0	0	0	0	7	58	8	0	0	1	0	0	67
08:45	0	0	0	0	0	0	0	0	0	6	1	1	0	0	0	0	8	40	2	0	0	0	0	1	43
09:00	0	0	0	0	0	0	0	0	0	5	1	1	0	0	0	0	7	27	1	0	0	0	0	1	29
16:00	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5	57	13	0	0	0	3	2	75
16:15	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	6	53	13	0	0	0	3	2	71
16:30	0	0	0	0	0	0	0	0	0	5	3	0	0	0	0	0	8	52	9	0	0	0	3	2	66
16:45	0	0	0	0	0	0	0	0	0	4	3	0	0	0	0	0	7	50	8	0	0	0	2	2	62
17:00	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	57	8	0	0	0	0	0	65
17:15	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	53	6	0	0	0	0	0	59
17:30	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	51	8	0	0	0	0	0	59
17:45	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	53	6	0	0	0	0	0	59
18:00	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	49	4	0	0	0	0	1	54

Intelligent Data Collection Limited

Client: Phil Jones Associates
 Project Number: ID06579
 Junction Number: Site 2

Date of Survey: 28.06.2022
 Junction Name: Bretch Hill / Prescott Avenue / Edinburgh Way
 Junction Type: Staggered Crossroads

Arm A: Bretch Hill (N)
 Arm B: Prescott Avenue (E)

Arm C: Bretch Hill (S)
 Arm D: Edinburgh Way (W)



Time	A to B						B to B						B to A						B to B						
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	
07:00	5	1	0	0	0	0	0	6								0	0	0	0	0	0	0	0	0	
07:15	3	0	0	0	0	0	0	3								0	1	0	0	0	0	0	0	1	
07:30	2	0	0	0	0	0	0	2								0	2	0	0	0	0	0	0	2	
07:45	4	0	0	0	0	0	0	4								0	1	0	0	0	0	0	0	1	
08:00	5	0	0	0	0	0	0	5								0	4	0	0	0	0	0	0	4	
08:15	5	1	0	0	0	0	0	6								0	2	0	0	0	0	0	0	2	
08:30	8	1	0	0	0	0	0	9								0	3	0	0	0	0	0	0	3	
08:45	9	0	0	0	0	0	1	0	10							0	11	0	0	0	0	0	0	11	
09:00	2	1	0	0	0	0	0	3								0	1	3	0	0	0	0	0	5	
09:15	3	0	0	0	0	0	0	3								0	2	0	0	0	0	0	0	2	
09:30	1	1	0	0	0	0	0	2								0	1	0	1	0	0	0	0	2	
09:45	2	1	0	0	0	0	0	3								0	1	0	0	0	0	0	0	1	
16:00	4	0	0	0	0	0	0	4								0	6	1	0	0	0	0	0	7	
16:15	2	0	0	0	0	0	0	2								0	5	1	0	0	0	0	0	6	
16:30	5	1	0	0	0	0	0	6								0	6	1	0	0	0	0	0	7	
16:45	4	0	0	0	0	0	0	4								0	7	0	0	0	0	0	0	7	
17:00	6	3	0	0	0	0	0	9								0	2	0	0	0	0	0	0	2	
17:15	5	1	0	0	0	0	0	6								0	5	2	0	0	0	0	0	7	
17:30	5	2	0	0	0	0	0	7								0	5	0	0	0	0	0	0	5	
17:45	3	0	0	0	0	0	0	3								0	7	0	0	0	0	0	0	7	
18:00	1	0	0	0	0	0	0	1								0	8	1	0	0	0	0	0	9	
18:15	0	0	0	0	0	0	0	0								0	3	1	0	0	0	0	0	4	
18:30	3	0	0	0	0	0	0	3								0	4	0	0	0	0	0	0	4	
18:45	3	1	0	0	0	0	0	4								0	9	1	0	0	0	0	0	10	
Start Time	Rolling Hour						Rolling Hour						Rolling Hour						Rolling Hour						Total
07:00	14	1	0	0	0	0	0	15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	
07:15	14	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	
07:30	16	1	0	0	0	0	0	17	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	
07:45	22	2	0	0	0	0	0	24	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	
08:00	27	2	0	0	0	0	1	30	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	20	
08:15	24	3	0	0	0	0	1	28	0	0	0	0	0	0	0	0	17	3	0	0	0	1	0	21	
08:30	22	2	0	0	0	0	1	25	0	0	0	0	0	0	0	0	17	3	0	0	0	1	0	21	
08:45	15	2	0	0	0	0	1	18	0	0	0	0	0	0	0	0	15	3	1	0	0	1	0	20	
09:00	8	3	0	0	0	0	0	11	0	0	0	0	0	0	0	0	5	3	1	0	0	1	0	10	
16:00	15	1	0	0	0	0	0	16	0	0	0	0	0	0	0	0	24	3	0	0	0	0	0	27	
16:15	17	4	0	0	0	0	0	21	0	0	0	0	0	0	0	0	20	2	0	0	0	0	0	22	
16:30	20	5	0	0	0	0	0	25	0	0	0	0	0	0	0	0	20	3	0	0	0	0	0	23	
16:45	20	6	0	0	0	0	0	26	0	0	0	0	0	0	0	0	19	2	0	0	0	0	0	21	
17:00	19	6	0	0	0	0	0	25	0	0	0	0	0	0	0	0	19	2	0	0	0	0	0	21	
17:15	14	3	0	0	0	0	0	17	0	0	0	0	0	0	0	0	25	3	0	0	0	0	0	28	
17:30	9	2	0	0	0	0	0	11	0	0	0	0	0	0	0	0	23	2	0	0	0	0	0	25	
17:45	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	22	2	0	0	0	0	0	24	
18:00	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0	24	3	0	0	0	0	0	27	

Intelligent Data Collection Limited

Client: Phil Jones Associates
 Project Number: ID06579
 Junction Number: Site 2

Date of Survey: 28.06.2022
 Junction Name: Bretch Hill / Prescott Avenue / Edinburgh Way
 Junction Type: Staggered Crossroads

Arm A: Bretch Hill (N)
 Arm B: Prescott Avenue (E)

Arm C: Bretch Hill (S)
 Arm D: Edinburgh Way (W)



B to D							B to C							C to C										
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	1	0	0	0	0	0	0	1	4	1	0	0	0	0	0	5							0	
07:15	3	1	0	0	0	0	0	4	5	1	0	0	0	0	0	6							0	
07:30	3	1	0	0	0	0	0	4	5	2	0	0	0	0	0	7							0	
07:45	1	0	0	0	0	0	0	1	10	0	0	0	0	0	0	10							0	
08:00	6	0	0	0	0	0	0	6	11	1	0	0	0	0	0	12							0	
08:15	1	2	0	0	0	0	0	3	11	0	0	0	0	0	0	11							0	
08:30	4	0	0	0	0	0	0	4	12	0	0	0	0	0	0	12							0	
08:45	3	0	0	0	0	0	1	4	14	2	0	0	0	0	0	16							0	
09:00	3	0	0	0	0	0	0	3	8	0	1	0	0	0	0	9							0	
09:15	5	1	0	0	0	0	0	6	7	1	0	0	0	1	0	9							0	
09:30	2	0	0	0	0	0	0	2	7	1	0	0	0	0	0	8							0	
09:45	4	0	0	0	0	0	0	4	3	1	0	0	0	0	0	4							0	
10:00																								
10:15																								
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18:30																								
18:45																								
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
07:00	8	2	0	0	0	0	0	10	24	4	0	0	0	0	0	28	0	0	0	0	0	0	0	0
07:15	13	2	0	0	0	0	0	15	31	4	0	0	0	0	0	35	0	0	0	0	0	0	0	0
07:30	11	3	0	0	0	0	0	14	37	3	0	0	0	0	0	40	0	0	0	0	0	0	0	0
07:45	12	2	0	0	0	0	0	14	44	1	0	0	0	0	0	45	0	0	0	0	0	0	0	0
08:00	14	2	0	0	0	0	1	17	48	3	0	0	0	0	0	51	0	0	0	0	0	0	0	0
08:15	11	2	0	0	0	0	1	14	45	2	1	0	0	0	0	48	0	0	0	0	0	0	0	0
08:30	15	1	0	0	0	0	1	17	41	3	1	0	0	0	1	46	0	0	0	0	0	0	0	0
08:45	13	1	0	0	0	0	1	15	36	4	1	0	0	0	1	42	0	0	0	0	0	0	0	0
09:00	14	1	0	0	0	0	0	15	25	3	1	0	0	0	1	30	0	0	0	0	0	0	0	0
10:00																								
10:15																								
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Intelligent Data Collection Limited

Client: Phil Jones Associates
Project Number: ID06579
Junction Number: Site 2

Date of Survey: 28.06.2022
Junction Name: Bretch Hill / Prescott Avenue / Edinburgh Way
Junction Type: Staggered Crossroads

Arm A: Bretch Hill (N)
Arm B: Prescott Avenue (E)

Arm C: Bretch Hill (S)
Arm D: Edinburgh Way (W)



	C to B							C to A							C to D									
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	9	1	0	0	0	0	1	11	2	1	0	0	1	0	0	4	0	1	0	0	0	0	1	
07:15	4	2	0	0	0	0	0	6	5	1	0	0	1	1	0	8	0	0	0	0	0	0	0	
07:30	9	2	0	0	0	0	0	11	9	0	0	0	0	0	0	9	0	2	0	0	0	0	2	
07:45	11	3	0	0	0	0	0	14	10	0	1	0	1	0	0	12	0	1	0	0	0	0	1	
08:00	6	0	0	0	0	0	0	6	16	2	1	0	0	0	0	19	3	0	0	0	0	0	3	
08:15	13	1	0	1	0	0	0	15	16	1	0	0	1	0	0	18	2	0	0	0	0	0	2	
08:30	10	1	0	0	0	1	0	12	10	0	0	0	1	0	0	11	1	0	0	0	0	0	1	
08:45	20	0	0	0	0	0	0	20	14	4	0	0	0	0	0	18	5	0	0	0	0	0	5	
09:00	10	0	0	0	0	0	0	10	5	0	0	0	1	0	0	6	4	0	0	0	0	0	4	
09:15	3	1	0	0	0	0	0	4	8	0	0	0	2	1	0	11	1	0	1	0	0	0	2	
09:30	2	1	0	0	0	0	0	3	3	0	0	0	0	0	0	3	1	0	0	0	0	0	1	
09:45	6	0	0	0	0	0	0	6	5	1	0	0	2	0	1	9	4	0	0	0	0	0	4	
16:00	11	1	0	0	0	0	0	12	13	2	0	0	1	0	0	16	5	1	0	0	0	0	6	
16:15	13	1	0	0	0	0	0	14	12	2	0	0	1	0	0	15	7	2	0	0	0	0	9	
16:30	10	1	0	0	0	1	0	12	11	2	0	0	1	2	0	16	8	2	0	0	0	0	10	
16:45	8	4	0	0	0	1	0	13	7	3	0	0	1	1	0	12	3	0	0	0	0	0	3	
17:00	9	0	0	0	0	0	0	9	17	4	0	0	1	1	0	23	3	1	0	0	0	0	4	
17:15	6	2	0	0	0	0	1	9	11	1	0	0	1	0	0	13	6	2	0	0	0	0	8	
17:30	8	2	0	0	0	0	1	11	17	2	0	0	1	0	0	20	6	0	0	0	0	0	6	
17:45	10	1	0	0	0	0	0	11	15	4	0	0	2	0	0	21	8	0	0	0	0	0	8	
18:00	9	2	0	0	0	0	0	11	11	2	0	0	0	0	0	13	6	0	0	0	0	0	6	
18:15	6	0	0	0	0	0	0	6	8	1	0	0	1	0	0	10	4	2	0	0	0	0	6	
18:30	9	0	0	0	0	0	0	9	11	3	0	0	1	0	0	15	5	0	0	0	0	0	5	
18:45	4	2	0	0	0	0	0	6	7	0	0	0	1	1	0	9	8	0	0	0	0	0	8	
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							
07:00	33	8	0	0	0	0	1	42	26	2	1	0	3	1	0	33	0	4	0	0	0	0	4	
07:15	30	7	0	0	0	0	0	37	40	3	2	0	2	1	0	48	3	3	0	0	0	0	6	
07:30	39	6	0	1	0	0	0	46	51	3	2	0	2	0	0	58	5	3	0	0	0	0	8	
07:45	40	5	0	1	0	1	0	47	52	3	2	0	3	0	0	60	6	1	0	0	0	0	7	
08:00	49	2	0	1	0	1	0	53	56	7	1	0	2	0	0	66	11	0	0	0	0	0	11	
08:15	53	2	0	1	0	1	0	57	45	5	0	0	3	0	0	53	12	0	0	0	0	0	12	
08:30	43	2	0	0	0	1	0	46	37	4	0	0	4	1	0	46	11	0	1	0	0	0	12	
08:45	35	2	0	0	0	0	0	37	30	4	0	0	3	1	0	38	11	0	1	0	0	0	12	
09:00	21	2	0	0	0	0	0	23	21	1	0	0	5	1	1	29	10	0	1	0	0	0	11	
16:00	42	7	0	0	1	1	0	51	43	9	0	0	4	3	0	59	23	5	0	0	0	0	28	
16:15	40	6	0	0	1	1	0	48	47	11	0	0	4	4	0	66	21	5	0	0	0	0	26	
16:30	33	7	0	0	1	2	0	43	46	10	0	0	4	4	0	64	20	5	0	0	0	0	25	
16:45	31	8	0	0	1	2	0	42	52	10	0	0	4	2	0	68	18	3	0	0	0	0	21	
17:00	33	5	0	0	0	2	0	40	60	11	0	0	5	1	0	77	23	3	0	0	0	0	26	
17:15	33	7	0	0	0	2	0	42	54	9	0	0	4	0	0	67	26	2	0	0	0	0	28	
17:30	33	5	0	0	0	1	0	39	51	9	0	0	4	0	0	64	24	2	0	0	0	0	26	
17:45	34	3	0	0	0	0	0	37	45	10	0	0	4	0	0	59	23	2	0	0	0	0	25	
18:00	28	4	0	0	0	0	0	32	37	6	0	0	3	1	0	47	23	2	0	0	0	0	25	

Intelligent Data Collection Limited

Client: Phil Jones Associates
 Project Number: ID06579
 Junction Number: Site 2

Date of Survey: 28.06.2022
 Junction Name: Bretch Hill / Prescott Avenue / Edinburgh Way
 Junction Type: Staggered Crossroads

Arm A: Bretch Hill (N)
 Arm B: Prescott Avenue (E)

Arm C: Bretch Hill (S)
 Arm D: Edinburgh Way (W)



Time	D to D							D to C							D to B									
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5	11	2	0	0	0	0	0	13
07:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	8	2	0	0	0	0	0	10
07:30	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	9	0	0	0	0	0	0	12
07:45	0	0	0	0	0	0	0	0	6	3	0	0	0	0	0	9	4	2	1	0	0	0	0	7
08:00	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12	11	2	0	0	0	0	0	13
08:15	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10	7	1	0	0	0	0	0	8
08:30	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8	4	1	0	0	0	0	0	5
08:45	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	3	0	0	0	0	0	0	3
09:00	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	0	1	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
09:30	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	4	7	0	0	0	0	0	0	7
09:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	4	1	0	0	0	0	0	5
16:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	7	1	0	0	0	0	0	2
16:15	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	4	1	0	0	0	0	0	7
16:30	0	0	0	0	0	0	0	0	4	2	0	0	0	1	0	7	4	1	0	0	0	0	0	8
16:45	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	6	1	0	0	0	0	0	7
17:00	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	5	0	0	0	0	0	0	6
17:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
17:30	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	9	8	0	0	0	0	0	0	8
17:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	8	1	0	0	0	0	0	9
18:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	8	0	0	0	0	0	0	8
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
18:30	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	6	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	7	0	0	0	0	0	0	1
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
07:00	0	0	0	0	0	0	0	0	19	6	0	0	0	0	0	25	32	6	1	0	0	0	3	42
07:15	0	0	0	0	0	0	0	0	27	5	0	0	0	0	0	32	32	6	1	0	0	0	3	42
07:30	0	0	0	0	0	0	0	0	33	6	0	0	0	0	0	39	31	5	1	0	0	0	3	40
07:45	0	0	0	0	0	0	0	0	32	7	0	0	0	0	0	39	26	6	1	0	0	0	0	33
08:00	0	0	0	0	0	0	0	0	35	4	0	0	0	0	0	39	25	4	0	0	0	0	0	29
08:15	0	0	0	0	0	0	0	0	27	4	0	0	0	0	0	31	14	3	0	0	0	0	0	17
08:30	0	0	0	0	0	0	0	0	18	3	0	0	0	0	0	21	11	2	0	0	0	0	0	13
08:45	0	0	0	0	0	0	0	0	15	1	1	0	0	0	0	17	14	1	0	0	0	0	0	15
09:00	0	0	0	0	0	0	0	0	9	1	1	0	0	0	0	11	15	2	0	0	0	0	0	17
16:00	0	0	0	0	0	0	0	0	15	4	0	0	0	1	0	20	21	4	0	0	0	0	0	7
16:15	0	0	0	0	0	0	0	0	18	4	0	0	0	1	0	23	19	3	0	0	0	0	0	6
16:30	0	0	0	0	0	0	0	0	16	3	0	0	0	1	0	20	18	2	0	0	0	0	0	4
16:45	0	0	0	0	0	0	0	0	20	1	0	0	0	1	0	22	22	1	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	19	0	0	0	0	1	0	20	24	1	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	15	0	0	0	0	1	0	16	27	1	0	0	0	0	0	28
17:30	0	0	0	0	0	0	0	0	14	0	0	0	0	1	0	15	26	3	0	0	0	0	0	29
17:45	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13	24	3	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0	13	2	0	0	0	0	0	15	23	2	0	0	0	0	0	2

Intelligent Data Collection Limited

Client: Phil Jones Associates
Project Number: ID00579
Junction Number: Site 2

Date of Survey: 28.06.2022
Junction Name: Bretch Hill / Prescott Avenue / Edinburgh Way
Junction Type: Staggered Crossroads

Arm A: Bretch Hill (N)
Arm B: Prescott Avenue (E)

Arm C: Bretch Hill (S)
Arm D: Edinburgh Way (W)



Time	D to A							Total
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	2	1	0	0	0	0	0	3
07:45	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	0	1
08:15	1	2	0	0	0	0	0	3
08:30	1	0	0	0	0	0	0	1
08:45	1	0	0	0	0	0	0	1
09:00	1	1	0	0	0	0	0	2
09:15	0	0	0	0	0	0	0	0
09:30	0	1	0	0	0	0	0	1
09:45	1	0	0	0	0	0	0	1
16:00	0	1	0	0	0	0	0	1
16:15	1	1	0	0	0	0	0	2
16:30	0	1	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0
17:00	2	0	0	0	0	0	0	2
17:15	2	1	0	0	0	0	0	3
17:30	1	1	0	0	0	0	0	2
17:45	0	1	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	1
18:30	1	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0
Start Time	Rolling Hour							Total
07:00	2	1	0	0	0	0	0	3
07:15	3	1	0	0	0	0	0	4
07:30	4	3	0	0	0	0	0	7
07:45	3	2	0	0	0	0	0	5
08:00	4	2	0	0	0	0	0	6
08:15	4	3	0	0	0	0	0	7
08:30	3	1	0	0	0	0	0	4
08:45	2	2	0	0	0	0	0	4
09:00	2	2	0	0	0	0	0	4
16:00	1	3	0	0	0	0	0	4
16:15	3	2	0	0	0	0	0	5
16:30	4	2	0	0	0	0	0	6
16:45	5	2	0	0	0	0	0	7
17:00	5	3	0	0	0	0	0	8
17:15	3	3	0	0	0	0	0	6
17:30	2	2	0	0	0	0	0	4
17:45	2	1	0	0	0	0	0	3
18:00	2	0	0	0	0	0	0	2

Intelligent Data Collection Limited



Client: Phil Jones Associates
Project Number: ID06579
Junction Number: Site 2

Date of Survey: 28.06.2022
Junction Name: Bretch Hill / Prescott Avenue / Edinburgh Way
Junction Type: Staggered Crossroads

Arm A Approach							Arm A Exit									
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	7	4	0	0	0	1	0	12	2	1	0	0	1	0	0	4
07:15	8	2	0	0	0	0	0	10	6	1	0	0	1	1	0	9
07:30	12	3	1	0	0	0	1	17	13	1	0	0	0	0	0	14
07:45	15	2	0	0	0	0	0	17	11	0	1	0	1	0	0	13
08:00	25	1	0	0	0	0	0	26	21	2	1	0	0	0	0	24
08:15	31	6	0	0	0	0	0	37	19	3	0	0	1	0	0	23
08:30	31	7	0	0	1	0	0	39	14	0	0	0	1	0	0	15
08:45	31	1	0	0	0	1	0	33	26	4	0	0	0	0	0	30
09:00	11	1	1	0	0	0	0	13	7	4	0	0	1	1	0	13
09:15	12	2	0	0	0	0	0	14	10	0	0	0	2	1	0	13
09:30	7	1	0	0	0	0	1	9	4	1	1	0	0	0	0	6
09:45	10	1	0	0	0	0	0	11	7	1	0	0	2	0	1	11
16:00	24	2	0	0	0	0	0	26	19	4	0	0	1	0	0	24
16:15	18	4	0	0	0	0	0	22	18	4	0	0	1	0	0	23
16:30	18	5	0	0	0	1	0	24	17	4	0	0	1	2	0	24
16:45	15	5	0	0	0	2	2	24	14	3	0	0	1	1	0	19
17:00	22	6	0	0	0	0	0	28	21	4	0	0	1	1	0	27
17:15	22	1	0	0	0	0	0	23	18	4	0	0	1	0	0	23
17:30	15	5	0	0	0	0	0	20	23	3	0	0	1	0	0	27
17:45	20	3	0	0	0	0	0	23	22	5	0	0	2	0	0	29
18:00	13	0	0	0	0	0	0	13	19	3	0	0	0	0	0	22
18:15	13	3	0	0	0	0	0	16	12	2	0	0	1	0	0	15
18:30	16	1	0	0	0	0	0	17	16	3	0	0	1	0	0	20
18:45	16	2	0	0	0	1	0	19	16	1	0	0	1	1	0	19
Start Time	Rolling Hour						Total	Rolling Hour						Total		
07:00	42	11	1	0	0	1	1	56	32	3	1	0	3	1	0	40
07:15	60	8	1	0	0	0	1	70	51	4	2	0	2	1	0	60
07:30	83	12	1	0	0	0	1	97	64	6	2	0	2	0	0	74
07:45	102	16	0	0	1	0	0	119	65	5	2	0	3	0	0	75
08:00	118	15	0	0	1	1	0	135	80	9	1	0	2	0	0	92
08:15	104	15	1	0	1	1	0	122	66	11	0	0	3	1	0	81
08:30	85	11	1	0	1	1	0	99	57	8	0	0	4	2	0	71
08:45	61	5	1	0	0	1	1	69	47	9	1	0	3	2	0	62
09:00	40	5	1	0	0	0	1	47	28	6	1	0	5	2	1	43
16:00	75	16	0	0	0	3	2	96	68	15	0	0	4	3	0	90
16:15	73	20	0	0	0	3	2	98	70	15	0	0	4	4	0	93
16:30	77	17	0	0	0	3	2	99	70	15	0	0	4	4	0	93
16:45	74	17	0	0	0	2	2	95	76	14	0	0	4	2	0	96
17:00	79	15	0	0	0	0	0	94	84	16	0	0	5	1	0	106
17:15	70	9	0	0	0	0	0	79	82	15	0	0	4	0	0	101
17:30	61	11	0	0	0	0	0	72	76	13	0	0	4	0	0	93
17:45	62	7	0	0	0	0	0	69	69	13	0	0	4	0	0	86
18:00	58	6	0	0	0	1	0	65	63	9	0	0	3	1	0	76

Intelligent Data Collection Limited



Client: Phil Jones Associates
Project Number: ID06579
Junction Number: Site 2

Date of Survey: 28.06.2022
Junction Name: Bretch Hill / Prescott Avenue / Edinburgh Way
Junction Type: Staggered Crossroads

Arm B Approach							Arm B Exit									
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	5	1	0	0	0	0	0	6	25	4	0	0	0	0	1	30
07:15	9	2	0	0	0	0	0	11	15	4	0	0	0	0	0	19
07:30	10	3	0	0	0	0	0	13	20	2	0	0	0	0	3	25
07:45	12	0	0	0	0	0	0	12	19	5	1	0	0	0	0	25
08:00	21	1	0	0	0	0	0	22	22	2	0	0	0	0	0	24
08:15	14	2	0	0	0	0	0	16	25	3	0	1	0	0	0	29
08:30	19	0	0	0	0	0	0	19	22	3	0	0	0	1	0	26
08:45	28	2	0	0	0	1	0	31	32	0	0	0	0	1	0	33
09:00	12	3	1	0	0	1	0	17	12	2	0	0	0	0	0	14
09:15	14	2	0	0	0	1	0	17	10	1	0	0	0	0	0	11
09:30	10	1	1	0	0	0	0	12	10	2	0	0	0	0	0	12
09:45	8	1	0	0	0	0	0	9	12	2	0	0	0	0	0	14
16:00	22	1	0	0	0	0	0	23	22	2	0	0	0	0	2	26
16:15	16	3	0	0	0	0	0	19	19	2	0	0	0	0	2	23
16:30	26	8	0	0	0	0	0	34	19	3	0	0	0	1	3	26
16:45	27	3	0	0	0	0	0	30	18	5	0	0	1	0	0	24
17:00	16	2	0	0	0	0	1	19	20	3	0	0	0	0	1	24
17:15	25	4	0	0	0	0	0	29	14	3	0	0	0	1	0	18
17:30	25	0	0	0	0	0	0	25	21	4	0	0	0	1	0	26
17:45	27	4	0	0	0	0	0	31	21	2	0	0	0	0	0	23
18:00	19	4	0	0	0	1	0	24	18	2	0	0	0	0	0	20
18:15	28	2	0	0	0	0	1	31	8	2	0	0	0	0	0	10
18:30	17	0	0	0	0	0	0	17	18	0	0	0	0	0	1	19
18:45	28	3	0	0	0	0	0	31	14	3	0	0	0	0	1	18
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	36	6	0	0	0	0	0	42	79	15	1	0	0	0	4	99
07:15	52	6	0	0	0	0	0	58	76	13	1	0	0	0	3	93
07:30	57	6	0	0	0	0	0	63	86	12	1	1	0	0	3	103
07:45	66	3	0	0	0	0	0	69	88	13	1	1	0	1	0	104
08:00	82	5	0	0	0	1	0	88	101	8	0	1	0	2	0	112
08:15	73	7	1	0	0	2	0	83	91	8	0	1	0	2	0	102
08:30	73	7	1	0	0	3	0	84	76	6	0	0	0	2	0	84
08:45	64	8	2	0	0	3	0	77	64	5	0	0	0	1	0	70
09:00	44	7	2	0	0	2	0	55	44	7	0	0	0	0	0	51
16:00	91	15	0	0	0	0	0	106	78	12	0	0	1	1	7	99
16:15	85	16	0	0	0	0	1	102	76	13	0	0	1	1	6	97
16:30	94	17	0	0	0	0	1	112	71	14	0	0	1	2	4	92
16:45	93	9	0	0	0	0	1	103	73	15	0	0	1	2	1	92
17:00	93	10	0	0	0	0	1	104	76	12	0	0	0	2	1	91
17:15	96	12	0	0	0	1	0	109	74	11	0	0	0	2	0	87
17:30	99	10	0	0	0	1	1	111	68	10	0	0	0	1	0	79
17:45	91	10	0	0	0	1	1	103	65	6	0	0	0	0	1	72
18:00	92	9	0	0	0	1	1	103	58	7	0	0	0	0	2	67

Intelligent Data Collection Limited

Client: Phil Jones Associates
 Project Number: ID06579
 Junction Number: Site 2

Date of Survey: 28.06.2022
 Junction Name: Bretch Hill / Prescott Avenue / Edinburgh Way
 Junction Type: Staggered Crossroads



Arm C Approach							Arm C Exit									
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	11	3	0	0	1	0	1	16	9	6	0	0	0	1	0	16
07:15	9	3	0	0	1	1	0	14	13	3	0	0	0	0	0	16
07:30	18	4	0	0	0	0	0	22	21	6	0	0	0	0	1	28
07:45	21	4	1	0	1	0	0	27	27	5	0	0	0	0	0	32
08:00	25	2	1	0	0	0	0	28	42	3	0	0	0	0	0	45
08:15	31	2	0	1	1	0	0	35	45	5	0	0	0	0	0	50
08:30	21	1	0	0	1	1	0	24	41	8	0	0	1	0	0	50
08:45	39	4	0	0	0	0	0	43	44	3	0	0	0	0	0	47
09:00	19	0	0	0	1	0	0	20	18	1	1	0	0	0	0	20
09:15	12	1	1	0	2	1	0	17	14	2	0	0	0	1	0	17
09:30	6	1	0	0	0	0	0	7	15	1	1	0	0	0	1	18
09:45	15	1	0	0	2	0	1	19	14	1	0	0	0	0	0	15
16:00	29	4	0	0	1	0	0	34	35	2	0	0	0	0	0	37
16:15	32	5	0	0	1	0	0	38	26	6	0	0	0	0	0	32
16:30	29	5	0	0	1	3	0	38	29	10	0	0	0	2	0	41
16:45	18	7	0	0	2	1	0	28	25	6	0	0	0	2	2	35
17:00	29	5	0	0	1	1	0	36	34	3	0	0	0	0	0	37
17:15	23	5	0	0	1	1	0	30	30	1	0	0	0	0	0	26
17:30	31	4	0	0	1	1	0	37	30	3	0	0	0	1	0	34
17:45	33	5	0	0	2	0	0	40	32	3	0	0	0	0	0	35
18:00	26	4	0	0	0	0	0	30	26	1	0	0	0	1	0	28
18:15	18	3	0	0	0	1	0	22	26	2	0	0	0	0	0	28
18:30	25	3	0	0	1	0	0	29	23	2	0	0	0	0	0	25
18:45	19	2	0	0	1	1	0	23	28	4	0	0	0	1	0	33
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	59	14	1	0	3	1	1	79	70	20	0	0	0	1	1	92
07:15	73	13	2	0	2	1	0	91	103	17	0	0	0	0	1	121
07:30	95	12	2	1	2	0	0	112	135	19	0	0	0	0	1	155
07:45	98	9	2	1	3	1	0	114	155	21	0	0	1	0	0	177
08:00	116	9	1	1	2	1	0	130	172	19	0	0	1	0	0	192
08:15	110	7	0	1	3	1	0	122	148	17	1	0	1	0	0	167
08:30	91	6	1	0	4	2	0	104	117	14	1	0	1	1	0	134
08:45	76	6	1	0	3	1	0	87	91	7	2	0	0	1	1	102
09:00	52	3	1	0	5	1	1	63	61	5	2	0	0	1	1	70
16:00	108	21	0	0	5	4	0	138	115	24	0	0	0	4	2	145
16:15	108	22	0	0	5	5	0	140	114	25	0	0	0	4	2	145
16:30	99	22	0	0	5	6	0	132	113	20	0	0	0	4	2	139
16:45	101	21	0	0	5	4	0	131	114	13	0	0	0	3	2	132
17:00	116	19	0	0	5	3	0	143	121	10	0	0	0	1	0	132
17:15	113	18	0	0	4	2	0	137	113	8	0	0	0	2	0	123
17:30	108	16	0	0	4	1	0	129	114	9	0	0	0	2	0	125
17:45	102	15	0	0	4	0	0	121	107	8	0	0	0	1	0	116
18:00	88	12	0	0	3	1	0	104	103	9	0	0	0	2	0	114

Intelligent Data Collection Limited

Client: Phil Jones Associates
Project Number: ID06579
Junction Number: Site 2

Date of Survey: 28.06.2022
Junction Name: Bretch Hill / Prescott Avenue / Edinburgh Way
Junction Type: Staggered Crossroads



Arm D Approach							Arm D Exit									
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	14	4	0	0	0	0	0	18	1	1	0	0	0	0	0	2
07:15	11	2	0	0	0	0	0	13	3	1	0	0	0	0	0	4
07:30	18	2	0	0	0	0	3	23	4	3	1	0	0	0	0	8
07:45	10	5	1	0	0	0	0	16	1	1	0	0	0	0	0	2
08:00	23	3	0	0	0	0	0	26	9	0	0	0	0	0	0	9
08:15	17	4	0	0	0	0	0	21	4	3	0	0	0	0	0	7
08:30	11	3	0	0	0	0	0	14	5	0	0	0	0	0	0	5
08:45	13	0	0	0	0	0	0	13	9	0	0	0	0	1	0	10
09:00	4	3	0	0	0	0	0	7	9	0	1	0	0	0	0	10
09:15	4	0	0	0	0	0	0	4	8	2	1	0	0	0	0	11
09:30	10	1	1	0	0	0	0	12	4	0	0	0	0	0	0	4
09:45	8	1	0	0	0	0	0	9	8	0	0	0	0	0	0	8
16:00	12	2	0	0	0	0	2	16	11	1	0	0	0	0	0	12
16:15	8	3	0	0	0	0	2	13	11	3	0	0	0	0	0	14
16:30	8	4	0	0	0	0	1	16	16	5	0	0	0	0	0	21
16:45	9	2	0	0	0	0	0	11	12	3	0	0	0	0	0	15
17:00	15	0	0	0	0	0	1	16	7	3	0	0	0	0	1	11
17:15	6	1	0	0	0	0	0	7	19	3	0	0	0	0	0	22
17:30	17	1	0	0	0	0	1	0	19	14	0	0	0	0	0	14
17:45	10	2	0	0	0	0	0	12	15	4	0	0	0	0	0	19
18:00	12	0	0	0	0	0	0	12	7	2	0	0	0	0	0	9
18:15	3	2	0	0	0	0	0	0	5	16	4	0	0	0	1	21
18:30	13	1	0	0	0	0	1	15	14	0	0	0	0	0	0	14
18:45	10	1	0	0	0	0	1	12	15	0	0	0	0	0	0	15
Start Time	Rolling Hour						Total	Rolling Hour						Total		
07:00	53	13	1	0	0	0	3	70	9	6	1	0	0	0	0	16
07:15	62	12	1	0	0	0	3	78	17	5	1	0	0	0	0	23
07:30	68	14	1	0	0	0	3	86	18	7	1	0	0	0	0	26
07:45	61	15	1	0	0	0	0	77	19	4	0	0	0	0	0	23
08:00	64	10	0	0	0	0	0	74	27	3	0	0	0	1	0	31
08:15	45	10	0	0	0	0	0	55	27	3	1	0	0	1	0	32
08:30	32	6	0	0	0	0	0	38	31	2	2	0	0	1	0	36
08:45	31	4	1	0	0	0	0	36	30	2	2	0	0	1	0	35
09:00	26	5	1	0	0	0	0	32	29	2	2	0	0	0	0	33
16:00	37	11	0	0	0	1	7	56	50	12	0	0	0	0	0	62
16:15	40	9	0	0	0	1	6	56	46	14	0	0	0	0	1	61
16:30	38	7	0	0	0	1	4	50	54	14	0	0	0	0	1	69
16:45	47	4	0	0	0	1	1	53	52	9	0	0	0	0	1	62
17:00	48	4	0	0	0	1	1	54	55	10	0	0	0	0	1	66
17:15	45	4	0	0	0	1	0	50	55	9	0	0	0	0	0	64
17:30	42	5	0	0	0	1	0	48	52	10	0	0	0	0	1	63
17:45	38	5	0	0	0	0	1	44	52	10	0	0	0	0	1	63
18:00	38	4	0	0	0	0	2	44	52	6	0	0	0	0	1	59

Intelligent Data Collection Limited

Client: Phil Jones Associates
Project Number: ID06579
Junction Number: Site 2

Date of Survey: 28.06.2022
Junction Name: Bretch Hill / Prescott Avenue / Edinburgh Way
Junction Type: Staggered Crossroads



Time	Total Junction Flow							Total
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	
07:00	37	12	0	0	1	1	1	52
07:15	37	9	0	0	1	1	0	48
07:30	58	12	1	0	0	0	4	75
07:45	58	11	2	0	1	0	0	72
08:00	94	7	1	0	0	0	0	102
08:15	93	14	0	1	1	0	0	109
08:30	82	11	0	0	2	1	0	96
08:45	111	7	0	0	0	2	0	120
09:00	46	7	2	0	1	1	0	57
09:15	42	5	1	0	2	2	0	52
09:30	33	4	2	0	0	0	1	40
09:45	41	4	0	0	2	0	1	48
16:00	87	9	0	0	1	0	2	99
16:15	74	15	0	0	1	0	2	92
16:30	81	22	0	0	1	5	3	112
16:45	69	17	0	0	2	3	2	93
17:00	82	13	0	0	1	1	2	99
17:15	76	11	0	0	1	1	0	89
17:30	88	10	0	0	1	2	0	101
17:45	90	14	0	0	2	0	0	106
18:00	70	8	0	0	0	1	0	79
18:15	62	10	0	0	1	0	1	74
18:30	71	5	0	0	1	0	1	78
18:45	73	8	0	0	1	2	1	85
Start Time	Rolling Hour							Total
07:00	190	44	3	0	3	2	5	247
07:15	247	39	4	0	2	1	4	297
07:30	303	44	4	1	2	0	4	358
07:45	327	43	3	1	4	1	0	379
08:00	380	39	1	1	3	3	0	427
08:15	332	39	2	1	4	4	0	382
08:30	281	30	3	0	5	6	0	325
08:45	232	23	5	0	3	5	1	269
09:00	162	20	5	0	5	3	2	197
16:00	311	63	0	0	5	8	9	396
16:15	306	67	0	0	5	9	9	396
16:30	308	63	0	0	5	10	7	393
16:45	315	51	0	0	5	7	4	382
17:00	336	48	0	0	5	4	2	395
17:15	324	43	0	0	4	4	0	375
17:30	310	42	0	0	4	3	1	360
17:45	293	37	0	0	4	1	2	337
18:00	276	31	0	0	3	3	3	316

Intelligent Data Collection Limited

Client: Phil Jones Associates
Project Number: ID06579
Junction Number: Site 2

Date of Survey: 28.06.2022
Junction Name: Bretch Hill / Prescott Avenue / Edinburgh Way
Junction Type: Staggered Crossroads

Arm A: Bretch Hill (N)
Arm B: Prescott Avenue (E)

Arm C: Bretch Hill (S)
Arm D: Edinburgh Way (W)



PCU Summary																
Time	A to A	A to D	A to C	A to B	B to B	B to A	B to D	B to C	C to C	C to B	C to A	C to D	D to D	D to C	D to B	D to A
07:00	0	0	5	6	0	0	1	5	0	10	6	1	0	5	13	0
07:15	0	0	7	3	0	1	4	6	0	6	9	0	0	3	10	0
07:30	0	3	12	2	0	2	4	7	0	11	9	2	0	8	10	3
07:45	0	0	13	4	0	1	1	10	0	14	14	1	0	9	8	0
08:00	0	0	21	5	0	4	6	12	0	6	20	3	0	12	13	1
08:15	0	2	29	6	0	2	3	11	0	17	20	2	0	10	8	3
08:30	0	0	32	9	0	3	4	12	0	11	13	1	0	8	5	1
08:45	0	1	22	9	0	11	3	16	0	20	18	5	0	9	3	1
09:00	0	4	7	3	0	4	3	10	0	10	8	4	0	4	1	2
09:15	0	3	8	3	0	2	6	8	0	4	13	3	0	0	4	0
09:30	0	1	5	2	0	3	2	8	0	3	3	1	0	5	7	1
09:45	0	0	8	3	0	1	4	4	0	6	11	4	0	3	5	1
16:00	0	0	22	4	0	7	6	10	0	12	18	6	0	5	8	1
16:15	0	1	19	2	0	6	4	9	0	14	17	9	0	4	5	2
16:30	0	1	16	6	0	7	10	17	0	11	16	10	0	6	6	1
16:45	0	3	14	4	0	7	9	14	0	15	13	3	0	4	7	0
17:00	0	1	18	9	0	2	5	11	0	9	24	4	0	8	5	2
17:15	0	3	14	6	0	7	11	11	0	8	15	8	0	1	3	3
17:30	0	0	13	7	0	5	8	12	0	10	22	6	0	8	8	2
17:45	0	0	20	3	0	7	11	13	0	11	24	8	0	2	9	1
18:00	0	0	12	1	0	9	3	11	0	11	13	6	0	4	8	0
18:15	0	2	14	0	0	4	12	14	0	6	12	6	0	0	4	1
18:30	0	1	13	3	0	4	8	5	0	9	17	5	0	7	6	1
18:45	0	0	14	4	0	10	7	14	0	6	10	8	0	4	7	0
Start Time	Rolling Hour															
07:00	0	3	38	15	0	4	10	28	0	41	38	4	0	25	41	3
07:15	0	3	53	14	0	8	15	35	0	37	52	6	0	32	41	4
07:30	0	5	75	17	0	9	14	40	0	48	63	8	0	39	39	7
07:45	0	2	95	24	0	10	14	45	0	48	66	7	0	39	34	5
08:00	0	3	104	29	0	20	16	51	0	54	70	11	0	39	29	6
08:15	0	7	90	27	0	20	13	49	0	58	58	12	0	31	17	7
08:30	0	8	69	24	0	20	16	46	0	45	51	13	0	21	13	4
08:45	0	9	42	17	0	20	14	42	0	37	42	13	0	18	15	4
09:00	0	8	28	11	0	10	15	30	0	23	35	12	0	12	17	4
16:00	0	5	72	16	0	27	29	50	0	52	63	28	0	19	26	4
16:15	0	6	68	21	0	22	28	51	0	49	70	26	0	22	23	5
16:30	0	8	63	25	0	23	35	53	0	43	68	25	0	19	21	6
16:45	0	7	59	26	0	21	33	48	0	42	73	21	0	21	23	7
17:00	0	4	65	25	0	21	35	47	0	39	84	26	0	19	25	8
17:15	0	3	59	17	0	28	33	47	0	41	73	28	0	15	28	6
17:30	0	2	59	11	0	25	34	50	0	38	70	26	0	14	29	4
17:45	0	3	59	7	0	24	34	43	0	37	65	25	0	13	27	3
18:00	0	3	53	8	0	27	30	44	0	32	51	25	0	15	25	2

Intelligent Data Collection Limited



Client: Phil Jones Associates
Project Number: ID06579
Junction Number: Site 2

Date of Survey: 28.06.2022
Junction Name: Bretch Hill / Prescott Avenue / Edinburgh Way
Junction Type: Staggered Crossroads

Arm A: Bretch Hill (N)
Arm B: Prescott Avenue (E)

Arm C: Bretch Hill (S)
Arm D: Edinburgh Way (W)

Count Method: Vehicles **Classes Included:** All Classes *Select the count method and desired user classes from the drop-downs in cells D8 and G8*

Maximum 15-minute Junction Flow:	AM Peak	from:	08:45	until:	09:00	flow:	120
	PM Peak	from:	16:30	until:	16:45	flow:	112

Period Starting: 07:00 *Select the time from the drop-down in cell D15 to show the 15-minute data for that period*

Movement Counts

From	To				Total
	A	B	C	D	
A	0	6	6	0	12
B	0	0	5	1	6
C	4	11	0	1	16
D	0	13	5	0	18
Total	4	30	16	2	52

HGV Proportions

From	To				Total
	A	B	C	D	
A	0.0%	0.0%	0.0%	0.0%	0.0%
B	0.0%	0.0%	0.0%	0.0%	0.0%
C	25.0%	0.0%	0.0%	0.0%	6.3%
D	0.0%	0.0%	0.0%	0.0%	0.0%
Total	25.0%	0.0%	0.0%	0.0%	1.9%

Maximum Hourly Junction Flow:	AM Peak	from:	08:00	until:	09:00	flow:	427
	PM Peak	from:	16:00	until:	17:00	flow:	396

Period Starting: 17:00 *Select the time from the drop-down in cell D31 to show the hourly data for that period*

Movement Counts

From	To				Total
	A	B	C	D	
A	0	25	65	4	94
B	21	0	47	36	104
C	77	40	0	26	143
D	8	26	20	0	54
Total	106	91	132	66	395

HGV Proportions

From	To				Total
	A	B	C	D	
A	0.0%	0.0%	0.0%	0.0%	0.0%
B	0.0%	0.0%	0.0%	0.0%	0.0%
C	6.5%	0.0%	0.0%	0.0%	3.5%
D	0.0%	0.0%	0.0%	0.0%	0.0%
Total	4.7%	0.0%	0.0%	0.0%	1.3%

Bold entries in the above tables indicate the maximum movement, approach and exit flows for the selected time period, and similarly with the HGV proportions



Intelligent Data Collection Limited Banbury

Client: Phil Jones Associates
Project Number: ID06579
Junction Number: Site 3
Date of Survey: 28.06.2022
Junction Name: The Fairway / Prescott Avenue
Junction Type: T-Junction

Quality Assurance and Issue Record



Quality Assurance

Revision	Rev A			
Date	04.07.2022			
Prepared by	David Brown			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project Number	ID06579			
File Ref	ID06579 Banbury - MCC Site 3 - 28.06.2022			

Issue Record

Intelligent Data Collection Limited



Client: Phil Jones Associates **Date of Survey:** 28.06.2022
Project Number: ID06579 **Junction Name:** The Fairway / Prescott Avenue
Junction Number: Site 3 **Junction Type:** T-Junction

X Coordinate

52.064376

Y Coordinate

-1.356326

Google Maps Link

[Click Here](#)

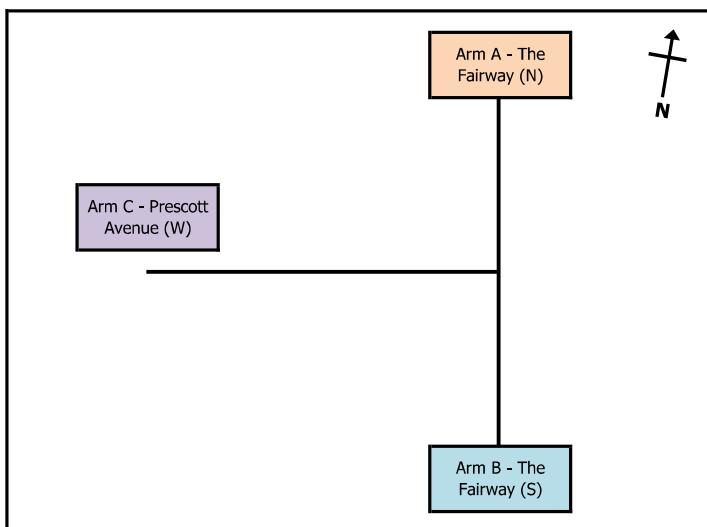
AM Peak Conditions

Clear

PM Peak Conditions

Clear

Junction Layout

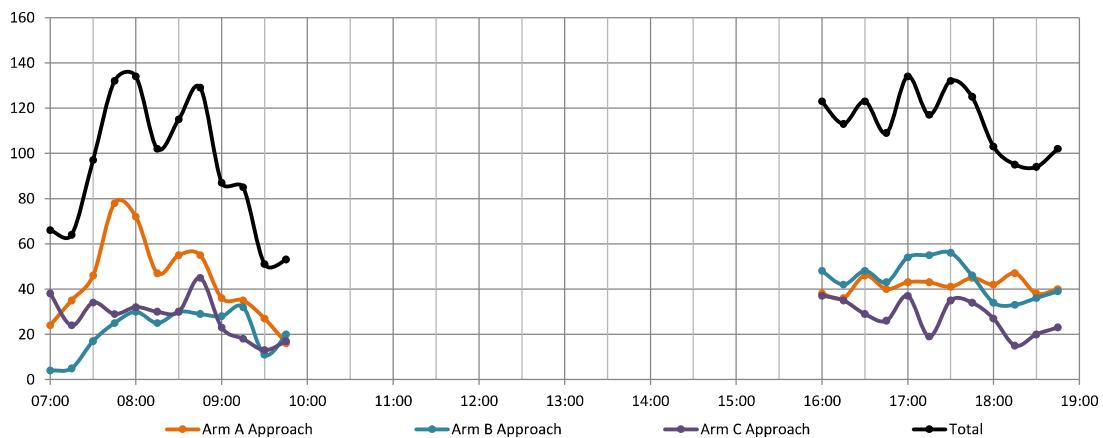


Aerial Mapping and On-site Camera View



Junction Flow Profile

Arm Approach Flows (All Vehicles)



Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events):

Intelligent Data Collection Limited

Client: Phil Jones Associates
 Project Number: ID06579
 Junction Number: Site 3

Date of Survey: 28.06.2022
 Junction Name: The Fairway / Prescott Avenue
 Junction Type: T-Junction

Arm A: The Fairway (N)
 Arm B: The Fairway (S)

Arm C: Prescott Avenue (W)



Time	A to A							A to C							A to B										
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	
07:00	0	2	0	0	0	0	0	0	20	0	0	0	0	0	0	20	20	0	0	0	0	0	20		
07:15	0	10	1	0	0	0	0	11	20	2	0	0	0	1	0	1	24	12	0	0	0	1	0	24	
07:30	0	4	2	0	0	0	0	6	35	3	0	0	0	1	0	1	40	22	0	0	0	1	0	40	
07:45	0	9	0	0	0	0	0	9	59	8	0	0	0	1	0	1	69	33	0	0	0	1	0	69	
08:00	0	14	1	0	0	0	0	15	50	3	0	0	0	0	0	0	57	27	0	0	0	0	0	57	
08:15	0	9	1	0	0	0	0	10	34	2	0	0	0	1	0	0	37	17	0	0	0	1	0	37	
08:30	0	16	0	0	0	0	0	17	34	2	1	0	0	1	0	0	38	17	0	0	0	1	0	38	
08:45	0	17	1	0	0	0	0	18	34	3	0	0	0	0	0	0	37	17	0	0	0	1	0	37	
09:00	0	12	0	1	0	0	0	13	18	2	0	0	0	1	0	0	23	9	0	0	0	1	0	23	
09:15	0	10	1	0	0	0	1	12	20	2	0	0	0	1	0	0	23	10	0	0	0	1	0	23	
09:30	0	8	0	0	0	0	0	8	16	2	0	0	0	1	0	0	19	8	0	0	0	1	0	19	
09:45	0	4	1	0	0	0	0	5	9	1	0	0	0	1	0	0	11	4	0	0	0	1	0	11	
16:00	0	14	1	0	0	0	0	16	14	4	1	0	0	1	0	2	22	7	0	0	0	1	0	22	
16:15	0	17	4	0	0	0	0	21	12	3	0	0	0	0	0	0	15	7	0	0	0	0	0	15	
16:30	0	18	4	0	0	0	0	23	20	0	0	0	0	2	0	1	23	10	0	0	0	2	0	23	
16:45	0	20	2	0	0	0	0	22	17	0	0	0	0	1	0	0	18	9	0	0	0	1	0	18	
17:00	0	16	2	0	0	0	0	18	19	4	0	0	0	1	0	1	25	9	0	0	0	1	0	25	
17:15	0	15	1	0	0	0	0	16	21	2	0	0	0	1	1	1	27	8	0	0	0	1	1	27	
17:30	0	15	1	0	0	0	1	17	19	4	0	0	0	1	0	0	24	8	0	0	0	1	0	24	
17:45	0	21	2	0	0	0	0	24	18	1	0	0	0	1	0	1	21	9	0	0	0	1	0	21	
18:00	0	17	2	0	0	0	0	22	19	0	0	0	0	0	0	0	20	9	0	0	0	1	0	20	
18:15	0	20	1	0	0	0	0	21	20	3	0	0	0	1	0	0	26	10	0	0	0	1	0	26	
18:30	0	17	0	0	0	0	0	17	21	0	0	0	0	0	0	0	21	9	0	0	0	0	0	21	
18:45	0	16	1	0	0	0	0	17	19	3	0	0	0	1	0	0	23	8	0	0	0	1	0	23	
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour								
07:00	0	0	0	0	0	0	0	0	25	5	0	0	0	0	0	0	30	134	13	0	0	3	0	3	153
07:15	0	0	0	0	0	0	0	0	37	4	0	0	0	0	0	0	41	164	16	0	0	3	0	7	190
07:30	0	0	0	0	0	0	0	0	36	4	0	0	0	0	0	0	40	178	16	0	0	3	0	6	203
07:45	0	0	0	0	0	0	0	0	48	2	0	0	0	0	1	0	51	177	15	1	0	3	0	5	201
08:00	0	0	0	0	0	0	0	0	56	3	0	0	0	0	1	0	60	152	10	1	0	2	0	4	169
08:15	0	0	0	0	0	0	0	0	54	2	1	0	0	0	1	0	58	120	9	1	0	3	0	2	135
08:30	0	0	0	0	0	0	0	0	55	2	1	0	0	1	1	0	60	106	9	1	0	3	0	2	121
08:45	0	0	0	0	0	0	0	0	47	2	1	0	0	1	0	0	51	88	9	0	0	3	0	2	102
09:00	0	0	0	0	0	0	0	0	34	2	1	0	0	1	0	0	38	63	7	0	0	4	0	2	76
16:00	0	0	0	0	0	0	0	0	69	11	0	0	0	0	2	0	82	63	7	1	0	4	0	3	78
16:15	0	0	0	0	0	0	0	0	71	12	0	0	0	0	1	0	84	68	7	0	0	4	0	2	81
16:30	0	0	0	0	0	0	0	0	69	9	0	0	0	0	1	0	79	77	6	0	0	5	1	4	93
16:45	0	0	0	0	0	0	0	0	66	6	0	0	0	0	1	0	73	76	10	0	0	4	1	3	94
17:00	0	0	0	0	0	0	0	0	67	6	0	0	0	0	1	0	75	77	11	0	0	4	1	4	97
17:15	0	0	0	0	0	0	0	0	68	6	0	0	0	0	2	0	79	77	7	0	0	4	1	3	92
17:30	0	0	0	0	0	0	0	0	73	6	0	0	0	2	3	0	84	76	8	0	0	4	0	3	91
17:45	0	0	0	0	0	0	0	0	75	5	0	0	0	1	3	0	84	78	4	0	0	3	0	3	88
18:00	0	0	0	0	0	0	0	0	70	4	0	0	0	0	1	0	77	79	6	0	0	3	0	2	90

Intelligent Data Collection Limited

Client: Phil Jones Associates
 Project Number: ID06579
 Junction Number: Site 3

Date of Survey: 28.06.2022
 Junction Name: The Fairway / Prescott Avenue
 Junction Type: T-Junction

Arm A: The Fairway (N)
 Arm B: The Fairway (S)

Arm C: Prescott Avenue (W)



Time	B to B							B to A							B to C									
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	0	2	0	0	0	0	0	0	1	4	0	0	0	0	0	0	2	1	1	0	0	0	0	2
07:15	0	0	1	0	0	0	0	0	1	4	0	0	0	0	0	0	4	8	0	0	0	0	0	8
07:30	0	6	2	0	0	0	0	0	1	0	9	8	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	18	1	0	0	0	0	0	0	0	19	6	0	0	0	0	0	0	0	0	0	0	0	6
08:00	0	16	2	0	0	0	0	0	0	0	18	10	1	1	0	0	0	0	0	0	0	0	0	12
08:15	0	15	1	0	0	0	0	0	0	0	16	8	1	0	0	0	0	0	0	0	0	0	0	9
08:30	0	14	3	0	0	0	0	0	0	0	17	13	0	0	0	0	0	0	0	0	0	0	0	13
08:45	0	12	2	0	0	0	0	0	1	15	13	1	0	0	0	0	0	0	0	0	0	0	0	14
09:00	0	17	1	0	0	0	0	0	0	18	6	4	0	0	0	0	0	0	0	0	0	0	0	10
09:15	0	15	0	0	0	0	0	0	0	15	15	1	1	0	0	0	0	0	0	0	0	0	0	17
09:30	0	5	1	0	0	0	0	0	0	6	3	2	0	0	0	0	0	0	0	0	0	0	0	5
09:45	0	8	0	0	0	0	0	0	0	8	10	2	0	0	0	0	0	0	0	0	0	0	0	12
16:00	0	25	3	0	0	0	0	1	1	30	15	2	0	0	0	0	0	0	0	0	0	0	0	18
16:15	0	27	6	0	0	0	0	0	0	33	8	1	0	0	0	0	0	0	0	0	0	0	0	9
16:30	0	25	3	0	0	0	0	0	1	29	14	2	0	0	0	0	0	0	0	0	0	0	0	19
16:45	0	21	4	0	0	0	0	0	2	27	13	3	0	0	0	0	0	0	0	0	0	0	0	16
17:00	0	37	3	0	0	0	0	0	0	40	12	1	0	0	0	0	0	0	0	0	0	0	0	14
17:15	0	35	4	0	0	0	0	0	0	39	13	2	0	0	0	0	0	0	0	0	0	0	0	16
17:30	0	35	2	0	0	0	0	0	0	37	15	3	0	0	0	0	0	0	0	0	0	0	0	19
17:45	0	21	3	0	0	0	0	0	0	24	20	2	0	0	0	0	0	0	0	0	0	0	0	22
18:00	0	17	1	0	0	0	0	0	1	19	13	2	0	0	0	0	0	0	0	0	0	0	0	15
18:15	0	20	1	0	0	0	0	0	0	21	9	3	0	0	0	0	0	0	0	0	0	0	0	12
18:30	0	22	2	0	0	0	0	0	0	24	12	0	0	0	0	0	0	0	0	0	0	0	0	12
18:45	0	19	2	0	0	0	0	0	0	21	16	2	0	0	0	0	0	0	0	0	0	0	0	18
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
07:00	0	0	0	0	0	0	0	0	26	4	0	0	0	1	0	31	19	1	0	0	0	0	0	20
07:15	0	0	0	0	0	0	0	0	40	6	0	0	0	1	0	47	28	1	1	0	0	0	0	30
07:30	0	0	0	0	0	0	0	0	55	6	0	0	0	1	0	62	32	2	1	0	0	0	0	35
07:45	0	0	0	0	0	0	0	0	63	7	0	0	0	0	0	70	37	2	1	0	0	0	0	40
08:00	0	0	0	0	0	0	0	0	57	8	0	0	0	0	1	66	44	3	1	0	0	0	0	48
08:15	0	0	0	0	0	0	0	0	58	7	0	0	0	0	1	66	40	6	0	0	0	0	0	46
08:30	0	0	0	0	0	0	0	0	58	6	0	0	0	0	1	65	47	6	1	0	0	0	0	54
08:45	0	0	0	0	0	0	0	0	49	4	0	0	0	0	1	54	37	8	1	0	0	0	0	46
09:00	0	0	0	0	0	0	0	0	45	2	0	0	0	0	0	47	34	9	1	0	0	0	0	44
16:00	0	0	0	0	0	0	0	0	98	16	0	0	0	1	4	119	50	8	0	0	0	0	0	62
16:15	0	0	0	0	0	0	0	0	110	16	0	0	0	0	3	129	47	7	0	0	0	1	3	58
16:30	0	0	0	0	0	0	0	0	118	14	0	0	0	0	3	135	52	8	0	0	0	1	4	65
16:45	0	0	0	0	0	0	0	0	128	13	0	0	0	0	2	143	53	9	0	0	0	1	2	65
17:00	0	0	0	0	0	0	0	0	128	12	0	0	0	0	0	140	60	8	0	0	0	1	2	71
17:15	0	0	0	0	0	0	0	0	108	10	0	0	0	0	1	119	61	9	0	0	0	0	2	72
17:30	0	0	0	0	0	0	0	0	93	7	0	0	0	0	1	101	57	10	0	0	0	0	1	68
17:45	0	0	0	0	0	0	0	0	80	7	0	0	0	0	1	88	54	7	0	0	0	0	0	61
18:00	0	0	0	0	0	0	0	0	78	6	0	0	0	0	0	85	50	7	0	0	0	0	0	57

Intelligent Data Collection Limited

Client: Phil Jones Associates
 Project Number: ID06579
 Junction Number: Site 3

Date of Survey: 28.06.2022
 Junction Name: The Fairway / Prescott Avenue
 Junction Type: T-Junction

Arm A: The Fairway (N)
 Arm B: The Fairway (S)

Arm C: Prescott Avenue (W)



Time	C to C							C to B							C to A											
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		
07:00	0	0	0	0	0	0	0	0	10	1	0	0	0	0	1	12	20	5	0	0	0	1	0	26		
07:15	0	0	0	0	0	0	0	0	13	2	0	0	0	0	0	0	7	2	0	0	0	0	0	9		
07:30	0	0	0	0	0	0	0	0	15	3	0	0	0	0	2	0	20	13	1	0	0	0	0	0	14	
07:45	0	0	0	0	0	0	0	0	12	1	1	0	0	0	0	0	14	11	3	0	0	0	0	1	15	
08:00	0	0	0	0	0	0	0	0	20	3	0	0	0	0	0	0	23	9	0	0	0	0	0	0	9	
08:15	0	0	0	0	0	0	0	0	9	2	1	0	0	0	0	0	12	16	1	0	1	0	0	0	18	
08:30	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	0	11	15	3	0	0	0	0	1	19	
08:45	0	0	0	0	0	0	0	0	21	2	0	0	0	0	1	0	24	21	0	0	0	0	0	0	21	
09:00	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	0	10	12	1	0	0	0	0	0	13	
09:15	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	0	11	5	2	0	0	0	0	0	7	
09:30	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	9	4	0	0	0	0	0	0	4	
09:45	0	0	0	0	0	0	0	0	8	2	0	0	0	0	1	0	11	5	1	0	0	0	0	0	6	
16:00	0	0	0	0	0	0	0	0	17	1	0	0	0	0	0	0	18	14	3	0	0	0	0	0	2	19
16:15	0	0	0	0	0	0	0	0	14	2	0	0	0	0	1	0	17	14	3	0	0	0	0	0	1	18
16:30	0	0	0	0	0	0	0	0	11	3	0	0	0	0	0	0	14	12	1	0	0	0	0	1	15	
16:45	0	0	0	0	0	0	0	0	10	2	0	0	0	1	0	0	13	12	1	0	0	0	0	0	13	
17:00	0	0	0	0	0	0	0	0	18	3	0	0	0	0	0	0	21	14	2	0	0	0	0	0	16	
17:15	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	0	10	6	1	0	0	0	0	1	9	
17:30	0	0	0	0	0	0	0	0	19	4	0	0	0	0	0	0	23	10	2	0	0	0	0	0	12	
17:45	0	0	0	0	0	0	0	0	14	2	0	0	0	0	0	0	16	14	2	0	0	0	0	1	18	
18:00	0	0	0	0	0	0	0	0	12	0	0	0	0	0	1	0	13	13	1	0	0	0	0	0	14	
18:15	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	5	9	1	0	0	0	0	0	10	
18:30	0	0	0	0	0	0	0	0	8	0	0	0	0	0	1	0	9	10	0	0	0	0	0	1	11	
18:45	0	0	0	0	0	0	0	0	14	2	0	0	0	0	0	0	16	7	0	0	0	0	0	0	7	
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total		
07:00	0	0	0	0	0	0	0	0	50	7	1	0	0	0	3	61	51	11	0	0	0	1	1	64		
07:15	0	0	0	0	0	0	0	0	60	9	1	0	0	0	2	72	40	6	0	0	0	0	1	47		
07:30	0	0	0	0	0	0	0	0	56	9	2	0	0	0	2	69	49	5	0	1	0	0	1	56		
07:45	0	0	0	0	0	0	0	0	51	7	2	0	0	0	0	60	51	7	0	1	0	1	1	61		
08:00	0	0	0	0	0	0	0	0	60	8	1	0	0	0	1	70	61	4	0	1	0	1	0	67		
08:15	0	0	0	0	0	0	0	0	49	6	1	0	0	0	1	57	64	5	0	1	0	1	0	71		
08:30	0	0	0	0	0	0	0	0	50	5	0	0	0	0	1	56	53	6	0	0	0	1	0	60		
08:45	0	0	0	0	0	0	0	0	49	4	0	0	0	0	1	54	42	3	0	0	0	0	0	45		
09:00	0	0	0	0	0	0	0	0	36	4	0	0	0	0	1	41	26	4	0	0	0	0	0	30		
16:00	0	0	0	0	0	0	0	0	52	8	0	0	1	0	1	62	52	8	0	0	0	1	4	65		
16:15	0	0	0	0	0	0	0	0	53	10	0	0	1	0	1	65	52	7	0	0	0	1	2	62		
16:30	0	0	0	0	0	0	0	0	48	9	0	0	1	0	0	58	44	5	0	0	0	2	2	53		
16:45	0	0	0	0	0	0	0	0	56	10	0	0	0	1	0	67	42	6	0	0	0	1	1	50		
17:00	0	0	0	0	0	0	0	0	60	10	0	0	0	0	0	70	44	7	0	0	0	2	2	55		
17:15	0	0	0	0	0	0	0	0	54	7	0	0	0	0	1	62	43	6	0	0	0	2	2	53		
17:30	0	0	0	0	0	0	0	0	49	7	0	0	0	0	1	57	46	6	0	0	0	1	1	54		
17:45	0	0	0	0	0	0	0	0	38	3	0	0	0	0	2	43	46	4	0	0	0	1	2	53		
18:00	0	0	0	0	0	0	0	0	38	3	0	0	0	0	2	43	39	2	0	0	0	0	1	42		

Intelligent Data Collection Limited



Client: Phil Jones Associates
Project Number: ID06579
Junction Number: Site 3

Date of Survey: 28.06.2022
Junction Name: The Fairway / Prescott Avenue
Junction Type: T-Junction

Arm A Approach							Arm A Exit									
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	22	2	0	0	0	0	0	24	22	5	0	0	0	1	0	28
07:15	30	3	0	0	1	0	1	35	7	3	0	0	0	0	0	10
07:30	39	5	0	0	1	0	1	46	19	3	0	0	0	1	0	23
07:45	68	8	0	0	1	0	1	78	29	4	0	0	0	0	1	34
08:00	64	4	0	0	0	0	4	72	25	2	0	0	0	0	0	27
08:15	43	3	0	0	1	0	0	47	31	2	0	1	0	0	0	34
08:30	50	2	1	0	1	0	1	55	29	6	0	0	0	1	0	36
08:45	51	4	0	0	0	0	0	55	33	2	0	0	0	0	1	36
09:00	30	2	1	0	1	0	2	36	29	2	0	0	0	0	0	31
09:15	30	3	0	0	1	1	0	35	20	2	0	0	0	0	0	22
09:30	24	2	0	0	1	0	0	27	9	1	0	0	0	0	0	10
09:45	13	2	0	0	1	0	0	16	13	1	0	0	0	0	0	14
16:00	28	5	1	0	1	0	3	38	39	6	0	0	0	1	3	49
16:15	29	7	0	0	0	0	0	36	41	9	0	0	0	0	1	51
16:30	38	4	0	0	2	0	2	46	37	4	0	0	0	1	2	44
16:45	37	2	0	0	1	0	0	40	33	5	0	0	0	0	2	40
17:00	35	6	0	0	1	0	1	43	51	5	0	0	0	0	0	56
17:15	36	3	0	0	1	1	2	43	41	5	0	0	0	1	1	48
17:30	34	5	0	0	1	1	0	41	45	4	0	0	0	0	0	49
17:45	39	3	0	0	1	0	2	45	35	5	0	0	0	1	1	42
18:00	36	2	0	0	1	1	2	42	30	2	0	0	0	0	1	33
18:15	40	4	0	0	1	0	2	47	29	2	0	0	0	0	0	31
18:30	38	0	0	0	0	0	0	38	32	2	0	0	0	0	1	35
18:45	35	4	0	0	1	0	0	40	26	2	0	0	0	0	0	28
Start Time	Rolling Hour						Total	Rolling Hour						Total		
07:00	159	18	0	0	3	0	3	183	77	15	0	0	0	2	1	95
07:15	201	20	0	0	3	0	7	231	80	12	0	0	0	1	1	94
07:30	214	20	0	0	3	0	6	243	104	11	0	1	0	1	1	118
07:45	225	17	1	0	3	0	6	252	114	14	0	1	0	1	1	131
08:00	208	13	1	0	2	0	5	229	118	12	0	1	0	1	1	133
08:15	174	11	2	0	3	0	3	193	122	12	0	1	0	1	1	137
08:30	161	11	2	0	3	1	3	181	111	12	0	0	0	1	1	125
08:45	135	11	1	0	3	1	2	153	91	7	0	0	0	0	1	99
09:00	97	9	1	0	4	1	2	114	71	6	0	0	0	0	0	77
16:00	132	18	1	0	4	0	5	160	150	24	0	0	0	2	8	184
16:15	139	19	0	0	4	0	3	165	162	23	0	0	0	1	5	191
16:30	146	15	0	0	5	1	5	172	162	19	0	0	0	2	5	188
16:45	142	16	0	0	4	2	3	167	170	19	0	0	0	1	3	193
17:00	144	17	0	0	4	2	5	172	172	19	0	0	0	2	2	195
17:15	145	13	0	0	4	3	6	171	151	16	0	0	0	2	3	172
17:30	149	14	0	0	4	2	6	175	139	13	0	0	0	1	2	155
17:45	153	9	0	0	3	1	6	172	126	11	0	0	0	1	3	141
18:00	149	10	0	0	3	1	4	167	117	8	0	0	0	0	2	127

Intelligent Data Collection Limited

Client: Phil Jones Associates
Project Number: ID06579
Junction Number: Site 3

Date of Survey: 28.06.2022
Junction Name: The Fairway / Prescott Avenue
Junction Type: T-Junction



Arm B Approach							Arm B Exit									
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	3	1	0	0	0	0	0	4	30	1	0	0	0	0	1	32
07:15	4	1	0	0	0	0	0	5	33	4	0	0	1	0	1	39
07:30	14	2	0	0	0	1	0	17	50	6	0	0	1	0	3	60
07:45	24	1	0	0	0	0	0	25	71	9	1	0	1	0	1	83
08:00	26	3	1	0	0	0	0	30	70	6	0	0	0	0	4	80
08:15	23	2	0	0	0	0	0	25	43	4	1	0	1	0	0	49
08:30	27	3	0	0	0	0	0	30	44	3	1	0	1	0	0	49
08:45	25	3	0	0	0	0	1	29	55	5	0	0	0	0	1	61
09:00	23	5	0	0	0	0	0	28	27	3	0	0	1	0	2	33
09:15	30	1	1	0	0	0	0	32	30	3	0	0	1	0	0	34
09:30	8	3	0	0	0	0	0	11	25	2	0	0	1	0	0	28
09:45	18	2	0	0	0	0	0	20	17	3	0	0	1	0	1	22
16:00	40	5	0	0	0	1	2	48	31	5	1	0	1	0	2	40
16:15	35	7	0	0	0	0	0	42	26	5	0	0	0	0	1	32
16:30	39	5	0	0	0	0	4	48	31	3	0	0	2	0	1	37
16:45	34	7	0	0	0	0	2	43	27	2	0	0	2	0	0	31
17:00	49	4	0	0	0	1	0	54	37	7	0	0	1	0	1	46
17:15	48	6	0	0	0	0	1	55	30	3	0	0	1	1	2	37
17:30	50	5	0	0	0	0	1	56	38	8	0	0	1	0	0	47
17:45	41	5	0	0	0	0	0	46	32	3	0	0	1	0	1	37
18:00	30	3	0	0	0	0	1	34	31	0	0	0	1	0	1	33
18:15	29	4	0	0	0	0	0	33	24	4	0	0	1	0	2	31
18:30	34	2	0	0	0	0	0	36	29	0	0	0	0	0	1	30
18:45	35	4	0	0	0	0	0	39	33	5	0	0	1	0	0	39
Start Time	Rolling Hour						Total	Rolling Hour						Total		
07:00	45	5	0	0	0	1	0	51	184	20	1	0	3	0	6	214
07:15	68	7	1	0	0	1	0	77	224	25	1	0	3	0	9	262
07:30	87	8	1	0	0	1	0	97	234	25	2	0	3	0	8	272
07:45	100	9	1	0	0	0	0	110	228	22	3	0	3	0	5	261
08:00	101	11	1	0	0	0	1	114	212	18	2	0	2	0	5	239
08:15	98	13	0	0	0	0	1	112	169	15	2	0	3	0	3	192
08:30	105	12	1	0	0	0	1	119	156	14	1	0	3	0	3	177
08:45	86	12	1	0	0	0	1	100	137	13	0	0	3	0	3	156
09:00	79	11	1	0	0	0	0	91	99	11	0	0	4	0	3	117
16:00	148	24	0	0	0	1	8	181	115	15	1	0	5	0	4	140
16:15	157	23	0	0	0	1	6	187	121	17	0	0	5	0	3	146
16:30	170	22	0	0	0	1	7	200	125	15	0	0	6	1	4	151
16:45	181	22	0	0	0	1	4	208	132	20	0	0	5	1	3	161
17:00	188	20	0	0	0	1	2	211	137	21	0	0	4	1	4	167
17:15	169	19	0	0	0	0	3	191	131	14	0	0	4	1	4	154
17:30	150	17	0	0	0	0	2	169	125	15	0	0	4	0	4	148
17:45	134	14	0	0	0	0	1	149	116	7	0	0	3	0	5	131
18:00	128	13	0	0	0	0	1	142	117	9	0	0	3	0	4	133

Intelligent Data Collection Limited

Client: Phil Jones Associates
Project Number: ID06579
Junction Number: Site 3

Date of Survey: 28.06.2022
Junction Name: The Fairway / Prescott Avenue
Junction Type: T-Junction



Arm C Approach							Arm C Exit									
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	30	6	0	0	0	1	1	38	3	3	0	0	0	0	0	6
07:15	20	4	0	0	0	0	0	24	14	1	0	0	0	0	0	15
07:30	28	4	0	0	0	0	2	34	12	2	0	0	0	0	0	14
07:45	23	4	1	0	0	0	1	29	15	0	0	0	0	0	0	15
08:00	29	3	0	0	0	0	0	32	24	2	1	0	0	0	0	27
08:15	25	3	1	1	0	0	0	30	17	2	0	0	0	0	0	19
08:30	25	4	0	0	0	1	0	30	29	0	0	0	0	0	1	30
08:45	42	2	0	0	0	0	1	45	30	2	0	0	0	0	0	32
09:00	21	2	0	0	0	0	0	23	18	4	1	0	0	0	0	23
09:15	15	3	0	0	0	0	0	18	25	2	1	0	0	1	0	29
09:30	13	0	0	0	0	0	0	13	11	2	0	0	0	0	0	13
09:45	13	3	0	0	0	0	1	17	14	3	0	0	0	0	0	17
16:00	31	4	0	0	0	0	2	37	29	3	0	0	0	0	2	34
16:15	28	5	0	0	0	0	2	35	25	5	0	0	0	0	0	30
16:30	23	4	0	0	0	1	1	29	32	6	0	0	0	0	4	42
16:45	22	3	0	0	1	0	0	26	33	5	0	0	0	0	0	38
17:00	32	5	0	0	0	0	0	37	28	3	0	0	0	1	0	32
17:15	15	2	0	0	0	1	1	19	28	3	0	0	0	0	1	32
17:30	29	6	0	0	0	0	0	35	30	4	0	0	0	1	1	36
17:45	28	4	0	0	0	1	1	34	41	4	0	0	0	0	1	46
18:00	25	1	0	0	0	0	1	27	30	4	0	0	0	1	2	37
18:15	13	2	0	0	0	0	0	15	29	4	0	0	0	0	0	33
18:30	18	0	0	0	0	0	2	20	29	0	0	0	0	0	0	29
18:45	21	2	0	0	0	0	0	23	32	3	0	0	0	0	0	35
Start Time	Rolling Hour						Total	Rolling Hour						Total		
07:00	101	18	1	0	0	1	4	125	44	6	0	0	0	0	0	50
07:15	100	15	1	0	0	0	3	119	65	5	1	0	0	0	0	71
07:30	105	14	2	1	0	0	3	125	68	6	1	0	0	0	0	75
07:45	102	14	2	1	0	1	1	121	85	4	1	0	0	0	1	91
08:00	121	12	1	1	0	1	1	137	100	6	1	0	0	0	1	108
08:15	113	11	1	1	0	1	1	128	94	8	1	0	0	0	1	104
08:30	103	11	0	0	0	1	1	116	102	8	2	0	0	1	1	114
08:45	91	7	0	0	0	0	1	99	84	10	2	0	0	1	0	97
09:00	62	8	0	0	0	0	1	71	68	11	2	0	0	1	0	82
16:00	104	16	0	0	1	1	5	127	119	19	0	0	0	0	6	144
16:15	105	17	0	0	1	1	3	127	118	19	0	0	0	1	4	142
16:30	92	14	0	0	1	2	2	111	121	17	0	0	0	1	5	144
16:45	98	16	0	0	1	1	1	117	119	15	0	0	0	2	2	138
17:00	104	17	0	0	0	2	2	125	127	14	0	0	0	2	3	146
17:15	97	13	0	0	0	2	3	115	129	15	0	0	0	2	5	151
17:30	95	13	0	0	0	1	2	111	130	16	0	0	0	2	4	152
17:45	84	7	0	0	0	1	4	96	129	12	0	0	0	1	3	145
18:00	77	5	0	0	0	0	3	85	120	11	0	0	0	1	2	134

Intelligent Data Collection Limited

Client: Phil Jones Associates
Project Number: ID06579
Junction Number: Site 3

Date of Survey: 28.06.2022
Junction Name: The Fairway / Prescott Avenue
Junction Type: T-Junction



Time	Total Junction Flow							Total
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	
07:00	55	9	0	0	0	1	1	66
07:15	54	8	0	0	1	0	1	64
07:30	81	11	0	0	1	1	3	97
07:45	115	13	1	0	1	0	2	132
08:00	119	10	1	0	0	0	4	134
08:15	91	8	1	1	1	0	0	102
08:30	102	9	1	0	1	1	1	115
08:45	118	9	0	0	0	0	2	129
09:00	74	9	1	0	1	0	2	87
09:15	75	7	1	0	1	1	0	85
09:30	45	5	0	0	1	0	0	51
09:45	44	7	0	0	1	0	1	53
16:00	99	14	1	0	1	1	7	123
16:15	92	19	0	0	0	0	2	113
16:30	100	13	0	0	2	1	7	123
16:45	93	12	0	0	2	0	2	109
17:00	116	15	0	0	1	1	1	134
17:15	99	11	0	0	1	2	4	117
17:30	113	16	0	0	1	1	1	132
17:45	108	12	0	0	1	1	3	125
18:00	91	6	0	0	1	1	4	103
18:15	82	10	0	0	1	0	2	95
18:30	90	2	0	0	0	0	2	94
18:45	91	10	0	0	1	0	0	102
Start Time	Rolling Hour							Total
07:00	305	41	1	0	3	2	7	359
07:15	369	42	2	0	3	1	10	427
07:30	406	42	3	1	3	1	9	465
07:45	427	40	4	1	3	1	7	483
08:00	430	36	3	1	2	1	7	480
08:15	385	35	3	1	3	1	5	433
08:30	369	34	3	0	3	2	5	416
08:45	312	30	2	0	3	1	4	352
09:00	238	28	2	0	4	1	3	276
16:00	384	58	1	0	5	2	18	468
16:15	401	59	0	0	5	2	12	479
16:30	408	51	0	0	6	4	14	483
16:45	421	54	0	0	5	4	8	492
17:00	436	54	0	0	4	5	9	508
17:15	411	45	0	0	4	5	12	477
17:30	394	44	0	0	4	3	10	455
17:45	371	30	0	0	3	2	11	417
18:00	354	28	0	0	3	1	8	394

Intelligent Data Collection Limited

Client: Phil Jones Associates
Project Number: ID06579
Junction Number: Site 3

Date of Survey: 28.06.2022
Junction Name: The Fairway / Prescott Avenue
Junction Type: T-Junction

Arm A: The Fairway (N)
Arm B: The Fairway (S)
Arm C: Prescott Avenue (W)



Time	PCU Summary								
	A to A	A to C	A to B	B to B	B to A	B to C	C to C	C to B	C to A
07:00	0	4	20	0	2	2	0	11	25
07:15	0	11	25	0	1	4	0	15	9
07:30	0	6	41	0	8	8	0	18	14
07:45	0	9	70	0	19	6	0	15	14
08:00	0	15	54	0	18	13	0	23	9
08:15	0	10	39	0	16	9	0	13	20
08:30	0	16	40	0	17	13	0	11	18
08:45	0	18	37	0	14	14	0	23	21
09:00	0	14	23	0	18	10	0	10	13
09:15	0	11	25	0	15	18	0	11	7
09:30	0	8	21	0	6	5	0	9	4
09:45	0	5	13	0	8	12	0	10	6
16:00	0	15	23	0	29	17	0	18	17
16:15	0	21	15	0	33	9	0	16	17
16:30	0	22	25	0	28	17	0	14	14
16:45	0	22	20	0	25	16	0	15	13
17:00	0	18	26	0	40	13	0	21	16
17:15	0	16	26	0	39	15	0	10	8
17:30	0	16	26	0	37	18	0	23	12
17:45	0	23	22	0	24	22	0	16	17
18:00	0	20	22	0	18	15	0	12	14
18:15	0	21	26	0	21	12	0	5	10
18:30	0	17	21	0	24	12	0	8	10
18:45	0	17	25	0	21	18	0	16	7
Start Time	Rolling Hour								
07:00	0	30	155	0	30	20	0	60	63
07:15	0	41	189	0	46	31	0	71	46
07:30	0	40	203	0	61	36	0	69	57
07:45	0	50	202	0	70	41	0	62	62
08:00	0	59	170	0	65	49	0	70	68
08:15	0	58	139	0	65	46	0	57	72
08:30	0	60	125	0	64	55	0	55	59
08:45	0	51	105	0	53	47	0	53	45
09:00	0	38	80	0	47	45	0	40	30
16:00	0	80	83	0	115	59	0	63	61
16:15	0	83	85	0	127	55	0	66	60
16:30	0	78	97	0	133	61	0	60	50
16:45	0	72	97	0	141	63	0	69	49
17:00	0	74	99	0	140	69	0	70	52
17:15	0	75	95	0	118	70	0	61	50
17:30	0	80	95	0	100	67	0	56	53
17:45	0	81	90	0	87	61	0	41	51
18:00	0	75	93	0	84	57	0	41	41

Intelligent Data Collection Limited



Client: Phil Jones Associates
Project Number: ID06579
Junction Number: Site 3

Date of Survey: 28.06.2022
Junction Name: The Fairway / Prescott Avenue
Junction Type: T-Junction

Arm A: The Fairway (N)
Arm B: The Fairway (S)
Arm C: Prescott Avenue (W)

Count Method: PCUs **Classes Included:** All Classes *Select the count method and desired user classes from the drop-downs in cells D8 and G8*

Maximum 15-minute Junction Flow:	AM Peak	from: 07:45	until: 08:00	flow: 133
	PM Peak	from: 17:00	until: 17:15	flow: 134

Period Starting: 07:00 *Select the time from the drop-down in cell D15 to show the 15-minute data for that period*

Movement Counts

		To			
		A	B	C	Total
From	A	0	20	4	24
	B	2	0	2	4
Total	C	25	11	0	37
Total	Total	27	31	6	65

HGV Proportions

		To			
		A	B	C	Total
From	A	0.0%	0.0%	0.0%	0.0%
	B	0.0%	0.0%	0.0%	0.0%
Total	C	0.0%	0.0%	0.0%	0.0%
Total	Total	0.0%	0.0%	0.0%	0.0%

Maximum Hourly Junction Flow:	AM Peak	from: 07:45	until: 08:45	flow: 487
	PM Peak	from: 17:00	until: 18:00	flow: 504

Period Starting: 17:00 *Select the time from the drop-down in cell D30 to show the hourly data for that period*

Movement Counts

		To			
		A	B	C	Total
From	A	0	99	74	173
	B	140	0	69	209
Total	C	52	70	0	122
Total	Total	192	169	142	504

HGV Proportions

		To			
		A	B	C	Total
From	A	0.0%	10.1%	0.0%	5.8%
	B	0.0%	0.0%	0.0%	0.0%
Total	C	0.0%	0.0%	0.0%	0.0%
Total	Total	0.0%	5.9%	0.0%	2.0%

Bold entries in the above tables indicate the maximum movement, approach and exit flows for the selected time period, and similarly with the HGV proportions



Intelligent Data Collection Limited Banbury

Client: Phil Jones Associates
Project Number: ID06579
Junction Number: Site 4
Date of Survey: 28.06.2022
Junction Name: Orchard Way / Hilton Road / Woodgreen Avenue / The Fairway
Junction Type: 5-arm Roundabout

Quality Assurance and Issue Record



Quality Assurance

Revision	Rev A			
Date	04.07.2022			
Prepared by	David Brown			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project Number	ID06579			
File Ref	ID06579 Banbury - MCC Site 4 - 28.06.2022			

Issue Record

Intelligent Data Collection Limited



Client: Phil Jones Associates **Date of Survey:** 28.06.2022
Project Number: ID06579 **Junction Name:** Orchard Way / Hilton Road / Woodgreen Avenue / The Fairway
Junction Number: Site 4 **Junction Type:** 5-arm Roundabout

X Coordinate

52.062423

Y Coordinate

-1.352244

Google Maps Link

[Click Here](#)

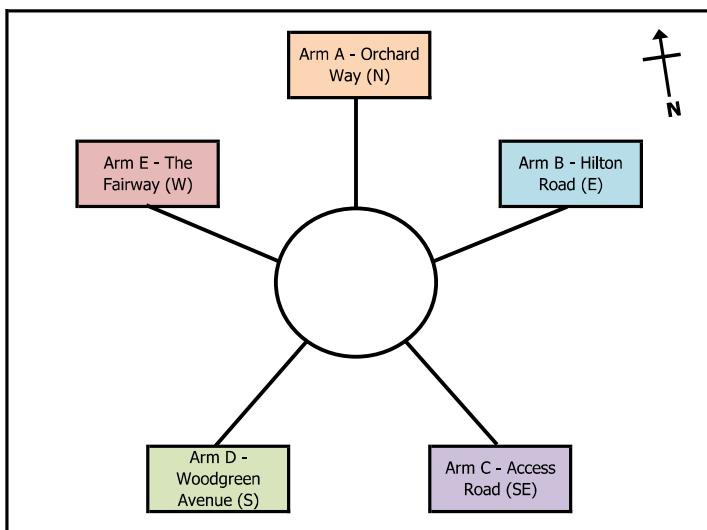
AM Peak Conditions

Clear

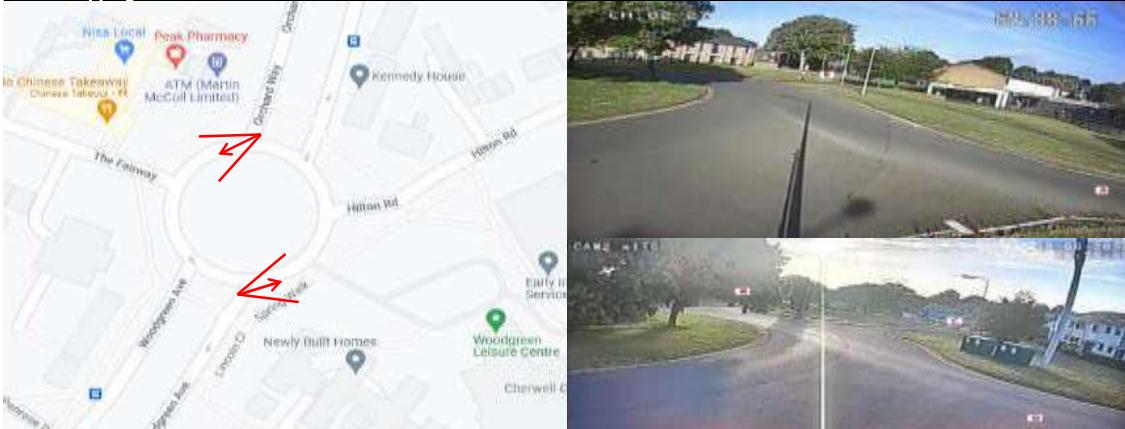
PM Peak Conditions

Clear

Junction Layout

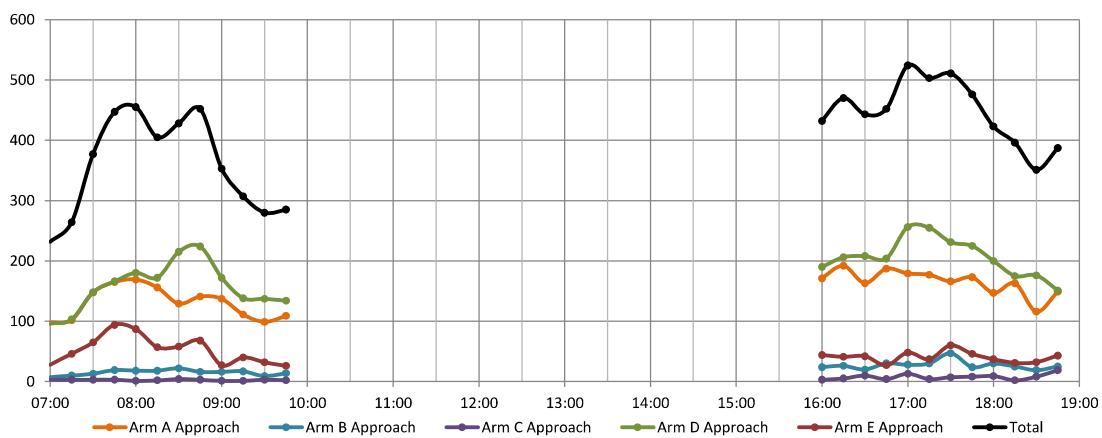


Aerial Mapping and On-site Camera View



Junction Flow Profile

Arm Approach Flows (All Vehicles)



Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events):

High A-A and D-D U-turn counts are due to restricted access into/out of side roads further away from the junction on these arms.

Intelligent Data Collection Limited

Client: Phil Jones Associates
 Project Number: ID00579
 Junction Number: Site 4

Date of Survey: 28.06.2022
 Junction Name: Orchard Way / Hilton Road / Woodgreen Avenue / The Fairway
 Junction Type: 5-arm Roundabout

Arm A: Orchard Way (N)
 Arm B: Hilton Road (E)

Arm C: Access Road (SE)
 Arm D: Woodgreen Avenue (S)

Arm E: The Fairway (W)



Time	A to A							A to E							A to D									
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	71	15	2	0	0	2	1	91
07:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	56	38	1	0	0	0	0	95
07:30	1	2	0	0	0	0	0	3	7	0	0	0	0	0	0	7	102	29	3	0	1	1	1	137
07:45	1	0	0	0	0	0	0	1	6	0	0	0	0	0	0	6	118	32	0	0	4	1	0	155
08:00	2	0	0	0	0	0	0	2	7	1	0	0	0	0	0	8	115	37	0	0	0	0	2	154
08:15	3	0	0	0	0	0	0	3	6	0	0	0	0	0	0	6	115	24	0	0	0	0	0	139
08:30	3	0	0	0	0	0	0	3	11	1	0	0	0	0	0	12	76	24	1	1	1	0	0	103
08:45	2	0	0	0	0	0	1	0	3	6	3	0	0	0	0	9	100	18	0	0	0	0	2	120
09:00	5	1	0	0	0	0	0	0	6	1	1	0	0	0	0	3	106	20	0	0	0	0	0	126
09:15	5	2	0	0	0	0	0	0	7	7	0	1	0	0	0	8	72	19	1	0	0	1	0	93
09:30	4	1	0	0	0	0	0	0	5	7	2	0	0	0	0	9	69	8	0	0	0	0	0	77
09:45	7	0	0	0	0	0	0	0	7	7	0	0	0	0	0	7	75	13	0	0	0	0	0	88
16:00	5	0	0	0	0	0	0	0	5	18	2	0	0	0	0	20	115	20	0	0	0	4	0	139
16:15	5	2	0	0	0	0	0	0	7	13	1	0	0	0	1	15	140	19	0	0	0	0	0	159
16:30	5	2	0	0	0	0	0	0	7	7	3	0	0	0	0	10	117	24	1	0	0	1	0	143
16:45	5	1	0	0	0	0	0	0	6	7	1	0	0	0	0	8	144	17	0	0	0	2	0	163
17:00	7	1	0	0	0	0	0	0	8	9	0	0	0	0	1	10	137	14	0	0	0	1	0	152
17:15	4	1	0	0	0	0	0	0	5	21	0	0	0	0	0	21	127	11	0	0	0	2	1	141
17:30	1	1	0	0	0	0	0	0	2	11	2	0	0	0	0	13	128	12	0	0	0	0	0	140
17:45	7	1	0	0	0	0	0	0	8	13	1	0	0	0	0	14	128	18	0	0	0	0	0	146
18:00	2	2	0	0	0	0	0	0	4	9	1	0	0	0	0	10	121	4	0	0	0	1	0	126
18:15	2	0	0	0	0	0	0	0	2	15	2	0	0	0	0	17	120	14	0	0	0	1	0	135
18:30	5	1	0	0	0	0	0	0	6	16	3	0	0	0	0	19	83	3	0	0	0	0	0	86
18:45	6	0	0	0	0	0	0	0	6	18	1	0	0	0	0	19	109	5	0	0	0	2	0	116
Start Time	Rolling Hour							Rolling Hour							Total							Total		
07:00	3	2	0	0	0	0	0	5	15	2	0	0	0	0	0	17	347	114	6	0	5	4	2	478
07:15	5	2	0	0	0	0	0	7	21	1	0	0	0	0	0	22	391	136	4	0	5	2	3	541
07:30	7	2	0	0	0	0	0	9	26	1	0	0	0	0	0	27	450	122	3	0	5	2	3	585
07:45	9	0	0	0	0	0	0	9	30	2	0	0	0	0	0	32	424	117	1	1	5	1	2	551
08:00	10	0	0	0	0	0	1	11	30	5	0	0	0	0	0	35	406	103	1	1	1	2	2	516
08:15	13	1	0	0	0	0	1	15	24	5	1	0	0	0	0	30	397	86	1	1	1	2	0	488
08:30	15	3	0	0	0	0	1	19	25	5	2	0	0	0	0	32	354	81	2	1	1	3	0	442
08:45	16	4	0	0	0	0	1	21	21	6	2	0	0	0	0	29	347	65	1	0	0	3	0	416
09:00	21	4	0	0	0	0	0	25	22	3	2	0	0	0	0	27	322	60	1	0	0	1	0	384
16:00	20	5	0	0	0	0	0	25	45	7	0	0	0	1	0	53	516	80	1	0	0	7	0	604
16:15	22	6	0	0	0	0	0	28	36	5	0	0	0	2	0	43	538	74	1	0	0	4	0	617
16:30	21	5	0	0	0	0	0	26	44	4	0	0	0	1	0	49	525	66	1	0	0	6	1	599
16:45	17	4	0	0	0	0	0	21	48	3	0	0	0	1	0	52	536	54	0	0	0	5	1	596
17:00	19	4	0	0	0	0	0	23	54	3	0	0	0	1	0	58	520	55	0	0	0	3	1	579
17:15	14	5	0	0	0	0	0	19	54	4	0	0	0	0	0	58	504	45	0	0	0	3	1	553
17:30	12	4	0	0	0	0	0	16	48	6	0	0	0	0	0	54	497	48	0	0	0	2	0	547
17:45	16	4	0	0	0	0	0	20	53	7	0	0	0	0	0	60	452	39	0	0	0	2	0	493
18:00	15	3	0	0	0	0	0	18	58	7	0	0	0	0	0	65	433	26	0	0	0	4	0	463

Intelligent Data Collection Limited

Client: Phil Jones Associates
 Project Number: ID00579
 Junction Number: Site 4

Date of Survey: 28.06.2022
 Junction Name: Orchard Way / Hilton Road / Woodgreen Avenue / The Fairway
 Junction Type: 5-arm Roundabout

Arm A: Orchard Way (N)
 Arm B: Hilton Road (E)

Arm C: Access Road (SE)
 Arm D: Woodgreen Avenue (S)

Arm E: The Fairway (W)



Time	A to C							A to B							B to B								
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle
07:00	2	0	0	0	0	0	0	2	1	0	0	0	0	1	0	2	0	0	0	0	0	0	0
07:15	0	1	0	0	0	0	0	1	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0
08:00	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:15	2	0	0	0	0	0	0	2	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0
08:30	1	0	0	0	0	0	0	1	8	2	0	0	0	0	0	10	0	0	0	0	0	0	0
08:45	1	1	0	0	0	0	0	2	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0
09:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
09:15	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0
09:30	1	0	0	0	0	0	0	1	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0
09:45	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0
16:00	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0
16:15	2	0	0	0	0	0	0	2	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0
16:30	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0
16:45	2	0	0	0	0	0	0	2	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0
17:00	2	0	0	0	0	0	0	2	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0
17:15	4	0	0	0	0	0	0	4	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0
17:30	4	0	0	0	0	0	0	4	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0
17:45	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0
18:00	2	0	0	0	0	0	0	2	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0
18:15	2	0	0	0	0	0	0	2	5	2	0	0	0	0	0	7	0	0	0	0	0	0	0
18:30	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0
18:45	5	1	0	0	0	0	0	6	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour						
07:00	4	1	0	0	0	0	0	5	6	1	0	0	0	1	0	8	0	0	0	0	0	0	0
07:15	6	1	0	0	0	0	0	7	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0
07:30	8	0	0	0	0	0	0	8	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0
07:45	8	0	0	0	0	0	0	8	16	3	0	0	0	0	0	19	0	0	0	0	0	0	0
08:00	8	1	0	0	0	0	0	9	20	4	0	0	0	0	0	24	0	0	0	0	0	0	0
08:15	5	1	0	0	0	0	0	6	20	4	0	0	0	0	0	24	0	0	0	0	0	0	0
08:30	4	1	0	0	0	0	0	5	17	3	0	0	0	0	0	20	0	0	0	0	0	0	0
08:45	4	1	0	0	0	0	0	5	15	2	0	0	0	0	0	17	0	0	0	0	0	0	0
09:00	6	0	0	0	0	0	0	6	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0
16:00	8	0	0	0	0	0	0	8	22	1	0	0	0	0	0	23	0	0	0	0	0	0	0
16:15	7	0	0	0	0	0	0	7	24	2	0	0	0	0	0	26	0	0	0	0	0	0	0
16:30	9	0	0	0	0	0	0	9	20	3	0	0	0	0	0	23	0	0	0	0	0	0	0
16:45	12	0	0	0	0	0	0	12	26	2	0	0	0	0	0	28	0	0	0	0	0	0	0
17:00	13	0	0	0	0	0	0	13	20	2	0	0	0	0	0	22	0	0	0	0	0	0	0
17:15	13	0	0	0	0	0	0	13	18	2	0	0	0	0	0	20	0	0	0	0	0	0	0
17:30	11	0	0	0	0	0	0	11	18	3	0	0	0	0	0	21	0	0	0	0	0	0	0
17:45	8	0	0	0	0	0	0	8	15	3	0	0	0	0	0	18	0	0	0	0	0	0	0
18:00	10	1	0	0	0	0	0	11	15	3	0	0	0	0	0	18	0	0	0	0	0	0	0

Intelligent Data Collection Limited

Client: Phil Jones Associates
 Project Number: ID06579
 Junction Number: Site 4

Date of Survey: 28.06.2022
 Junction Name: Orchard Way / Hilton Road / Woodgreen Avenue / The Fairway
 Junction Type: 5-arm Roundabout

Arm A: Orchard Way (N)
 Arm B: Hilton Road (E)

Arm C: Access Road (SE)
 Arm D: Woodgreen Avenue (S)

Arm E: The Fairway (W)



Time	B to A							B to E							B to D									
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	4
07:15	3	1	0	0	0	0	0	4	1	0	0	0	0	0	0	0	1	4	0	0	0	1	0	5
07:30	1	2	0	0	0	0	0	3	4	1	0	0	0	0	0	0	5	4	0	0	0	1	0	5
07:45	3	1	0	0	0	0	0	4	6	0	0	0	0	0	0	0	6	9	0	0	0	0	0	9
08:00	3	1	0	0	0	0	0	4	6	0	0	0	0	0	0	0	6	7	0	0	0	1	0	8
08:15	3	1	0	0	0	0	0	4	2	0	0	0	0	0	0	0	2	8	2	0	0	1	0	11
08:30	3	0	0	0	0	0	0	3	11	0	0	0	0	0	0	0	11	7	0	0	0	0	0	7
08:45	1	0	0	0	0	0	0	1	8	0	0	0	0	0	0	0	8	4	1	0	0	1	0	7
09:00	4	0	0	0	0	0	0	4	8	0	0	0	0	0	0	0	8	3	0	0	0	1	0	4
09:15	3	0	0	0	0	0	2	5	6	0	0	0	0	0	0	0	6	4	1	0	0	1	0	6
09:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	4	2	0	0	1	0	7
09:45	6	1	0	0	0	0	0	7	3	0	0	0	0	0	0	0	3	2	0	0	0	1	0	3
16:00	4	0	0	0	0	0	0	4	7	0	0	0	0	0	0	0	7	11	1	0	0	0	0	12
16:15	3	1	0	0	0	0	0	4	9	1	0	0	0	0	0	0	10	8	0	0	0	2	0	10
16:30	6	0	0	0	0	0	0	6	7	0	0	0	0	0	0	0	7	5	0	0	0	1	0	6
16:45	11	1	0	0	0	0	0	12	9	0	0	0	0	0	0	0	9	6	2	0	0	1	0	9
17:00	11	1	0	0	0	0	0	12	8	0	0	0	0	0	0	0	8	5	1	0	0	1	0	7
17:15	7	0	0	0	0	0	0	7	15	1	0	0	0	0	0	1	17	2	1	0	0	1	0	4
17:30	11	2	0	0	0	0	0	13	21	1	0	0	0	0	0	0	22	9	2	0	0	1	0	12
17:45	5	2	0	0	0	0	0	7	7	0	0	0	0	0	0	0	7	4	2	0	0	1	1	8
18:00	8	1	0	0	0	0	0	9	6	0	0	0	0	0	0	1	7	9	1	0	0	1	0	11
18:15	5	0	0	0	0	0	0	5	9	0	0	0	0	0	0	0	9	8	1	0	0	0	0	10
18:30	5	1	0	0	0	0	0	6	6	0	0	0	0	0	0	0	6	4	0	0	0	1	0	5
18:45	9	0	0	0	0	0	0	9	5	0	0	0	0	0	0	0	5	7	0	0	0	1	0	9
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							
07:00	10	4	0	0	0	0	0	14	11	1	0	0	0	0	0	0	12	19	1	0	0	3	0	23
07:15	10	5	0	0	0	0	0	15	17	1	0	0	0	0	0	0	18	24	0	0	0	3	0	27
07:30	10	5	0	0	0	0	0	15	18	1	0	0	0	0	0	0	19	28	2	0	0	3	0	33
07:45	12	3	0	0	0	0	0	15	25	0	0	0	0	0	0	0	25	31	2	0	0	2	0	35
08:00	10	2	0	0	0	0	0	12	27	0	0	0	0	0	0	0	27	26	3	0	0	3	0	33
08:15	11	1	0	0	0	0	0	12	29	0	0	0	0	0	0	0	29	22	3	0	0	3	0	29
08:30	11	0	0	0	0	0	2	13	33	0	0	0	0	0	0	0	33	18	2	0	0	3	0	24
08:45	9	0	0	0	0	0	2	11	23	0	0	0	0	0	0	0	23	15	4	0	0	4	0	24
09:00	14	1	0	0	0	0	2	17	18	0	0	0	0	0	0	0	18	13	3	0	0	4	0	20
16:00	24	2	0	0	0	0	0	26	32	1	0	0	0	0	0	0	33	30	3	0	0	4	0	37
16:15	31	3	0	0	0	0	0	34	33	1	0	0	0	0	0	0	34	24	3	0	0	5	0	32
16:30	35	2	0	0	0	0	0	37	39	1	0	0	0	0	0	1	41	18	4	0	0	4	0	26
16:45	40	4	0	0	0	0	0	44	53	2	0	0	0	0	0	1	56	22	6	0	0	4	0	32
17:00	34	5	0	0	0	0	0	39	51	2	0	0	0	0	0	1	54	20	6	0	0	4	1	31
17:15	31	5	0	0	0	0	0	36	49	2	0	0	0	0	0	2	53	24	6	0	0	4	1	35
17:30	29	5	0	0	0	0	0	34	43	1	0	0	0	0	0	1	45	30	6	0	0	3	1	41
17:45	23	4	0	0	0	0	0	27	28	0	0	0	0	0	0	1	29	25	4	0	0	3	1	34
18:00	27	2	0	0	0	0	0	29	26	0	0	0	0	0	0	1	27	28	2	0	0	3	0	35

Intelligent Data Collection Limited

Client: Phil Jones Associates
 Project Number: ID00579
 Junction Number: Site 4

Date of Survey: 28.06.2022
 Junction Name: Orchard Way / Hilton Road / Woodgreen Avenue / The Fairway
 Junction Type: 5-arm Roundabout

Arm A: Orchard Way (N)
 Arm B: Hilton Road (E)

Arm C: Access Road (SE)
 Arm D: Woodgreen Avenue (S)

Arm E: The Fairway (W)



Time	B to C							C to C							C to B								
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
16:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
16:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
17:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
17:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
18:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour						
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
07:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
08:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
08:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
08:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
09:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
16:00	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
16:15	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
16:30	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
16:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
17:00	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
17:15	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
17:30	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
17:45	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
18:00	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2

Intelligent Data Collection Limited

Client: Phil Jones Associates
 Project Number: ID00579
 Junction Number: Site 4

Date of Survey: 28.06.2022
 Junction Name: Orchard Way / Hilton Road / Woodgreen Avenue / The Fairway
 Junction Type: 5-arm Roundabout

Arm A: Orchard Way (N)
 Arm B: Hilton Road (E)

Arm C: Access Road (SE)
 Arm D: Woodgreen Avenue (S)

Arm E: The Fairway (W)



Time	C to A							C to E							C to D									
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
07:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
07:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:45	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:45	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
09:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:30	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2	6	0	0	0	0	0	6
16:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:00	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	3	5	1	0	0	0	0	6
17:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
17:45	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	1	4	0	0	0	0	0	4
18:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	2	5	0	0	0	0	0	5
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
18:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
18:45	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							
07:00	4	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6
07:15	4	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
07:30	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
07:45	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
08:00	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	1	3	0	0	0	0	0	3
08:15	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
08:30	5	0	0	0	0	0	0	5	2	0	0	0	0	0	0	0	2	1	0	0	0	0	0	1
08:45	5	0	0	0	0	0	0	5	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
09:00	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
16:00	9	0	0	0	0	0	0	9	2	0	0	0	0	0	0	0	2	9	0	0	0	0	0	9
16:15	11	0	0	0	0	0	0	11	5	0	0	0	0	0	0	0	5	13	1	0	0	0	0	14
16:30	11	0	0	0	0	0	0	11	5	0	0	0	0	0	0	0	5	13	1	0	0	0	0	14
16:45	12	0	0	0	0	0	0	12	3	0	0	0	0	0	0	0	3	10	1	0	0	0	0	11
17:00	12	0	0	0	0	0	0	12	4	0	0	0	0	0	0	0	4	13	1	0	0	0	0	14
17:15	12	0	0	0	0	0	0	12	1	0	0	0	0	0	0	0	1	13	0	0	0	0	0	13
17:30	9	0	0	0	0	0	0	9	1	0	0	0	0	0	0	0	1	14	0	0	0	0	0	14
17:45	9	0	0	0	0	0	0	9	1	0	0	0	0	0	0	0	1	16	0	0	0	0	0	16
18:00	15	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	21	0	0	0	0	0	21

Intelligent Data Collection Limited

Client: Phil Jones Associates
 Project Number: ID006579
 Junction Number: Site 4

Date of Survey: 28.06.2022
 Junction Name: Orchard Way / Hilton Road / Woodgreen Avenue / The Fairway
 Junction Type: 5-arm Roundabout

Arm A: Orchard Way (N)
 Arm B: Hilton Road (E)

Arm C: Access Road (SE)
 Arm D: Woodgreen Avenue (S)

Arm E: The Fairway (W)



Time	D to D						D to C						D to B						D to D								
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total			
07:00	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0			
07:15	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	6		
07:30	8	1	0	0	0	1	0	10	1	1	0	0	0	0	0	2	5	1	0	0	0	0	0	0	6		
07:45	6	2	0	0	0	0	0	8	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	6		
08:00	8	2	0	0	0	0	0	10	1	0	0	0	0	0	0	1	9	0	0	0	0	0	0	0	9		
08:15	6	0	0	0	0	0	0	6	3	0	0	0	0	0	0	0	3	8	0	0	0	0	0	0	8		
08:30	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0	16	0	0	0	1	0	0	0	17		
08:45	10	2	0	0	1	0	0	13	1	0	0	0	0	0	0	1	3	1	1	0	0	0	0	0	5		
09:00	4	2	1	0	0	0	0	7	1	0	0	0	0	0	0	1	5	1	0	0	0	0	0	0	6		
09:15	3	3	0	0	0	0	0	6	2	0	0	0	0	0	0	0	2	6	2	1	0	0	0	0	9		
09:30	6	2	0	0	0	0	0	8	2	0	0	0	0	0	0	0	2	6	0	0	0	0	0	0	6		
09:45	7	1	0	0	0	0	0	8	4	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1		
10:00	11	1	0	0	0	0	0	12	2	0	0	0	0	0	0	0	10	3	1	1	0	0	0	0	10		
10:15	10	2	0	0	0	0	0	13	0	0	0	0	0	0	0	0	8	3	0	0	0	0	0	0	11		
10:30	7	0	0	0	0	0	0	7	4	0	0	0	0	0	0	0	4	10	1	0	0	0	0	0	13		
10:45	8	0	0	0	0	0	0	8	4	0	0	0	0	0	0	0	4	13	2	0	0	0	0	0	15		
11:00	13	1	0	0	0	0	0	14	7	0	0	0	0	0	0	0	7	12	1	0	0	0	0	0	13		
11:15	7	0	0	0	0	0	0	7	12	1	0	0	0	0	0	1	14	10	1	0	0	0	0	0	11		
11:30	11	1	0	0	0	0	0	12	7	1	0	0	0	0	0	0	8	5	4	0	0	0	0	0	9		
11:45	9	1	0	0	0	0	0	10	4	0	0	0	0	0	0	0	4	9	1	0	0	0	0	0	10		
12:00	7	0	0	0	0	0	0	7	3	0	0	0	0	0	0	0	3	11	0	0	0	0	0	0	11		
12:15	8	2	0	0	0	0	0	10	2	0	0	0	0	0	0	0	2	7	1	0	0	0	0	0	8		
Start Time	Rolling Hour						Total	Rolling Hour						Total	Rolling Hour						Total	Rolling Hour					
07:00	21	4	0	0	0	1	0	26	3	1	0	0	0	0	0	4	17	1	0	0	0	0	0	0	18		
07:15	25	6	0	0	0	1	0	32	2	1	0	0	0	0	0	3	26	1	0	0	0	0	0	0	27		
07:30	28	5	0	0	0	1	0	34	5	1	0	0	0	0	0	6	28	1	0	0	0	0	0	0	29		
07:45	31	5	0	0	0	0	0	36	4	0	0	0	0	0	0	4	39	0	0	0	1	0	0	0	40		
08:00	35	5	0	0	1	0	0	41	5	0	0	0	0	0	0	5	36	1	1	0	1	0	0	0	39		
08:15	31	5	1	0	1	0	0	38	5	0	0	0	0	0	0	5	32	2	1	0	1	0	0	0	36		
08:30	28	8	1	0	1	0	0	38	4	0	0	0	0	0	0	4	30	4	2	0	1	0	0	0	37		
08:45	23	9	1	0	1	0	0	34	6	0	0	0	0	0	0	6	20	4	2	0	0	0	0	0	26		
09:00	20	8	1	0	0	0	0	29	9	0	0	0	0	0	0	9	18	3	1	0	0	0	0	0	22		
10:00	32	7	0	0	0	0	0	39	4	0	0	0	0	0	0	4	37	9	0	0	0	0	1	0	47		
10:15	32	6	0	0	0	0	0	38	6	0	0	0	0	0	0	6	42	10	0	0	0	1	2	0	55		
10:30	31	5	0	0	0	0	0	36	10	0	0	0	0	0	0	10	42	9	0	0	0	0	1	2	54		
10:45	38	4	0	0	0	0	0	42	15	0	0	0	0	0	0	15	43	7	0	0	0	0	0	0	52		
11:00	35	1	0	0	0	0	0	36	27	1	0	0	0	0	1	29	45	5	0	0	0	0	0	0	52		
11:15	39	2	0	0	0	0	0	41	30	2	0	0	0	0	0	1	33	40	8	0	0	0	0	0	48		
11:30	40	3	0	0	0	0	0	43	30	2	0	0	0	0	0	1	33	36	7	0	0	0	0	0	43		
11:45	34	2	0	0	0	0	0	36	26	2	0	0	0	0	0	1	29	35	6	0	0	0	0	0	41		
12:00	35	4	0	0	0	0	0	39	16	1	0	0	0	0	0	0	17	32	6	0	0	0	0	0	38		

Intelligent Data Collection Limited

Client: Phil Jones Associates
 Project Number: ID00579
 Junction Number: Site 4

Date of Survey: 28.06.2022
 Junction Name: Orchard Way / Hilton Road / Woodgreen Avenue / The Fairway
 Junction Type: 5-arm Roundabout

Arm A: Orchard Way (N)
 Arm B: Hilton Road (E)

Arm C: Access Road (SE)
 Arm D: Woodgreen Avenue (S)

Arm E: The Fairway (W)



Time	D to A							D to E							E to E								
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle
07:00	65	22	0	0	0	0	0	87	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0
07:15	66	23	0	0	0	0	0	89	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0
07:30	89	26	1	0	0	2	1	119	7	3	0	0	0	1	0	11	0	0	0	0	0	0	0
07:45	106	24	1	1	1	0	0	133	17	1	0	1	0	0	0	19	0	0	0	0	0	0	0
08:00	117	22	0	0	0	2	0	141	14	4	1	0	0	0	0	19	0	0	0	0	0	0	0
08:15	113	18	1	0	0	0	0	132	23	0	0	0	0	0	0	23	0	0	0	0	0	0	0
08:30	143	16	2	0	1	1	0	163	20	3	0	0	0	0	0	23	0	0	0	0	0	0	0
08:45	164	19	2	0	0	0	1	186	19	0	0	0	0	0	0	19	0	0	0	0	0	0	0
09:00	115	23	1	0	2	0	0	141	12	4	0	0	1	0	0	17	0	0	0	0	0	0	0
09:15	88	12	1	0	1	0	0	102	17	2	0	0	0	0	0	19	0	0	0	0	0	0	0
09:30	92	17	4	1	0	0	0	114	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0
09:45	87	16	2	0	0	0	0	105	13	3	0	0	0	0	0	16	1	0	0	0	0	0	1
10:00	101	36	2	0	1	2	0	142	27	6	0	0	0	0	0	33	0	0	0	0	0	0	0
10:15	117	26	3	0	0	2	1	149	22	9	0	0	0	0	0	31	0	0	0	0	0	0	0
10:30	114	38	0	0	0	0	0	152	27	4	0	0	0	0	0	31	0	0	0	0	0	0	0
10:45	120	21	0	0	0	1	0	142	26	11	0	0	0	0	1	38	0	0	0	0	0	0	0
11:00	154	29	0	0	1	1	0	185	41	6	0	0	0	0	0	47	0	0	0	0	0	0	0
11:15	169	22	0	0	0	1	1	193	31	4	0	0	0	0	0	35	0	0	0	0	0	0	0
11:30	143	23	0	0	0	0	0	166	28	3	0	0	0	0	0	31	0	0	0	0	0	0	0
11:45	146	13	0	0	0	0	1	160	30	2	0	0	0	0	0	33	0	0	0	0	0	0	0
12:00	133	11	0	0	0	0	2	146	23	2	0	0	0	0	0	25	0	0	0	0	0	0	0
12:15	118	10	0	0	0	0	0	128	21	2	0	0	0	0	0	23	0	0	0	0	0	0	0
12:30	119	10	0	0	0	1	1	131	19	5	0	0	0	0	0	24	0	0	0	0	0	0	0
12:45	94	12	0	0	0	0	1	107	22	2	0	0	0	0	0	24	0	0	0	0	0	0	0
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour						
07:00	326	95	2	1	1	2	1	428	30	5	0	1	0	1	0	37	0	0	0	0	0	0	0
07:15	378	95	2	1	1	4	1	482	41	9	1	1	0	1	0	53	0	0	0	0	0	0	0
07:30	425	90	3	1	1	4	1	525	61	8	1	1	0	1	0	72	0	0	0	0	0	0	0
07:45	479	80	4	1	2	3	0	569	74	8	1	1	0	0	0	84	0	0	0	0	0	0	0
08:00	537	75	5	0	1	3	1	622	76	7	1	0	0	0	0	84	0	0	0	0	0	0	0
08:15	535	76	6	0	3	1	1	622	74	7	0	0	1	0	0	82	0	0	0	0	0	0	0
08:30	510	70	6	0	4	1	1	592	68	9	0	0	1	0	0	78	0	0	0	0	0	0	0
08:45	459	71	8	1	3	0	1	543	54	7	0	0	1	0	0	62	0	0	0	0	0	0	0
09:00	382	68	8	1	3	0	0	462	48	10	0	0	1	0	0	59	1	0	0	0	0	0	1
10:00	452	121	5	0	1	5	1	585	102	30	0	0	0	0	1	133	0	0	0	0	0	0	0
10:15	505	114	3	0	1	4	1	628	116	30	0	0	0	1	1	147	0	0	0	0	0	0	0
10:30	557	110	0	0	1	3	1	672	125	25	0	0	0	0	1	151	0	0	0	0	0	0	0
10:45	586	95	0	0	1	3	1	686	126	24	0	0	0	0	1	151	0	0	0	0	0	0	0
11:00	612	87	0	0	1	2	2	704	130	15	0	0	0	0	1	146	0	0	0	0	0	0	0
11:15	591	69	0	0	0	3	2	665	112	11	0	0	0	0	1	124	0	0	0	0	0	0	0
11:30	540	57	0	0	0	2	1	600	102	9	0	0	0	0	1	112	0	0	0	0	0	0	0
11:45	516	44	0	0	0	3	2	565	93	11	0	0	0	0	1	105	0	0	0	0	0	0	0
12:00	464	43	0	0	0	4	1	512	85	11	0	0	0	0	0	96	0	0	0	0	0	0	0

Intelligent Data Collection Limited

Client: Phil Jones Associates
Project Number: ID06579
Junction Number: Site 4

Date of Survey: 28.06.2022
Junction Name: Orchard Way / Hilton Road / Woodgreen Avenue / The Fair
Junction Type: 5-arm Roundabout

Arm A: Orchard Way (N)
Arm B: Hilton Road (E)

Arm C: Access Road (SE)
Arm D: Woodgreen Avenue (S)

Arm E: The Fairway (W)



Time	E to D						E to C						E to B											
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	17	3	0	0	0	0	0	20	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
07:15	24	3	0	0	0	0	0	27	0	0	0	0	0	0	0	0	3	2	0	0	1	0	0	6
07:30	29	5	0	0	0	0	0	34	0	0	0	0	0	0	0	0	15	1	0	0	1	0	1	18
07:45	58	9	0	0	0	0	0	67	0	0	0	0	0	0	0	0	8	2	0	0	1	0	1	12
08:00	55	3	0	0	0	0	0	58	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14
08:15	29	2	0	0	0	0	0	31	0	0	0	0	0	0	0	0	12	2	0	0	1	0	0	15
08:30	34	2	1	0	0	0	0	37	0	0	0	0	0	0	0	0	9	0	0	0	1	0	0	10
08:45	26	3	0	0	0	0	0	29	2	0	0	0	0	0	0	2	19	0	0	0	0	0	0	21
09:00	17	3	0	0	0	0	0	20	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
09:15	23	0	0	0	0	0	0	23	0	0	0	0	0	0	0	0	5	1	0	0	2	0	0	8
09:30	16	2	0	0	0	0	0	18	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	5
09:45	6	3	0	0	0	0	0	9	1	0	0	0	0	0	0	1	5	0	0	0	1	0	0	6
16:00	18	3	1	0	0	0	0	22	1	0	0	0	0	0	0	1	9	1	0	0	1	0	0	11
16:15	19	1	0	0	0	0	0	20	0	0	0	0	0	0	0	0	8	1	0	0	0	0	1	10
16:30	14	2	0	0	0	0	0	16	1	0	0	0	0	0	0	1	10	1	0	0	2	0	0	13
16:45	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0	5	0	0	0	1	0	0	6
17:00	23	2	0	0	0	0	0	25	1	0	0	0	0	0	0	1	3	1	0	0	0	1	0	5
17:15	15	0	0	0	0	0	2	17	0	0	0	0	0	0	0	0	8	1	0	0	1	0	0	10
17:30	20	5	0	0	0	0	0	25	0	0	0	0	0	0	0	0	11	1	0	0	0	1	0	14
17:45	20	2	0	0	0	0	0	22	3	0	0	0	0	0	0	3	6	2	0	0	0	1	0	10
18:00	22	0	0	0	0	0	0	22	0	0	0	0	0	0	0	0	7	0	0	0	0	1	0	8
18:15	13	3	0	0	0	0	0	16	1	0	0	0	0	0	0	1	3	0	0	0	1	0	0	4
18:30	20	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
18:45	20	5	0	0	0	0	0	25	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
Start Time	Rolling Hour						Total	Rolling Hour						Total	Rolling Hour						Total	Rolling Hour		
07:00	128	20	0	0	0	0	0	148	0	0	0	0	0	0	0	0	31	5	0	0	3	0	2	41
07:15	166	20	0	0	0	0	0	186	0	0	0	0	0	0	0	0	40	5	0	0	3	0	2	50
07:30	171	19	0	0	0	0	0	190	0	0	0	0	0	0	0	0	49	5	0	0	3	0	2	59
07:45	176	16	1	0	0	0	0	193	0	0	0	0	0	0	0	0	43	4	0	0	3	0	1	51
08:00	144	10	1	0	0	0	0	155	2	0	0	0	0	0	0	2	54	2	0	0	2	0	2	60
08:15	106	10	1	0	0	0	0	117	2	0	0	0	0	0	0	2	43	2	0	0	2	0	2	49
08:30	100	8	1	0	0	0	0	109	2	0	0	0	0	0	0	2	36	1	0	0	3	0	2	42
08:45	82	8	0	0	0	0	0	90	2	0	0	0	0	0	0	2	31	1	0	0	3	0	2	37
09:00	62	8	0	0	0	0	0	70	1	0	0	0	0	0	0	1	17	1	0	0	4	0	0	22
16:00	64	7	1	0	0	0	0	72	2	0	0	0	0	0	0	2	32	3	0	0	4	0	1	40
16:15	69	6	0	0	0	0	0	75	2	0	0	0	0	0	0	2	26	3	0	0	4	0	1	34
16:30	65	5	0	0	0	0	2	72	2	0	0	0	0	0	0	2	26	3	0	0	5	0	0	34
16:45	71	8	0	0	0	2	0	81	1	0	0	0	0	0	0	1	27	3	0	0	4	0	1	35
17:00	78	9	0	0	0	2	0	89	4	0	0	0	0	0	0	4	28	5	0	0	4	0	2	39
17:15	77	7	0	0	0	2	0	86	3	0	0	0	0	0	0	3	32	4	0	0	4	0	2	42
17:30	75	10	0	0	0	0	0	85	4	0	0	0	0	0	0	4	27	3	0	0	4	0	2	36
17:45	75	5	0	0	0	0	0	80	4	0	0	0	0	0	0	4	17	3	0	0	3	0	1	24
18:00	75	8	0	0	0	0	0	83	1	0	0	0	0	0	0	1	15	1	0	0	2	0	0	18

Intelligent Data Collection Limited

Client: Phil Jones Associates
Project Number: ID00579
Junction Number: Site 4

Date of Survey: 28.06.2022
Junction Name: Orchard Way / Hilton Road / Woodgreen Avenue / The Fairway
Junction Type: 5-arm Roundabout

Arm A: Orchard Way (N)
Arm B: Hilton Road (E)

Arm C: Access Road (SE)
Arm D: Woodgreen Avenue (S)

Arm E: The Fairway (W)



E to A								
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	3	0	0	0	0	0	0	3
07:15	9	4	0	0	0	0	0	13
07:30	11	2	0	0	0	0	0	13
07:45	11	4	0	0	0	0	0	15
08:00	11	4	0	0	0	0	0	15
08:15	10	0	1	0	0	0	0	11
08:30	11	0	0	0	0	0	0	11
08:45	15	1	0	0	0	0	0	16
09:00	4	0	0	0	0	0	0	4
09:15	7	1	1	0	0	0	0	9
09:30	9	0	0	0	0	0	0	9
09:45	8	0	0	0	0	1	0	9
16:00	9	1	0	0	0	0	0	10
16:15	9	2	0	0	0	0	0	11
16:30	9	3	0	0	0	0	0	12
16:45	5	1	0	0	1	0	0	7
17:00	9	8	0	0	0	0	0	17
17:15	9	1	0	0	0	0	0	10
17:30	19	2	0	0	0	0	0	21
17:45	11	0	0	0	0	0	0	11
18:00	7	0	0	0	0	0	0	7
18:15	9	0	0	0	0	1	0	10
18:30	9	0	0	0	0	1	0	10
18:45	12	1	0	0	1	0	0	14
Start Time	Rolling Hour					Total		
07:00	34	10	0	0	0	0	0	44
07:15	42	14	0	0	0	0	0	56
07:30	43	10	1	0	0	0	0	54
07:45	43	8	1	0	0	0	0	52
08:00	47	5	1	0	0	0	0	53
08:15	40	1	1	0	0	0	0	42
08:30	37	2	1	0	0	0	0	40
08:45	35	2	1	0	0	0	0	38
09:00	28	1	1	0	0	1	0	31
16:00	32	7	0	0	1	0	0	40
16:15	32	14	0	0	1	0	0	47
16:30	32	13	0	0	1	0	0	46
16:45	42	12	0	0	1	0	0	55
17:00	48	11	0	0	0	0	0	59
17:15	46	3	0	0	0	0	0	49
17:30	46	2	0	0	0	1	0	49
17:45	36	0	0	0	0	2	0	38
18:00	37	1	0	0	1	2	0	41

Intelligent Data Collection Limited

Client: Phil Jones Associates
Project Number: ID06579
Junction Number: Site 4

Date of Survey: 28.06.2022
Junction Name: Orchard Way / Hilton Road / Woodgreen Avenue / The Fairway
Junction Type: 5-arm Roundabout



Arm A Approach							Arm A Exit									
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	75	17	2	0	0	3	1	98	71	22	0	0	0	0	0	93
07:15	61	40	1	0	0	0	0	102	79	29	0	0	0	0	0	108
07:30	111	31	3	0	1	1	1	148	104	32	1	0	0	2	1	140
07:45	128	32	0	0	4	1	0	165	123	30	1	1	1	0	0	156
08:00	129	38	0	0	0	0	2	169	133	27	0	0	0	2	0	162
08:15	131	25	0	0	0	0	0	156	129	19	2	0	0	0	0	150
08:30	99	27	1	1	1	0	0	129	163	16	2	0	1	1	0	183
08:45	115	23	0	0	0	3	0	141	184	20	2	0	0	1	1	208
09:00	114	22	1	0	0	0	0	137	128	24	1	0	2	0	0	155
09:15	87	21	2	0	0	1	0	111	103	15	2	0	1	2	0	123
09:30	87	12	0	0	0	0	0	99	109	18	4	1	0	0	0	132
09:45	96	13	0	0	0	0	0	109	109	17	2	0	0	1	0	129
16:00	145	22	0	0	0	4	0	171	120	37	2	0	1	2	0	162
16:15	169	22	0	0	0	1	0	192	137	31	3	0	0	2	1	174
16:30	131	30	1	0	0	1	0	163	136	43	0	0	0	0	0	179
16:45	166	19	0	0	0	2	0	187	144	24	0	0	1	1	0	170
17:00	161	16	0	0	0	2	0	179	184	39	0	0	1	1	0	225
17:15	161	13	0	0	0	2	1	177	192	24	0	0	0	1	1	218
17:30	151	15	0	0	0	0	0	166	177	28	0	0	0	0	0	205
17:45	153	20	0	0	0	0	0	173	172	16	0	0	0	0	1	189
18:00	138	8	0	0	0	1	0	147	153	14	0	0	0	2	0	169
18:15	144	18	0	0	0	1	0	163	134	10	0	0	0	1	0	145
18:30	109	7	0	0	0	0	0	116	141	12	0	0	0	2	1	156
18:45	140	7	0	0	0	2	0	149	130	13	0	0	1	1	0	145
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	375	120	6	0	5	5	2	513	377	113	2	1	1	2	1	497
07:15	429	141	4	0	5	2	3	584	439	118	2	1	1	4	1	566
07:30	499	126	3	0	5	2	3	638	489	108	4	1	1	4	1	608
07:45	487	122	1	1	5	1	2	619	548	92	5	1	2	3	0	651
08:00	474	113	1	1	1	3	2	595	609	82	6	0	1	4	1	703
08:15	459	97	2	1	1	3	0	563	604	79	7	0	3	2	1	696
08:30	415	93	4	1	1	4	0	518	578	75	7	0	4	4	1	669
08:45	403	78	3	0	0	4	0	488	524	77	9	1	3	3	1	618
09:00	384	68	3	0	0	1	0	456	449	74	9	1	3	3	0	539
16:00	611	93	1	0	0	8	0	713	537	135	5	0	2	5	1	685
16:15	627	87	1	0	0	6	0	721	601	137	3	0	2	4	1	748
16:30	619	78	1	0	0	7	1	706	656	130	0	0	2	3	1	792
16:45	639	63	0	0	0	6	1	709	697	115	0	0	2	3	1	818
17:00	626	64	0	0	0	4	1	695	725	107	0	0	1	2	2	837
17:15	603	56	0	0	0	3	1	663	694	82	0	0	0	3	2	781
17:30	586	61	0	0	0	2	0	649	636	68	0	0	0	3	1	708
17:45	544	53	0	0	0	2	0	599	600	52	0	0	0	5	2	659
18:00	531	40	0	0	0	4	0	575	558	49	0	0	1	6	1	615

Intelligent Data Collection Limited

Client: Phil Jones Associates
Project Number: ID06579
Junction Number: Site 4

Date of Survey: 28.06.2022
Junction Name: Orchard Way / Hilton Road / Woodgreen Avenue / The Fairway
Junction Type: 5-arm Roundabout



Arm B Approach							Arm B Exit									
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	5	1	0	0	1	0	0	7	6	0	0	0	0	1	0	7
07:15	8	1	0	0	1	0	0	10	12	3	0	0	1	0	0	16
07:30	9	3	0	0	1	0	0	13	20	2	0	0	1	0	1	24
07:45	18	1	0	0	0	0	0	19	16	2	0	0	1	0	1	20
08:00	16	1	0	0	1	0	0	18	24	0	0	0	0	0	0	24
08:15	14	3	0	0	1	0	0	18	26	3	0	0	1	0	0	30
08:30	22	0	0	0	0	0	0	22	33	2	0	0	2	0	0	37
08:45	13	1	0	0	1	0	1	16	28	2	1	0	0	0	2	33
09:00	15	0	0	0	1	0	0	16	10	1	0	0	0	0	0	11
09:15	13	1	0	0	1	2	0	17	13	3	1	0	2	0	0	19
09:30	6	2	0	0	1	0	0	9	16	1	0	0	1	0	0	18
09:45	11	2	0	0	1	0	0	14	10	0	0	0	1	0	0	11
16:00	23	1	0	0	0	0	0	24	19	1	0	0	1	0	0	21
16:15	22	2	0	0	2	0	0	26	31	4	0	0	0	0	1	36
16:30	19	0	0	0	1	0	0	20	22	5	0	0	2	1	0	30
16:45	26	3	0	0	1	0	0	30	21	3	0	0	1	0	0	25
17:00	25	2	0	0	1	0	0	28	20	3	0	0	1	0	2	26
17:15	26	2	0	0	1	0	1	30	26	4	0	0	1	0	0	31
17:30	41	5	0	0	1	0	0	47	31	2	0	0	1	0	1	35
17:45	18	4	0	0	1	1	0	24	18	3	0	0	1	0	1	23
18:00	26	2	0	0	1	0	1	30	17	5	0	0	1	0	0	23
18:15	23	1	0	0	0	0	1	25	17	3	0	0	1	0	0	21
18:30	16	2	0	0	1	0	0	19	16	1	0	0	0	0	0	17
18:45	23	0	0	0	1	0	1	25	14	1	0	0	0	0	0	15
Start Time		Rolling Hour					Total		Rolling Hour					Total		
07:00	40	6	0	0	3	0	0	49	54	7	0	0	3	1	2	67
07:15	51	6	0	0	3	0	0	60	72	7	0	0	3	0	2	84
07:30	57	8	0	0	3	0	0	68	86	7	0	0	3	0	2	98
07:45	70	5	0	0	2	0	0	77	99	7	0	0	4	0	1	111
08:00	65	5	0	0	3	0	1	74	111	7	1	0	3	0	2	124
08:15	64	4	0	0	3	0	1	72	97	8	1	0	3	0	2	111
08:30	63	2	0	0	3	2	1	71	84	8	2	0	4	0	2	100
08:45	47	4	0	0	4	2	1	58	67	7	2	0	3	0	2	81
09:00	45	5	0	0	4	2	0	56	49	5	1	0	4	0	0	59
16:00	90	6	0	0	4	0	0	100	93	13	0	0	4	1	1	112
16:15	92	7	0	0	5	0	0	104	94	15	0	0	4	1	3	117
16:30	96	7	0	0	4	0	1	108	89	15	0	0	5	1	2	112
16:45	118	12	0	0	4	0	1	135	98	12	0	0	4	0	3	117
17:00	110	13	0	0	4	1	1	129	95	12	0	0	4	0	4	115
17:15	111	13	0	0	4	1	2	131	92	14	0	0	4	0	2	112
17:30	108	12	0	0	3	1	2	126	83	13	0	0	4	0	2	102
17:45	83	9	0	0	3	1	2	98	68	12	0	0	3	0	1	84
18:00	88	5	0	0	3	0	3	99	64	10	0	0	2	0	0	76

Intelligent Data Collection Limited

Client: Phil Jones Associates
Project Number: ID06579
Junction Number: Site 4

Date of Survey: 28.06.2022
Junction Name: Orchard Way / Hilton Road / Woodgreen Avenue / The Fairway
Junction Type: 5-arm Roundabout



Arm C Approach							Arm C Exit									
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	2	1	0	0	0	0	0	3	4	0	0	0	0	0	0	4
07:15	1	2	0	0	0	0	0	3	0	1	0	0	0	0	0	1
07:30	3	0	0	0	0	0	0	3	2	1	0	0	0	0	0	3
07:45	2	1	0	0	0	0	0	3	1	0	0	0	0	0	0	1
08:00	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	5
08:15	2	0	0	0	0	0	0	2	6	0	0	0	0	0	0	6
08:30	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
08:45	3	0	0	0	0	0	0	3	4	1	0	0	0	0	0	5
09:00	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
09:15	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
09:30	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
09:45	2	0	0	0	0	0	0	2	8	1	0	0	0	0	0	9
16:00	3	0	0	0	0	0	0	3	7	0	0	0	0	0	0	7
16:15	5	0	0	0	0	0	0	5	4	0	0	0	0	0	0	4
16:30	10	0	0	0	0	0	0	10	5	0	0	0	0	0	0	5
16:45	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
17:00	12	1	0	0	0	0	0	13	8	0	0	0	0	0	0	8
17:15	4	0	0	0	0	0	0	4	10	0	0	0	0	0	0	10
17:30	7	0	0	0	0	0	0	7	11	0	0	0	0	0	0	11
17:45	8	0	0	0	0	0	0	8	20	1	0	0	0	0	0	22
18:00	9	0	0	0	0	0	0	9	12	1	0	0	0	0	0	13
18:15	2	0	0	0	0	0	0	2	8	0	0	0	0	0	0	8
18:30	8	0	0	0	0	0	0	8	5	1	0	0	0	0	0	6
18:45	19	0	0	0	0	0	0	19	9	1	0	0	0	0	0	10
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	8	4	0	0	0	0	0	12	7	2	0	0	0	0	0	9
07:15	7	3	0	0	0	0	0	10	8	2	0	0	0	0	0	10
07:30	8	1	0	0	0	0	0	9	14	1	0	0	0	0	0	15
07:45	9	1	0	0	0	0	0	10	14	0	0	0	0	0	0	14
08:00	10	0	0	0	0	0	0	10	17	1	0	0	0	0	0	18
08:15	10	0	0	0	0	0	0	10	14	1	0	0	0	0	0	15
08:30	9	0	0	0	0	0	0	9	11	1	0	0	0	0	0	12
08:45	8	0	0	0	0	0	0	8	12	1	0	0	0	0	0	13
09:00	7	0	0	0	0	0	0	7	16	1	0	0	0	0	0	17
16:00	22	0	0	0	0	0	0	22	18	0	0	0	0	0	0	18
16:15	31	1	0	0	0	0	0	32	19	0	0	0	0	0	0	19
16:30	30	1	0	0	0	0	0	31	25	0	0	0	0	0	0	25
16:45	27	1	0	0	0	0	0	28	31	0	0	0	0	0	0	31
17:00	31	1	0	0	0	0	0	32	49	1	0	0	0	0	1	51
17:15	28	0	0	0	0	0	0	28	53	2	0	0	0	0	1	56
17:30	26	0	0	0	0	0	0	26	51	2	0	0	0	0	1	54
17:45	27	0	0	0	0	0	0	27	45	3	0	0	0	0	1	49
18:00	38	0	0	0	0	0	0	38	34	3	0	0	0	0	0	37

Intelligent Data Collection Limited

Client: Phil Jones Associates
Project Number: ID06579
Junction Number: Site 4

Date of Survey: 28.06.2022
Junction Name: Orchard Way / Hilton Road / Woodgreen Avenue / The Fairway
Junction Type: 5-arm Roundabout



Arm D Approach							Arm D Exit									
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	74	22	0	0	0	0	0	96	96	20	2	0	1	2	1	122
07:15	78	25	0	0	0	0	0	103	88	43	1	0	1	0	0	133
07:30	110	32	1	0	0	4	1	148	144	35	3	0	2	2	1	187
07:45	135	27	1	2	1	0	0	166	191	43	0	0	4	1	0	239
08:00	149	28	1	0	0	2	0	180	186	42	0	0	1	0	2	231
08:15	153	18	1	0	0	0	0	172	159	28	0	0	1	0	0	188
08:30	190	20	2	0	2	1	0	215	129	27	2	1	1	0	0	160
08:45	197	22	3	0	1	0	1	224	140	24	0	0	2	2	1	169
09:00	137	30	2	0	3	0	0	172	130	25	1	0	1	0	0	157
09:15	116	19	2	0	1	0	0	138	102	23	1	0	1	1	0	128
09:30	112	20	4	1	0	0	0	137	95	14	0	0	1	0	0	110
09:45	112	20	2	0	0	0	0	134	91	17	0	0	1	0	0	109
16:00	142	43	2	0	1	2	0	190	152	25	1	0	0	4	0	182
16:15	161	39	3	0	0	2	1	206	177	21	0	0	2	0	0	200
16:30	160	47	0	0	0	1	0	208	148	28	1	0	1	1	0	179
16:45	164	38	0	0	0	1	1	204	174	23	0	0	1	2	0	200
17:00	216	36	0	0	1	1	2	256	177	18	0	0	1	1	0	197
17:15	225	28	0	0	0	1	1	255	153	12	0	0	1	4	1	171
17:30	203	28	0	0	0	0	0	231	173	20	0	0	1	0	0	194
17:45	205	17	0	0	0	0	3	225	163	22	0	0	1	1	0	187
18:00	179	19	0	0	0	2	0	200	168	6	0	0	1	1	0	176
18:15	161	14	0	0	0	0	0	175	152	19	0	0	0	1	1	173
18:30	159	15	0	0	0	1	1	176	119	3	0	0	1	0	0	123
18:45	133	17	0	0	0	1	0	151	153	12	0	0	1	2	1	169
Start Time	Rolling Hour						Total	Rolling Hour						Total		
07:00	397	106	2	2	1	4	1	513	519	141	6	0	8	5	2	681
07:15	472	112	3	2	1	6	1	597	609	163	4	0	8	3	3	790
07:30	547	105	4	2	1	6	1	666	680	148	3	0	8	3	3	845
07:45	627	93	5	2	3	3	0	733	665	140	2	1	7	1	2	818
08:00	689	88	7	0	3	3	1	791	614	121	2	1	5	2	3	748
08:15	677	90	8	0	6	1	1	783	558	104	3	1	5	2	1	674
08:30	640	91	9	0	7	1	1	749	501	99	4	1	5	3	1	614
08:45	562	91	11	1	5	0	1	671	467	86	2	0	5	3	1	564
09:00	477	89	10	1	4	0	0	581	418	79	2	0	4	1	0	504
16:00	627	167	5	0	1	6	2	808	651	97	2	0	4	7	0	761
16:15	701	160	3	0	1	5	4	874	676	90	1	0	5	4	0	776
16:30	765	149	0	0	1	4	4	923	652	81	1	0	4	8	1	747
16:45	808	130	0	0	1	3	4	946	677	73	0	0	4	7	1	762
17:00	849	109	0	0	1	2	6	967	666	72	0	0	4	6	1	749
17:15	812	92	0	0	0	3	4	911	657	60	0	0	4	6	1	728
17:30	748	78	0	0	0	2	3	831	656	67	0	0	3	3	1	730
17:45	704	65	0	0	0	3	4	776	602	50	0	0	3	3	1	659
18:00	632	65	0	0	0	4	1	702	592	40	0	0	3	4	2	641

Intelligent Data Collection Limited

Client: Phil Jones Associates
Project Number: ID06579
Junction Number: Site 4

Date of Survey: 28.06.2022
Junction Name: Orchard Way / Hilton Road / Woodgreen Avenue / The Fairway
Junction Type: 5-arm Roundabout



Arm E Approach							Arm E Exit									
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	25	3	0	0	0	0	0	28	4	2	0	0	0	0	0	6
07:15	36	9	0	0	1	0	0	46	5	1	0	0	0	0	0	6
07:30	55	8	0	0	1	0	1	65	18	4	0	0	0	1	0	23
07:45	77	15	0	0	1	0	1	94	29	1	0	1	0	0	0	31
08:00	80	7	0	0	0	0	0	87	27	5	1	0	0	0	0	33
08:15	51	4	1	0	1	0	0	57	31	0	0	0	0	0	0	31
08:30	54	2	1	0	1	0	0	58	42	4	0	0	0	0	0	46
08:45	62	4	0	0	0	0	2	68	34	3	0	0	0	0	0	37
09:00	24	3	0	0	0	0	0	27	21	5	1	0	1	0	0	28
09:15	35	2	1	0	2	0	0	40	31	2	1	0	0	0	0	34
09:30	29	2	0	0	1	0	0	32	14	3	0	0	0	0	0	17
09:45	21	3	0	0	1	1	0	26	24	3	0	0	0	0	0	27
16:00	37	5	1	0	1	0	0	44	52	8	0	0	0	0	0	60
16:15	36	4	0	0	0	0	1	41	44	11	0	0	0	1	0	56
16:30	34	6	0	0	2	0	0	42	43	7	0	0	0	0	0	50
16:45	23	2	0	0	2	0	0	27	42	12	0	0	0	0	1	55
17:00	36	11	0	0	1	0	0	48	61	6	0	0	0	1	0	68
17:15	32	2	0	0	1	2	0	37	67	5	0	0	0	0	1	73
17:30	50	8	0	0	1	0	1	60	60	6	0	0	0	0	0	66
17:45	40	4	0	0	1	0	1	46	51	3	0	0	0	0	1	55
18:00	36	0	0	0	1	0	0	37	38	3	0	0	0	0	1	42
18:15	26	3	0	0	0	1	1	31	45	4	0	0	0	0	0	49
18:30	30	1	0	0	0	1	0	32	41	8	0	0	0	0	0	49
18:45	36	6	0	0	1	0	0	43	45	3	0	0	0	0	0	48
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	193	35	0	0	3	0	2	233	56	8	0	1	0	1	0	66
07:15	248	39	0	0	3	0	2	292	79	11	1	1	0	1	0	93
07:30	263	34	1	0	3	0	2	303	105	10	1	1	0	1	0	118
07:45	262	28	2	0	3	0	1	296	129	10	1	1	0	0	0	141
08:00	247	17	2	0	2	0	2	270	134	12	1	0	0	0	0	147
08:15	191	13	2	0	2	0	2	210	128	12	1	0	1	0	0	142
08:30	175	11	2	0	3	0	2	193	128	14	2	0	1	0	0	145
08:45	150	11	1	0	3	0	2	167	100	13	2	0	1	0	0	116
09:00	109	10	1	0	4	1	0	125	90	13	2	0	1	0	0	106
16:00	130	17	1	0	5	0	1	154	181	38	0	0	0	1	1	221
16:15	129	23	0	0	5	0	1	158	190	36	0	0	2	1	1	229
16:30	125	21	0	0	6	2	0	154	213	30	0	0	0	1	2	246
16:45	141	23	0	0	5	2	1	172	230	29	0	0	0	1	2	262
17:00	158	25	0	0	4	2	2	191	239	20	0	0	0	1	2	262
17:15	158	14	0	0	4	2	2	180	216	17	0	0	0	0	3	236
17:30	152	15	0	0	4	1	2	174	194	16	0	0	0	0	2	212
17:45	132	8	0	0	3	2	1	146	175	18	0	0	0	0	2	195
18:00	128	10	0	0	3	2	0	143	169	18	0	0	0	0	1	188

Intelligent Data Collection Limited

Client: Phil Jones Associates
Project Number: ID06579
Junction Number: Site 4

Date of Survey: 28.06.2022
Junction Name: Orchard Way / Hilton Road / Woodgreen Avenue / The Fairway
Junction Type: 5-arm Roundabout



Time	Cars	Total Junction Flow						Total
		LGV	OGV1	OGV2	Buses	M/C	Cycle	
07:00	181	44	2	0	1	3	1	232
07:15	184	77	1	0	2	0	0	264
07:30	288	74	4	0	3	5	3	377
07:45	360	76	1	2	6	1	1	447
08:00	375	74	1	0	1	2	2	455
08:15	351	50	2	0	2	0	0	405
08:30	369	49	4	1	4	1	0	428
08:45	390	50	3	0	2	3	4	452
09:00	291	55	3	0	4	0	0	353
09:15	252	43	5	0	4	3	0	307
09:30	237	36	4	1	2	0	0	280
09:45	242	38	2	0	2	1	0	285
16:00	350	71	3	0	2	6	0	432
16:15	393	67	3	0	2	3	2	470
16:30	354	83	1	0	3	2	0	443
16:45	383	62	0	0	3	3	1	452
17:00	450	66	0	0	3	3	2	524
17:15	448	45	0	0	2	5	3	503
17:30	452	56	0	0	2	0	1	511
17:45	424	45	0	0	2	1	4	476
18:00	388	29	0	0	2	3	1	423
18:15	356	36	0	0	1	2	1	396
18:30	322	25	0	0	1	2	1	351
18:45	351	30	0	0	2	3	1	387
Start Time		Rolling Hour						Total
07:00	1013	271	8	2	12	9	5	1320
07:15	1207	301	7	2	12	8	6	1543
07:30	1374	274	8	2	12	8	6	1684
07:45	1455	249	8	3	13	4	3	1735
08:00	1485	223	10	1	9	6	6	1740
08:15	1401	204	12	1	12	4	4	1638
08:30	1302	197	15	1	14	7	4	1540
08:45	1170	184	15	1	12	6	4	1392
09:00	1022	172	14	1	12	4	0	1225
16:00	1480	283	7	0	10	14	3	1797
16:15	1580	278	4	0	11	11	5	1889
16:30	1635	256	1	0	11	13	6	1922
16:45	1733	229	0	0	10	11	7	1990
17:00	1774	212	0	0	9	9	10	2014
17:15	1712	175	0	0	8	9	9	1913
17:30	1620	166	0	0	7	6	7	1806
17:45	1490	135	0	0	6	8	7	1646
18:00	1417	120	0	0	6	10	4	1557

Intelligent Data Collection Limited



Client: Phil Jones Associates
 Project Number: ID06579
 Junction Number: Site 4

Date of Survey: 28.06.2022
 Junction Name: Orchard Way / Hilton Road / Woodgreen Avenue / The Fair
 Junction Type: 5-arm Roundabout

Arm A: Orchard Way (N)
 Arm B: Hilton Road (E)
 Arm C: Access Road (SE)
 Arm D: Woodgreen Avenue (S)
 Arm E: The Fairway (W)

Time	PCU Summary																									
	A to A	A to E	A to D	A to C	A to B	B to B	B to A	B to E	B to D	B to C	C to C	C to B	C to A	C to E	C to D	D to D	D to C	D to B	D to A	D to E	E to E	E to D	E to C	E to B	E to A	
07:00	0	3	91	2	1	0	3	0	6	0	0	0	0	0	3	4	2	0	87	3	0	20	0	5	3	
07:15	1	1	96	1	4	0	4	1	7	0	0	0	0	1	0	2	4	0	6	89	4	0	27	0	8	13
07:30	3	7	140	1	0	0	3	5	7	0	0	0	0	2	0	1	9	2	6	118	10	0	34	0	19	13
07:45	1	6	160	1	2	0	4	6	9	0	0	0	0	3	0	0	8	0	6	137	21	0	67	0	13	15
08:00	2	8	152	4	1	0	4	6	10	0	0	0	0	0	1	10	1	9	140	20	0	58	0	14	15	
08:15	3	6	139	2	6	0	4	2	13	1	0	1	0	0	1	6	3	8	133	23	0	31	0	17	12	
08:30	3	12	107	1	10	0	3	11	7	1	0	0	3	0	1	12	0	19	166	23	0	38	0	12	11	
08:45	2	9	119	2	7	0	1	8	8	0	0	0	0	2	1	0	15	1	6	187	19	0	29	2	19	16
09:00	6	4	126	1	1	0	4	8	6	0	0	0	1	0	0	8	1	6	145	19	0	20	0	3	4	
09:15	7	9	93	1	2	0	4	6	8	0	0	0	0	1	0	6	2	10	104	19	0	23	0	11	10	
09:30	5	9	77	1	7	0	1	1	9	0	0	0	3	0	0	8	2	6	120	7	0	18	0	7	9	
09:45	7	7	88	3	4	0	7	3	5	1	0	0	1	0	1	8	4	1	107	16	1	9	1	8	8	
10:00	10	10	137	3	4	0	4	7	12	1	0	1	1	1	0	1	8	2	5	144	33	0	23	1	13	10
10:15	7	14	159	2	9	0	4	10	13	2	0	1	3	0	1	10	0	16	150	31	0	20	0	9	11	
10:30	7	10	143	1	2	0	6	7	8	1	0	0	2	2	6	8	2	14	152	31	0	16	1	16	12	
10:45	6	8	162	2	8	0	12	9	11	0	0	0	3	0	1	13	0	11	141	37	0	14	0	8	9	
11:00	8	9	151	2	7	0	12	8	9	1	0	1	3	3	6	7	4	11	186	47	0	25	1	7	17	
11:15	5	21	139	4	6	0	7	16	6	2	0	0	3	0	1	8	4	15	192	35	0	16	0	12	10	
11:30	2	13	140	4	7	0	13	22	14	0	0	1	3	0	3	14	7	13	166	31	0	25	0	15	21	
11:45	8	14	146	3	2	0	7	7	9	2	0	0	3	1	4	7	13	11	159	32	0	22	3	11	11	
12:00	4	10	125	2	5	0	9	6	13	3	0	1	3	0	5	12	8	9	145	25	0	22	0	10	7	
12:15	2	17	134	2	7	0	5	9	9	1	0	0	0	0	2	10	4	10	128	23	0	16	1	6	9	
12:30	6	19	86	1	4	0	6	6	7	2	0	0	3	0	5	7	3	11	130	24	0	20	0	2	9	
12:45	6	19	115	6	2	0	9	5	10	2	0	1	9	0	9	10	2	8	106	24	0	25	0	4	16	
Start Time	Rolling Hour																									
07:00	5	17	487	5	7	0	14	12	28	0	0	0	6	0	6	25	4	18	431	38	0	148	0	44	44	
07:15	7	22	549	7	7	0	15	18	32	0	0	0	6	0	4	31	3	27	484	55	0	186	0	53	56	
07:30	9	27	592	8	9	0	15	19	38	1	0	1	5	0	3	33	6	29	528	74	0	190	0	62	55	
07:45	9	32	559	8	19	0	15	25	38	2	0	1	6	0	3	36	4	42	576	87	0	194	0	55	53	
08:00	10	35	518	9	24	0	12	27	37	2	0	1	5	1	3	43	5	41	625	85	0	156	2	61	54	
08:15	14	31	491	6	24	0	12	29	33	2	0	2	5	1	2	40	5	38	631	84	0	118	2	50	43	
08:30	18	34	445	5	20	0	12	33	28	1	0	1	5	2	1	40	4	40	602	80	0	110	2	45	41	
08:45	20	31	415	5	17	0	10	23	29	0	0	1	5	2	0	36	6	28	556	64	0	90	2	40	39	
09:00	25	29	384	6	14	0	16	18	26	1	0	1	4	1	1	30	9	23	476	61	1	70	1	28	31	
09:15	25	52	601	8	23	0	26	33	43	4	0	2	9	2	9	39	4	46	587	132	0	73	2	45	42	
09:30	28	42	616	7	26	0	34	34	40	4	0	2	11	5	14	38	6	53	629	146	0	75	2	39	49	
09:45	26	48	596	9	23	0	37	40	32	4	0	1	11	5	14	36	10	52	671	150	0	71	2	42	48	
10:00	21	51	592	12	28	0	44	55	38	3	0	2	12	3	11	42	15	50	685	150	0	80	1	40	57	
10:15	23	57	576	13	22	0	39	53	36	5	0	2	12	4	14	36	28	50	703	145	0	88	4	43	59	
10:30	19	58	550	13	20	0	36	51	40	7	0	2	12	1	13	41	32	48	662	123	0	85	3	46	49	
10:45	16	54	546	11	21	0	34	44	44	6	0	2	9	1	14	43	32	43	598	111	0	85	4	40	48	
11:00	20	60	492	8	18	0	27	28	37	8	0	1	9	1	16	36	28	41	562	104	0	80	4	28	37	
11:15	18	65	461	11	18	0	29	26	38	8	0	2	15	0	21	39	17	38	509	96	0	83	1	21	41	

Intelligent Data Collection Limited



Client: Phil Jones Associates
 Project Number: ID06579
 Junction Number: Site 4

Date of Survey: 28.06.2022
 Junction Name: Orchard Way / Hilton Road / Woodgreen Avenue / The Fair
 Junction Type: 5-arm Roundabout

Arm A: Orchard Way (N)
 Arm B: Hilton Road (E)
 Arm C: Access Road (SE)

Arm D: Woodgreen Avenue (S)
 Arm E: The Fairway (W)

Count Method: PCUs Classes Included: All Classes *Select the count method and desired user classes from the drop-downs in cells D8 and G8*

Maximum 15-minute Junction Flow:	AM Peak	from:	07:45	until:	08:00	flow:	459
	PM Peak	from:	17:00	until:	17:15	flow:	525

Period Starting: 07:00 *Select the time from the drop-down in cell D15 to show the 15-minute data for that period*

Movement Counts

From	To					Total
	A	B	C	D	E	
A	0	1	2	91	3	97
B	3	0	0	6	0	9
C	0	0	0	3	0	3
D	87	0	2	4	3	96
E	3	5	0	20	0	28
Total	93	6	4	123	6	233

HGV Proportions

From	To					Total
	A	B	C	D	E	
A	0.0%	0.0%	0.0%	4.2%	0.0%	3.9%
B	0.0%	0.0%	0.0%	45.5%	0.0%	29.4%
C	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
D	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
E	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	5.1%	0.0%	2.7%

Maximum Hourly Junction Flow:	AM Peak	from:	07:45	until:	08:45	flow:	1763
	PM Peak	from:	17:00	until:	18:00	flow:	2014

Period Starting: 08:00 *Select the time from the drop-down in cell D32 to show the hourly data for that period*

Movement Counts

From	To					Total
	A	B	C	D	E	
A	10	24	9	518	35	596
B	12	0	2	37	27	78
C	5	1	0	3	1	10
D	625	41	5	43	85	799
E	54	61	2	156	0	273
Total	707	128	18	756	148	1756

HGV Proportions

From	To					Total
	A	B	C	D	E	
A	0.0%	0.0%	0.0%	1.4%	0.0%	1.2%
B	0.0%	0.0%	0.0%	20.4%	0.0%	9.7%
C	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
D	1.9%	10.6%	0.0%	5.9%	2.2%	2.6%
E	3.5%	8.1%	0.0%	1.2%	0.0%	3.2%
Total	2.0%	7.4%	0.0%	2.5%	1.3%	2.5%

Bold entries in the above tables indicate the maximum movement, approach and exit flows for the selected time period, and similarly with the HGV proportions



Intelligent Data Collection Limited Banbury

Client: Phil Jones Associates
Project Number: ID06579
Junction Number: Site 5
Date of Survey: 28.06.2022
Junction Name: Parklands / B4100 Warwick Road / Orchard Way
Junction Type: 4-arm Roundabout

Quality Assurance and Issue Record



Quality Assurance

Revision	Rev A			
Date	04.07.2022			
Prepared by	David Brown			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project Number	ID06579			
File Ref	ID06579 Banbury - MCC Site 5 - 28.06.2022			

Issue Record

Intelligent Data Collection Limited



Client: Phil Jones Associates **Date of Survey:** 28.06.2022
Project Number: ID06579 **Junction Name:** Parklands / B4100 Warwick Road / Orchard Way
Junction Number: Site 5 **Junction Type:** 4-arm Roundabout

X Coordinate

52.066043

Y Coordinate

-1.350095

Google Maps Link

[Click Here](#)

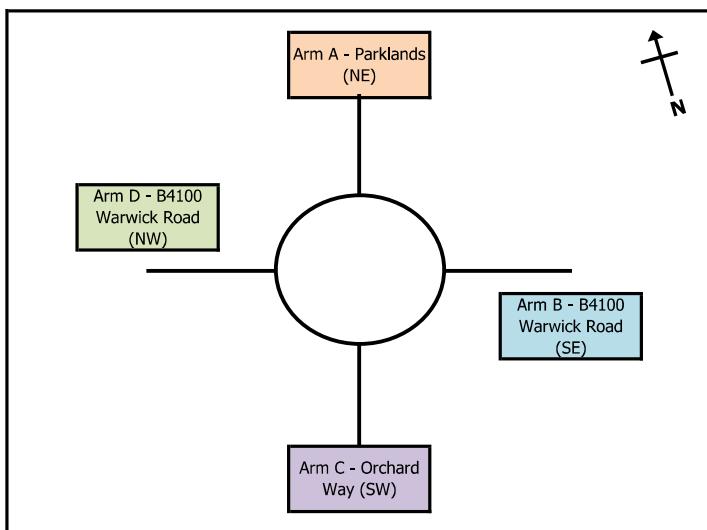
AM Peak Conditions

Clear

PM Peak Conditions

Clear

Junction Layout

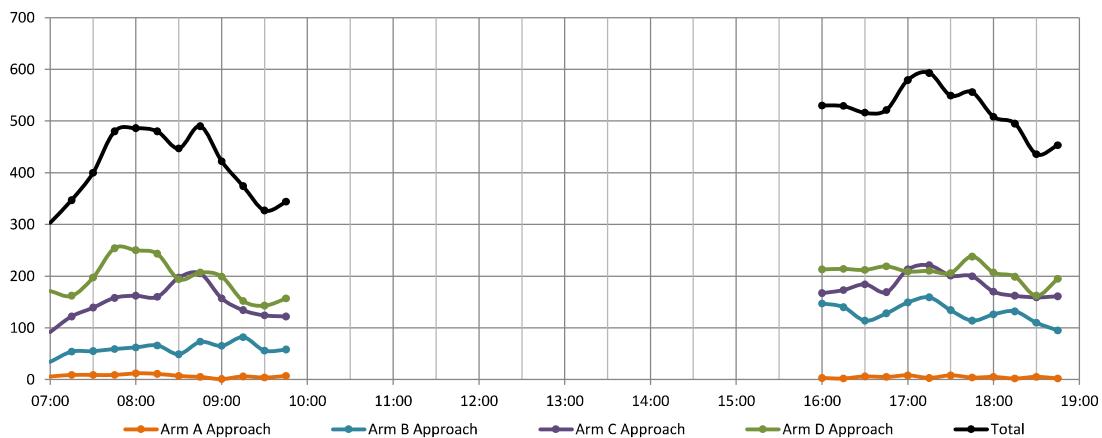


Aerial Mapping and On-site Camera View



Junction Flow Profile

Arm Approach Flows (All Vehicles)



Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events):

Intelligent Data Collection Limited

Client: Phil Jones Associates
 Project Number: ID00579
 Junction Number: Site 5

Date of Survey: 28.06.2022
 Junction Name: Parklands / B4100 Warwick Road / Orchard Way
 Junction Type: 4-arm Roundabout

Arm A: Parklands (NE)
 Arm B: B4100 Warwick Road (SE)

Arm C: Orchard Way (SW)
 Arm D: B4100 Warwick Road (NW)



Time	A to A							A to D							A to C									
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	1	0	0	0	0	0	1	
07:15	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	4	2	2	0	0	0	0	4
07:30	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	1	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5	4	0	0	0	0	0	4
08:00	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	5	4	0	0	0	0	0	4
08:15	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	2	0	0	0	0	0	2
08:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	2	0	0	0	0	0	2
08:45	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4	2	0	0	0	0	0	2
09:30	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	2
09:45	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	2	0	0	0	0	0	2
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	
11:00	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	2	0	0	0	0	0	
11:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	1	0	0	0	0	0	
11:30	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	1	0	0	0	0	0	
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:00	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	4	2	0	0	0	0	
16:15	0	0	0	0	0	0	0	0	0	9	2	0	0	0	0	0	11	6	1	0	0	0	0	
16:30	0	0	0	0	0	0	0	0	0	8	3	0	0	0	0	0	11	7	1	0	0	0	0	
16:45	0	0	0	0	0	0	0	0	0	10	3	0	0	0	0	0	13	7	0	0	0	0	0	
17:00	0	0	0	0	0	0	0	0	0	10	3	0	0	0	0	0	13	4	0	0	0	0	0	
17:15	0	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	10	2	0	0	0	0	0	
17:30	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	3	0	0	0	0	0	
17:45	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	2	0	0	0	0	0	
18:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	7	2	0	0	0	0	0	

Intelligent Data Collection Limited

Client: Phil Jones Associates
Project Number: ID06579
Junction Number: Site 5

Date of Survey: 28.06.2022
Junction Name: Parklands / B4100 Warwick Road / Orchard Way
Junction Type: 4-arm Roundabout

Arm A: Parklands (NE)
Arm B: B4100 Warwick Road (SE)

Arm C: Orchard Way (SW)
Arm D: B4100 Warwick Road (NW)



A to B								B to B								B to A								
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	3	2	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
09:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:45	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
16:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
16:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
17:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
17:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
17:45	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
18:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
18:30	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
18:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
07:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:15	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:30	8	2	0	0	0	0	0	10	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:45	8	2	0	0	0	0	0	10	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:00	10	2	0	0	0	0	0	12	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:15	7	2	0	0	0	0	0	9	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
08:30	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
08:45	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
09:00	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
16:00	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10
16:15	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11
16:30	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	13	1	0	0	0	0	0	14
16:45	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14
17:00	6	0	0	0	0	0	0	6	2	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14
17:15	8	0	0	0	0	0	0	8	1	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
17:30	8	0	0	0	0	0	0	8	2	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
17:45	7	1	0	0	0	0	0	8	2	0	0	0	0	0	0	0	2	7	0	0	0	0	0	7
18:00	4	1	0	0	0	0	0	5	1	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4

Intelligent Data Collection Limited

Client: Phil Jones Associates
Project Number: ID06579
Junction Number: Site 5

Date of Survey: 28.06.2022
Junction Name: Parklands / B4100 Warwick Road / Orchard Way
Junction Type: 4-arm Roundabout

Arm A: Parklands (NE)
Arm B: B4100 Warwick Road (SE)

Arm C: Orchard Way (SW)
Arm D: B4100 Warwick Road (NW)



B to D								B to C								C to C								
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	22	6	0	0	1	0	0	29	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	
07:15	43	2	2	0	3	0	0	50	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	
07:30	30	11	0	1	1	0	0	43	10	2	0	0	0	0	0	12	1	0	0	0	0	0	0	
07:45	40	8	0	0	1	0	0	49	8	0	0	0	0	1	0	9	1	0	0	0	0	0	1	
08:00	35	7	1	0	1	0	0	44	14	4	0	0	0	0	0	18	0	0	0	0	0	0	0	
08:15	47	6	0	0	2	0	0	55	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	
08:30	33	5	0	0	1	0	0	39	8	2	0	0	0	0	0	10	1	0	0	0	0	0	1	
08:45	47	6	2	0	1	0	0	56	12	3	0	0	0	1	0	16	0	0	0	0	0	0	0	
09:00	48	6	0	0	1	0	0	55	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	
09:15	51	15	0	0	1	0	0	67	11	2	0	0	0	0	0	13	0	0	0	0	0	0	0	
09:30	36	4	1	0	2	0	0	43	11	1	0	0	0	0	0	12	1	0	0	0	0	0	1	
09:45	38	6	1	0	2	0	1	48	6	2	0	0	0	0	0	8	0	0	0	0	0	0	0	
16:00	100	10	1	0	1	1	1	114	26	3	0	0	0	0	0	29	1	0	0	0	0	0	1	
16:15	99	8	0	0	1	0	0	108	24	5	0	0	0	1	0	30	1	0	0	0	0	0	1	
16:30	74	13	0	0	1	0	1	89	18	3	0	0	0	1	0	22	0	0	0	0	0	0	0	
16:45	79	15	0	0	2	1	0	97	23	4	0	0	0	0	1	28	0	0	0	0	0	0	0	
17:00	100	11	0	0	1	0	2	114	27	1	0	0	0	2	0	30	1	0	0	0	0	0	1	
17:15	105	7	0	0	1	0	0	113	35	6	0	0	0	0	0	41	0	1	0	0	0	0	1	
17:30	89	8	0	0	1	0	2	100	32	0	0	0	0	0	0	32	1	0	0	0	0	0	1	
17:45	81	11	0	0	2	1	1	96	11	3	0	0	0	0	0	14	0	0	0	0	0	0	0	
18:00	97	7	0	0	1	0	1	106	20	0	0	0	0	0	0	20	0	0	0	0	0	0	0	
18:15	88	9	0	0	1	1	1	100	28	1	0	0	0	0	0	29	0	0	0	0	0	0	0	
18:30	83	2	0	0	1	1	0	87	21	0	0	0	0	0	0	21	0	0	0	0	0	0	0	
18:45	74	4	0	0	0	1	0	79	16	0	0	0	0	0	0	16	1	1	0	0	0	0	2	
Start Time	Rolling Hour								Rolling Hour								Rolling Hour							
07:00	135	27	2	1	6	0	0	171	26	3	0	0	1	0	0	30	2	0	0	0	0	0	0	2
07:15	148	28	3	1	6	0	0	186	36	6	0	0	1	0	0	43	2	0	0	0	0	0	0	2
07:30	152	32	1	1	5	0	0	191	42	7	0	0	1	0	0	50	2	0	0	0	0	0	0	2
07:45	155	26	1	0	5	0	0	187	40	7	0	0	1	0	0	48	2	0	0	0	0	0	0	2
08:00	162	24	3	0	5	0	0	194	44	10	0	0	0	1	0	55	1	0	0	0	0	0	0	1
08:15	175	23	2	0	5	0	0	205	38	6	0	0	0	1	0	45	1	0	0	0	0	0	0	1
08:30	179	32	2	0	4	0	0	217	39	7	0	0	0	1	0	47	1	0	0	0	0	0	0	1
08:45	182	31	3	0	5	0	0	221	42	6	0	0	0	1	0	49	1	0	0	0	0	0	0	1
09:00	173	31	2	0	6	0	1	213	36	5	0	0	0	0	0	41	1	0	0	0	0	0	0	1
16:00	352	46	1	0	5	2	2	408	91	15	0	0	0	2	1	109	2	0	0	0	0	0	0	2
16:15	352	47	0	0	5	1	3	408	92	13	0	0	0	4	1	110	2	0	0	0	0	0	0	2
16:30	358	46	0	0	5	1	3	413	103	14	0	0	0	3	1	121	1	1	0	0	0	0	0	2
16:45	373	41	0	0	5	1	4	424	117	11	0	0	0	2	1	131	2	1	0	0	0	0	0	3
17:00	375	37	0	0	5	1	5	423	105	10	0	0	0	2	0	117	2	1	0	0	0	0	0	3
17:15	372	33	0	0	5	1	4	415	98	9	0	0	0	0	0	107	1	1	0	0	0	0	0	2
17:30	355	35	0	0	5	2	5	402	91	4	0	0	0	0	0	95	1	0	0	0	0	0	0	1
17:45	349	29	0	0	5	3	3	389	80	4	0	0	0	0	0	84	0	0	0	0	0	0	0	0
18:00	342	22	0	0	3	3	2	372	85	1	0	0	0	0	0	86	1	1	0	0	0	0	0	2

Intelligent Data Collection Limited

Client: Phil Jones Associates
 Project Number: ID06579
 Junction Number: Site 5

Date of Survey: 28.06.2022
 Junction Name: Parklands / B4100 Warwick Road / Orchard Way
 Junction Type: 4-arm Roundabout

Arm A: Parklands (NE)
 Arm B: B4100 Warwick Road (SE)

Arm C: Orchard Way (SW)
 Arm D: B4100 Warwick Road (NW)



Time	C to B						C to A						C to D						C to B							
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		
07:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	66	15	0	0	0	0	1	82		
07:15	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0	72	35	0	0	0	0	0	108		
07:30	16	2	0	0	0	0	0	18	0	0	0	0	0	0	0	0	84	31	1	0	0	0	2	120		
07:45	18	4	0	0	0	0	0	22	1	0	0	0	0	0	0	1	105	26	1	1	1	0	0	134		
08:00	26	7	0	0	0	0	0	33	1	1	0	0	0	0	0	2	105	20	0	0	0	0	2	127		
08:15	29	4	0	0	0	0	0	34	2	1	0	0	0	0	0	3	106	15	2	0	0	0	0	123		
08:30	35	2	0	0	0	0	1	38	1	0	0	0	0	0	0	1	134	20	2	0	1	0	0	157		
08:45	35	2	0	0	0	0	0	37	0	0	0	0	0	0	0	0	147	17	3	0	0	0	1	168		
09:00	23	1	0	0	0	0	0	24	1	1	0	0	0	0	0	2	109	20	0	0	2	0	0	131		
09:15	25	2	1	0	0	0	0	28	1	0	0	0	0	0	0	1	85	15	1	0	1	2	1	105		
09:30	20	3	0	0	0	0	0	23	1	0	0	0	0	0	0	1	80	14	4	1	0	0	0	99		
09:45	19	1	0	0	0	0	0	20	2	0	0	0	0	0	0	2	83	14	2	0	0	1	0	100		
10:00	27	4	0	0	0	0	0	31	1	0	0	0	0	0	0	1	96	33	2	0	0	0	3	0	134	
10:15	24	4	0	0	0	0	0	28	1	0	0	0	0	0	0	1	112	25	3	0	1	2	0	143		
10:30	27	6	0	0	0	0	0	33	2	1	0	0	0	0	0	3	110	38	0	0	0	0	0	148		
10:45	26	4	0	0	0	0	0	30	1	0	0	0	0	0	0	1	119	17	0	0	1	1	0	138		
11:00	27	5	0	0	0	0	0	32	0	1	0	0	0	0	0	1	145	32	0	0	0	1	1	179		
11:15	26	6	0	0	0	0	0	32	1	1	0	0	0	0	0	2	165	19	0	0	0	0	1	186		
11:30	24	2	0	0	0	0	0	26	3	0	0	0	0	0	0	3	150	21	0	0	0	0	0	171		
11:45	18	0	0	0	0	0	1	19	2	0	0	0	0	0	0	2	159	19	0	0	0	0	1	179		
12:00	16	1	0	0	0	0	0	17	2	0	0	0	0	0	0	2	134	15	0	0	0	0	2	151		
12:15	16	1	0	0	0	0	1	18	0	0	0	0	0	0	0	0	130	14	0	0	0	0	0	144		
12:30	24	0	0	0	0	0	0	24	1	0	0	0	0	0	0	1	123	8	0	0	0	0	2	134		
12:45	24	1	0	0	0	0	0	25	1	1	0	0	0	0	0	2	114	16	0	0	1	1	0	132		
Start Time	Rolling Hour						Total						Rolling Hour						Total						Total	
07:00	57	7	0	0	0	0	0	64	1	0	0	0	0	0	0	0	1	327	107	2	1	1	2	4	444	
07:15	73	14	0	0	0	0	0	87	2	1	0	0	0	0	0	3	366	112	2	1	1	4	3	489		
07:30	89	17	0	0	0	0	1	107	4	2	0	0	0	0	0	6	400	92	4	1	1	4	2	504		
07:45	108	17	0	0	0	0	1	127	5	2	0	0	0	0	0	7	450	81	5	1	2	2	0	541		
08:00	125	15	0	0	0	0	1	142	4	2	0	0	0	0	0	6	492	72	7	0	1	3	0	575		
08:15	122	9	0	0	0	0	1	133	4	2	0	0	0	0	0	6	496	72	7	0	3	1	0	579		
08:30	118	7	1	0	0	0	0	127	3	1	0	0	0	0	0	4	475	72	6	0	4	3	1	561		
08:45	103	8	1	0	0	0	0	112	3	1	0	0	0	0	0	4	421	66	8	1	3	3	1	503		
09:00	87	7	1	0	0	0	0	95	5	1	0	0	0	0	0	6	357	63	7	1	3	3	1	435		
10:00	104	18	0	0	0	0	0	122	5	1	0	0	0	0	0	6	437	113	5	0	2	6	0	563		
10:15	104	19	0	0	0	0	0	123	4	2	0	0	0	0	0	6	486	112	3	0	3	4	0	608		
10:30	106	21	0	0	0	0	0	127	4	3	0	0	0	0	0	7	539	106	0	0	2	3	1	651		
10:45	103	17	0	0	0	0	0	120	5	2	0	0	0	0	0	7	579	89	0	0	2	3	1	674		
11:00	95	13	0	0	0	0	0	109	6	2	0	0	0	0	0	8	619	91	0	0	1	3	1	715		
11:15	84	9	0	0	0	0	0	94	8	1	0	0	0	0	0	9	608	74	0	0	0	4	1	687		
11:30	74	4	0	0	0	0	1	80	7	0	0	0	0	0	0	7	573	69	0	0	0	3	0	645		
11:45	74	2	0	0	0	0	1	78	5	0	0	0	0	0	0	5	546	56	0	0	0	5	1	608		
12:00	80	3	0	0	0	0	1	84	4	1	0	0	0	0	0	5	501	53	0	0	0	1	5	561		

Intelligent Data Collection Limited

Client: Phil Jones Associates
 Project Number: ID00579
 Junction Number: Site 5

Date of Survey: 28.06.2022
 Junction Name: Parklands / B4100 Warwick Road / Orchard Way
 Junction Type: 4-arm Roundabout

Arm A: Parklands (NE)
 Arm B: B4100 Warwick Road (SE)

Arm C: Orchard Way (SW)
 Arm D: B4100 Warwick Road (NW)



Time	D to D						D to C						D to B						D to D						
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	
07:00	0	0	0	0	0	0	0	0	72	20	2	0	0	2	1	97	62	8	0	0	2	1	0	73	
07:15	0	0	0	0	0	0	0	0	58	33	1	0	0	0	1	93	58	8	0	1	0	0	1	68	
07:30	0	0	0	0	0	0	0	0	95	28	3	0	1	1	1	129	59	5	0	0	2	0	2	68	
07:45	0	0	0	0	0	0	0	0	112	30	0	0	3	1	0	146	94	11	0	0	0	1	1	107	
08:00	1	1	0	0	0	0	0	2	113	33	0	0	0	0	2	148	88	6	0	0	2	0	2	98	
08:15	1	0	0	0	0	0	0	1	115	26	0	0	0	0	0	141	85	9	3	0	1	0	1	99	
08:30	0	0	0	0	0	0	0	0	82	28	1	1	1	0	0	113	71	8	0	1	1	0	0	81	
08:45	0	0	0	0	0	0	0	0	102	19	1	0	0	2	0	124	74	5	2	0	2	0	0	83	
09:00	1	0	0	0	0	0	0	1	100	22	0	0	0	0	0	122	68	5	1	0	0	1	0	75	
09:15	0	0	0	0	0	0	0	0	80	18	2	0	0	1	0	101	40	4	0	1	2	0	1	48	
09:30	1	0	0	0	0	0	0	1	69	10	0	0	0	0	0	79	52	9	0	0	0	2	0	63	
09:45	0	0	0	0	0	0	0	0	85	11	0	0	0	0	0	96	55	4	0	0	2	0	0	61	
10:00	0	0	0	0	0	0	0	0	123	18	0	0	0	3	0	144	50	10	2	0	3	0	0	65	
10:15	0	0	0	0	0	0	0	0	138	18	0	0	0	0	0	156	45	6	0	0	1	2	1	55	
10:30	0	0	0	0	0	0	0	0	115	26	1	0	0	0	0	142	60	5	0	0	1	1	0	67	
10:45	1	0	0	0	0	0	0	1	145	13	0	0	0	2	0	160	47	5	2	0	0	0	1	55	
11:00	1	0	0	0	0	0	0	1	131	17	0	0	0	1	0	149	45	3	0	0	5	1	1	55	
11:15	0	0	0	0	0	0	0	0	112	9	0	0	0	2	1	124	75	5	0	1	2	0	0	83	
11:30	1	0	0	0	0	0	0	1	125	11	0	0	0	0	0	136	54	6	0	0	1	0	0	61	
11:45	0	1	0	0	0	0	0	1	141	16	0	0	0	0	0	157	71	5	0	0	2	0	0	78	
12:00	0	0	0	0	0	0	0	0	129	8	0	0	0	1	0	138	58	6	0	0	1	1	1	67	
12:15	0	0	0	0	0	0	0	0	120	16	0	0	0	1	0	137	55	3	0	0	1	0	0	59	
12:30	0	0	0	0	0	0	0	0	98	6	0	0	0	0	0	104	47	4	0	0	2	1	0	54	
12:45	0	0	0	0	0	0	0	0	127	12	0	0	0	2	0	141	46	4	0	0	2	0	0	52	
Start Time	Rolling Hour						Total						Rolling Hour						Total						Total
07:00	0	0	0	0	0	0	0	0	337	111	6	0	4	4	3	465	273	32	0	1	4	2	4	316	
07:15	1	1	0	0	0	0	0	2	378	124	4	0	4	2	4	516	299	30	0	1	4	1	6	341	
07:30	2	1	0	0	0	0	0	3	435	117	3	0	4	2	3	564	326	31	3	0	5	1	6	372	
07:45	2	1	0	0	0	0	0	3	422	117	1	1	4	1	2	548	338	34	3	1	4	1	4	385	
08:00	2	1	0	0	0	0	0	3	412	106	2	1	1	2	2	526	318	28	5	1	6	0	3	361	
08:15	2	0	0	0	0	0	0	2	399	95	2	1	1	2	0	500	298	27	6	1	4	1	1	338	
08:30	1	0	0	0	0	0	0	1	364	87	4	1	1	3	0	460	253	22	3	2	5	1	1	287	
08:45	2	0	0	0	0	0	0	2	351	69	3	0	0	3	0	426	234	23	3	1	4	3	1	269	
09:00	2	0	0	0	0	0	0	2	334	61	2	0	0	1	0	398	215	22	1	1	4	3	1	247	
10:00	2	0	0	0	0	0	0	2	521	75	1	0	0	5	0	602	202	26	4	0	5	3	2	242	
10:15	2	0	0	0	0	0	0	2	529	74	1	0	0	3	0	607	197	19	2	0	7	4	3	232	
10:30	2	0	0	0	0	0	0	2	503	65	1	0	0	5	1	575	227	18	2	1	8	2	2	260	
10:45	3	0	0	0	0	0	0	3	513	50	0	0	0	5	1	569	221	19	2	1	8	1	2	254	
11:00	2	1	0	0	0	0	0	3	509	53	0	0	0	3	1	566	245	19	0	1	10	1	1	277	
11:15	1	1	0	0	0	0	0	2	507	44	0	0	0	3	1	555	258	22	0	1	6	1	1	289	
11:30	1	1	0	0	0	0	0	2	515	51	0	0	0	2	0	568	238	20	0	0	5	1	1	265	
11:45	0	1	0	0	0	0	0	1	488	46	0	0	0	2	0	536	231	18	0	0	6	2	1	258	
12:00	0	0	0	0	0	0	0	0	474	42	0	0	0	4	0	520	206	17	0	0	6	2	1	232	

Intelligent Data Collection Limited

Client: Phil Jones Associates
Project Number: ID00579
Junction Number: Site 5

Date of Survey: 28.06.2022
Junction Name: Parklands / B4100 Warwick Road / Orchard Way
Junction Type: 4-arm Roundabout

Arm A: Parklands (NE)
Arm B: B4100 Warwick Road (SE)

Arm C: Orchard Way (SW)
Arm D: B4100 Warwick Road (NW)



Time	D to A							Total
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	
07:00	1	0	0	0	0	0	0	1
07:15	1	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0
07:45	0	1	0	0	0	0	0	1
08:00	2	0	0	0	0	0	0	2
08:15	1	1	0	0	0	0	0	2
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	1	0	0	0	0	0	1
09:15	3	0	0	0	0	0	0	3
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
16:00	3	0	0	0	0	0	0	3
16:15	3	0	0	0	0	0	0	3
16:30	2	1	0	0	0	0	0	3
16:45	2	1	0	0	0	0	0	3
17:00	4	0	0	0	0	0	0	4
17:15	2	0	0	0	0	0	1	3
17:30	6	2	0	0	0	0	0	8
17:45	2	0	0	0	0	0	0	2
18:00	2	0	0	0	0	0	0	2
18:15	2	1	0	0	0	0	0	3
18:30	2	2	0	0	0	0	0	4
18:45	1	1	0	0	0	0	0	2
Start Time	Rolling Hour							Total
07:00	2	1	0	0	0	0	0	3
07:15	3	1	0	0	0	0	0	4
07:30	3	2	0	0	0	0	0	5
07:45	3	2	0	0	0	0	0	5
08:00	3	1	0	0	0	0	0	4
08:15	1	2	0	0	0	0	0	3
08:30	3	1	0	0	0	0	0	4
08:45	3	1	0	0	0	0	0	4
09:00	3	1	0	0	0	0	0	4
16:00	10	2	0	0	0	0	0	12
16:15	11	2	0	0	0	0	0	13
16:30	10	2	0	0	0	0	1	13
16:45	14	3	0	0	0	0	1	18
17:00	14	2	0	0	0	0	1	17
17:15	12	2	0	0	0	0	1	15
17:30	12	3	0	0	0	0	0	15
17:45	8	3	0	0	0	0	0	11
18:00	7	4	0	0	0	0	0	11

Intelligent Data Collection Limited

Client: Phil Jones Associates
Project Number: ID06579
Junction Number: Site 5

Date of Survey: 28.06.2022
Junction Name: Parklands / B4100 Warwick Road / Orchard Way
Junction Type: 4-arm Roundabout



Arm A Approach							Arm A Exit									
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	5	1	0	0	0	0	0	6	1	0	0	0	0	0	0	1
07:15	4	5	0	0	0	0	0	9	1	0	0	0	0	0	0	1
07:30	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0
07:45	7	2	0	0	0	0	0	9	2	1	0	0	0	0	0	3
08:00	10	2	0	0	0	0	0	12	3	1	0	0	0	0	0	4
08:15	9	2	0	0	0	0	0	11	3	2	0	0	0	0	0	5
08:30	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1
08:45	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1
09:00	1	0	0	0	0	0	0	1	2	3	0	0	0	0	0	5
09:15	4	2	0	0	0	0	0	6	5	0	0	0	0	0	0	5
09:30	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
09:45	6	1	0	0	0	0	0	7	3	0	0	0	0	0	0	3
16:00	2	1	0	0	0	0	0	3	7	0	0	0	0	0	0	7
16:15	2	0	0	0	0	0	0	2	6	0	0	0	0	0	0	6
16:30	4	2	0	0	0	0	0	6	5	3	0	0	0	0	0	8
16:45	5	0	0	0	0	0	0	5	6	1	0	0	0	0	0	7
17:00	7	1	0	0	0	0	0	8	8	1	0	0	0	0	0	9
17:15	2	1	0	0	0	0	0	3	8	1	0	0	0	0	0	10
17:30	7	1	0	0	0	0	0	8	11	2	0	0	0	0	0	13
17:45	4	0	0	0	0	0	0	4	7	0	0	0	0	0	0	7
18:00	5	0	0	0	0	0	0	5	4	0	0	0	0	0	0	4
18:15	2	0	0	0	0	0	0	2	4	1	0	0	0	0	0	5
18:30	3	2	0	0	0	0	0	5	5	2	0	0	0	0	0	7
18:45	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	4
Start Time	Rolling Hour						Total	Rolling Hour						Total		
07:00	24	9	0	0	0	0	0	33	4	1	0	0	0	0	5	
07:15	29	10	0	0	0	0	0	39	6	2	0	0	0	0	8	
07:30	34	7	0	0	0	0	0	41	8	4	0	0	0	0	12	
07:45	33	6	0	0	0	0	0	39	9	4	0	0	0	0	13	
08:00	31	4	0	0	0	0	0	35	8	3	0	0	0	0	11	
08:15	22	2	0	0	0	0	0	24	7	5	0	0	0	0	12	
08:30	17	2	0	0	0	0	0	19	9	3	0	0	0	0	12	
08:45	14	2	0	0	0	0	0	16	10	3	0	0	0	0	13	
09:00	15	3	0	0	0	0	0	18	12	3	0	0	0	0	15	
16:00	13	3	0	0	0	0	0	16	24	4	0	0	0	0	28	
16:15	18	3	0	0	0	0	0	21	25	5	0	0	0	0	30	
16:30	18	4	0	0	0	0	0	22	27	6	0	0	0	0	34	
16:45	21	3	0	0	0	0	0	24	33	5	0	0	0	0	39	
17:00	20	3	0	0	0	0	0	23	34	4	0	0	0	0	39	
17:15	18	2	0	0	0	0	0	20	30	3	0	0	0	0	34	
17:30	18	1	0	0	0	0	0	19	26	3	0	0	0	0	29	
17:45	14	2	0	0	0	0	0	16	20	3	0	0	0	0	23	
18:00	12	2	0	0	0	0	0	14	15	5	0	0	0	0	20	

Intelligent Data Collection Limited

Client: Phil Jones Associates
Project Number: ID06579
Junction Number: Site 5

Date of Survey: 28.06.2022
Junction Name: Parklands / B4100 Warwick Road / Orchard Way
Junction Type: 4-arm Roundabout



Arm B Approach							Arm B Exit									
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	26	7	0	0	1	0	0	34	72	8	0	0	2	1	0	83
07:15	47	2	2	0	3	0	0	54	72	9	0	1	0	0	1	83
07:30	40	13	0	1	1	0	0	55	77	7	0	0	2	0	2	88
07:45	49	8	0	0	2	0	0	59	112	15	0	0	0	1	1	129
08:00	49	11	1	0	1	0	0	62	117	13	0	0	2	0	2	134
08:15	57	7	0	0	2	0	0	66	117	15	3	0	1	0	2	138
08:30	41	7	0	0	1	0	0	49	108	10	0	1	1	1	0	121
08:45	60	9	2	0	1	1	0	73	111	7	2	0	2	0	0	122
09:00	57	7	0	0	1	0	0	65	91	6	1	0	0	1	0	99
09:15	64	17	0	0	1	0	0	82	66	6	1	1	2	0	1	77
09:30	48	5	1	0	2	0	0	56	72	12	0	0	0	2	0	86
09:45	46	8	1	0	2	0	1	58	76	6	0	0	2	0	0	84
16:00	130	13	1	0	1	1	1	147	79	14	2	0	3	0	0	98
16:15	125	13	0	0	1	1	0	140	69	10	0	0	1	2	1	83
16:30	94	17	0	0	1	1	1	114	89	11	0	0	1	1	0	102
16:45	105	19	0	0	2	1	1	128	75	9	2	0	0	0	1	87
17:00	132	12	0	0	1	2	2	149	73	8	0	0	5	1	1	88
17:15	145	13	0	0	1	0	0	159	101	11	0	1	2	0	0	115
17:30	123	8	0	0	1	0	2	134	80	8	0	0	1	0	0	89
17:45	96	14	0	0	2	1	1	114	94	5	0	0	2	0	1	102
18:00	117	7	0	0	1	0	1	126	76	7	0	0	1	1	1	86
18:15	119	10	0	0	1	1	1	132	72	4	0	0	1	1	0	78
18:30	106	2	0	0	1	1	0	110	72	5	0	0	2	1	0	80
18:45	90	4	0	0	0	1	0	95	71	5	0	0	2	0	0	78
Start Time		Rolling Hour						Total	Rolling Hour						Total	
07:00	162	30	2	1	7	0	0	202	333	39	0	1	4	2	4	383
07:15	185	34	3	1	7	0	0	230	378	44	0	1	4	1	6	434
07:30	195	39	1	1	6	0	0	242	423	50	3	0	5	1	7	489
07:45	196	33	1	0	6	0	0	236	454	53	3	1	4	2	5	522
08:00	207	34	3	0	5	1	0	250	453	45	5	1	6	1	4	515
08:15	215	30	2	0	5	1	0	253	427	38	6	1	4	2	2	480
08:30	222	40	2	0	4	1	0	269	376	29	4	2	5	2	1	419
08:45	229	38	3	0	5	1	0	276	340	31	4	1	4	3	1	384
09:00	215	37	2	0	6	0	1	261	305	30	2	1	4	3	1	346
16:00	454	62	1	0	5	4	3	529	312	44	4	0	5	3	2	370
16:15	456	61	0	0	5	5	4	531	306	38	2	0	7	4	3	360
16:30	476	61	0	0	5	4	4	550	338	39	2	1	8	2	2	392
16:45	505	52	0	0	5	3	5	570	329	36	2	1	8	1	2	379
17:00	496	47	0	0	5	3	5	556	348	32	0	1	10	1	2	394
17:15	481	42	0	0	5	1	4	533	351	31	0	1	6	1	2	392
17:30	455	39	0	0	5	2	5	506	322	24	0	0	5	2	2	355
17:45	438	33	0	0	5	3	3	482	314	21	0	0	6	3	2	346
18:00	432	23	0	0	3	3	2	463	291	21	0	0	6	3	1	322

Intelligent Data Collection Limited



Client: Phil Jones Associates
Project Number: ID06579
Junction Number: Site 5

Date of Survey: 28.06.2022
Junction Name: Parklands / B4100 Warwick Road / Orchard Way
Junction Type: 4-arm Roundabout

Arm C Approach							Arm C Exit									
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	76	15	0	0	0	0	1	92	77	21	2	0	0	2	1	103
07:15	85	36	0	0	0	0	1	122	64	35	1	0	0	0	1	101
07:30	101	33	1	0	0	2	2	139	107	30	3	0	1	1	1	143
07:45	125	30	1	1	1	0	0	158	125	30	0	0	4	1	0	160
08:00	132	28	0	0	0	2	0	162	131	37	0	0	0	0	2	170
08:15	137	20	2	0	0	0	1	160	127	27	0	0	0	0	0	154
08:30	171	22	2	0	1	1	0	197	93	30	1	1	1	0	0	126
08:45	182	19	3	0	0	1	0	205	115	22	1	0	0	3	0	141
09:00	133	22	0	0	2	0	0	157	108	22	0	0	0	0	0	130
09:15	111	17	2	0	1	2	1	134	93	20	2	0	0	1	0	116
09:30	102	17	4	1	0	0	0	124	83	11	0	0	0	0	0	94
09:45	104	15	2	0	0	1	0	122	93	13	0	0	0	0	0	106
16:00	125	37	2	0	0	3	0	167	150	22	0	0	0	3	0	175
16:15	138	29	3	0	1	2	0	173	163	23	0	0	0	1	0	187
16:30	139	45	0	0	0	0	0	184	134	30	1	0	0	1	0	166
16:45	146	21	0	0	1	1	0	169	171	17	0	0	0	2	1	191
17:00	173	38	0	0	1	1	0	213	161	18	0	0	0	3	0	182
17:15	192	27	0	0	0	1	1	221	148	16	0	0	0	2	1	167
17:30	178	23	0	0	0	0	0	201	159	11	0	0	0	0	0	170
17:45	179	19	0	0	0	1	1	200	152	19	0	0	0	0	0	171
18:00	152	16	0	0	0	2	0	170	149	8	0	0	0	1	0	158
18:15	146	15	0	0	0	1	0	162	150	17	0	0	0	1	0	168
18:30	148	8	0	0	0	2	1	159	119	6	0	0	0	0	0	125
18:45	140	19	0	0	1	1	0	161	144	13	0	0	0	2	0	159
Start Time		Rolling Hour					Total		Rolling Hour					Total		
07:00	387	114	2	1	1	2	4	511	373	116	6	0	5	4	3	507
07:15	443	127	2	1	1	4	3	581	427	132	4	0	5	2	4	574
07:30	495	111	4	1	1	4	3	619	490	124	3	0	5	2	3	627
07:45	565	100	5	1	2	3	1	677	476	124	1	1	5	1	2	610
08:00	622	89	7	0	1	4	1	724	466	116	2	1	1	3	2	591
08:15	623	83	7	0	3	2	1	719	443	101	2	1	1	3	0	551
08:30	597	80	7	0	4	4	1	693	409	94	4	1	1	4	0	513
08:45	528	75	9	1	3	3	1	620	399	75	3	0	0	4	0	481
09:00	450	71	8	1	3	3	1	537	377	66	2	0	0	1	0	446
16:00	548	132	5	0	2	6	0	693	618	92	1	0	0	7	1	719
16:15	596	133	3	0	3	4	0	739	629	88	1	0	0	7	1	726
16:30	650	131	0	0	2	3	1	787	614	81	1	0	0	8	2	706
16:45	689	109	0	0	2	3	1	804	639	62	0	0	0	7	2	710
17:00	722	107	0	0	1	3	2	835	620	64	0	0	0	5	1	690
17:15	701	85	0	0	0	4	2	792	608	54	0	0	0	3	1	666
17:30	655	73	0	0	0	4	1	733	610	55	0	0	0	2	0	667
17:45	625	58	0	0	0	6	2	691	570	50	0	0	0	2	0	622
18:00	586	58	0	0	1	6	1	652	562	44	0	0	0	4	0	610

Intelligent Data Collection Limited

Client: Phil Jones Associates
Project Number: ID06579
Junction Number: Site 5

Date of Survey: 28.06.2022
Junction Name: Parklands / B4100 Warwick Road / Orchard Way
Junction Type: 4-arm Roundabout



Arm D Approach							Arm D Exit									
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	135	28	2	0	2	3	1	171	92	22	0	0	1	0	1	116
07:15	117	41	1	1	0	0	2	162	116	40	2	0	3	0	1	162
07:30	154	33	3	0	3	1	3	197	119	43	1	1	1	2	2	169
07:45	206	42	0	0	3	2	1	254	148	36	1	1	2	0	0	188
08:00	204	40	0	0	2	0	4	250	144	30	1	0	1	2	0	178
08:15	202	36	3	0	1	0	1	243	158	21	2	0	2	0	0	183
08:30	153	36	1	2	2	0	0	194	170	25	2	0	2	0	0	199
08:45	176	24	3	0	2	2	0	207	196	23	5	0	1	1	0	226
09:00	169	28	1	0	0	1	0	199	159	26	0	0	3	0	0	188
09:15	123	22	2	1	2	1	1	152	138	32	1	0	2	2	1	176
09:30	122	19	0	0	0	2	0	143	119	18	5	1	2	0	0	145
09:45	140	15	0	0	2	0	0	157	124	20	3	0	2	1	1	151
16:00	177	28	2	0	3	3	0	213	198	43	3	0	1	4	1	250
16:15	186	24	0	0	1	2	1	214	213	33	3	0	2	2	0	253
16:30	177	32	1	0	1	1	0	212	186	52	0	0	1	0	1	240
16:45	195	19	2	0	0	2	1	219	199	32	0	0	3	2	0	236
17:00	181	20	0	0	5	2	1	209	251	44	0	0	2	1	2	300
17:15	189	14	0	1	2	2	2	210	271	27	0	0	1	1	1	301
17:30	186	19	0	0	1	0	0	206	244	30	0	0	1	0	2	277
17:45	214	22	0	0	2	0	0	238	240	31	0	0	2	2	1	276
18:00	189	14	0	0	1	2	1	207	234	22	0	0	1	2	1	260
18:15	177	20	0	0	1	1	0	199	218	23	0	0	1	1	1	244
18:30	147	12	0	0	2	1	0	162	208	11	0	0	1	3	1	224
18:45	174	17	0	0	2	2	0	195	189	20	0	0	1	2	0	212
Start Time		Rolling Hour					Total		Rolling Hour					Total		
07:00	612	144	6	1	8	6	7	784	475	141	4	2	7	2	4	635
07:15	681	156	4	1	8	3	10	863	527	149	5	2	7	4	3	697
07:30	766	151	6	0	9	3	9	944	569	130	5	2	6	4	2	718
07:45	765	154	4	2	8	2	6	941	620	112	6	1	7	2	0	748
08:00	735	136	7	2	7	2	5	894	668	99	10	0	6	3	0	786
08:15	700	124	8	2	5	3	1	843	683	95	9	0	8	1	0	796
08:30	621	110	7	3	6	4	1	752	663	106	8	0	8	3	1	789
08:45	590	93	6	1	4	6	1	701	612	99	11	1	8	3	1	735
09:00	554	84	3	1	4	4	1	651	540	96	9	1	9	3	2	660
16:00	735	103	5	0	5	8	2	858	796	160	6	0	7	8	2	979
16:15	739	95	3	0	7	7	3	854	849	161	3	0	8	5	3	1029
16:30	742	85	3	1	8	7	4	850	907	155	0	0	7	4	4	1077
16:45	751	72	2	1	8	6	4	844	965	133	0	0	7	4	5	1114
17:00	770	75	0	1	10	4	3	863	1006	132	0	0	6	4	6	1154
17:15	778	69	0	1	6	4	3	861	989	110	0	0	5	5	5	1114
17:30	766	75	0	0	5	3	1	850	936	106	0	0	5	5	5	1057
17:45	727	68	0	0	6	4	1	806	900	87	0	0	5	8	4	1004
18:00	687	63	0	0	6	6	1	763	849	76	0	0	4	8	3	940

Intelligent Data Collection Limited

Client: Phil Jones Associates
Project Number: ID06579
Junction Number: Site 5

Date of Survey: 28.06.2022
Junction Name: Parklands / B4100 Warwick Road / Orchard Way
Junction Type: 4-arm Roundabout



Time	Total Junction Flow							Total
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	
07:00	242	51	2	0	3	3	2	303
07:15	253	84	3	1	3	0	3	347
07:30	303	80	4	1	4	3	5	400
07:45	387	82	1	1	6	2	1	480
08:00	395	81	1	0	3	2	4	486
08:15	405	65	5	0	3	0	2	480
08:30	372	65	3	2	4	1	0	447
08:45	423	52	8	0	3	4	0	490
09:00	360	57	1	0	3	1	0	422
09:15	302	58	4	1	4	3	2	374
09:30	276	41	5	1	2	2	0	327
09:45	296	39	3	0	4	1	1	344
16:00	434	79	5	0	4	7	1	530
16:15	451	66	3	0	3	5	1	529
16:30	414	96	1	0	2	2	1	516
16:45	451	59	2	0	3	4	2	521
17:00	493	71	0	0	7	5	3	579
17:15	528	55	0	1	3	3	3	593
17:30	494	51	0	0	2	0	2	549
17:45	493	55	0	0	4	2	2	556
18:00	463	37	0	0	2	4	2	508
18:15	444	45	0	0	2	3	1	495
18:30	404	24	0	0	3	4	1	436
18:45	406	40	0	0	3	4	0	453
Start Time	Rolling Hour							Total
07:00	1185	297	10	3	16	8	11	1530
07:15	1338	327	9	3	16	7	13	1713
07:30	1490	308	11	2	16	7	12	1846
07:45	1559	293	10	3	16	5	7	1893
08:00	1595	263	17	2	13	7	6	1903
08:15	1560	239	17	2	13	6	2	1839
08:30	1457	232	16	3	14	9	2	1733
08:45	1361	208	18	2	12	10	2	1613
09:00	1234	195	13	2	13	7	3	1467
16:00	1750	300	11	0	12	18	5	2096
16:15	1809	292	6	0	15	16	7	2145
16:30	1886	281	3	1	15	14	9	2209
16:45	1966	236	2	1	15	12	10	2242
17:00	2008	232	0	1	16	10	10	2277
17:15	1978	198	0	1	11	9	9	2206
17:30	1894	188	0	0	10	9	7	2108
17:45	1804	161	0	0	11	13	6	1995
18:00	1717	146	0	0	10	15	4	1892

Intelligent Data Collection Limited

Client: Phil Jones Associates
Project Number: ID06579
Junction Number: Site 5

Date of Survey: 28.06.2022
Junction Name: Parklands / B4100 Warwick Road / Orchard Way
Junction Type: 4-arm Roundabout

Arm A: Parklands (NE)
Arm B: B4100 Warwick Road (SE)

Arm C: Orchard Way (SW)
Arm D: B4100 Warwick Road (NW)



Time	PCU Summary															
	A to A	A to D	A to C	A to B	B to B	B to A	B to D	B to C	C to C	C to B	C to A	C to D	D to D	D to C	D to B	D to A
07:00	0	5	1	0	0	0	31	5	0	10	0	81	0	97	75	1
07:15	0	4	4	1	0	0	56	4	0	14	0	107	0	93	69	1
07:30	0	6	1	2	0	0	46	12	1	18	0	118	0	132	69	0
07:45	0	5	4	0	0	1	51	11	1	22	1	138	0	150	106	1
08:00	0	5	4	3	0	0	46	18	0	33	2	126	2	146	99	2
08:15	0	4	2	5	0	0	58	11	0	33	3	125	1	141	102	2
08:30	0	3	2	2	0	0	41	10	1	37	1	160	0	117	84	0
08:45	0	2	1	2	0	1	59	15	0	37	0	170	0	124	88	0
09:00	0	1	0	0	0	2	57	8	0	24	2	134	1	122	75	1
09:15	0	4	2	0	1	1	69	13	0	29	1	105	0	102	52	3
09:30	0	2	2	0	0	1	47	12	1	23	1	105	1	79	62	0
09:45	0	3	2	2	1	1	51	8	0	20	2	101	0	96	64	0
16:00	0	1	1	1	1	3	115	29	1	31	1	134	1	142	71	3
16:15	0	2	0	0	0	2	110	29	1	28	1	146	0	156	55	3
16:30	0	3	2	1	1	2	90	21	0	33	3	148	0	143	68	3
16:45	0	0	3	2	0	3	99	27	0	30	1	139	1	159	56	3
17:00	0	6	2	0	1	4	114	29	1	32	1	180	1	148	61	4
17:15	0	2	1	0	0	5	115	41	1	32	2	185	0	122	88	2
17:30	0	5	1	2	0	2	100	32	1	26	3	171	1	136	63	8
17:45	0	0	0	4	1	3	98	14	0	18	2	178	1	157	81	2
18:00	0	3	0	2	0	0	107	20	0	17	2	150	0	137	67	2
18:15	0	0	2	0	1	2	100	29	0	17	0	144	0	136	61	3
18:30	0	3	0	2	0	2	88	21	0	24	1	132	0	104	56	4
18:45	0	1	0	1	0	0	78	16	2	25	2	133	0	140	55	2
Start Time	Rolling Hour															
07:00	0	20	10	3	0	1	184	32	2	64	1	445	0	472	320	3
07:15	0	20	13	6	0	1	200	45	2	87	3	489	2	521	344	4
07:30	0	20	11	10	0	1	201	52	2	106	6	507	3	569	377	5
07:45	0	17	12	10	0	1	195	50	2	126	7	549	3	555	392	5
08:00	0	14	9	12	0	1	204	54	1	141	6	581	3	528	374	4
08:15	0	10	5	9	0	3	214	44	1	132	6	589	2	504	350	3
08:30	0	10	5	4	1	4	225	46	1	127	4	570	1	465	300	4
08:45	0	9	5	2	1	5	231	48	1	113	4	514	2	427	277	4
09:00	0	10	6	2	2	5	223	41	1	96	6	445	2	399	253	4
16:00	0	6	6	4	2	10	414	107	2	122	6	567	2	600	250	12
16:15	0	11	7	3	2	11	413	107	2	123	6	613	2	606	240	13
16:30	0	11	8	3	2	14	418	118	2	127	7	651	2	572	273	12
16:45	0	13	7	4	1	14	428	129	3	120	7	674	3	565	268	17
17:00	0	13	4	6	2	14	426	116	3	108	8	714	3	563	293	16
17:15	0	10	2	8	1	10	419	107	2	93	9	684	2	552	299	14
17:30	0	8	3	8	2	7	404	95	1	79	7	643	2	567	271	15
17:45	0	6	2	8	2	7	392	84	0	77	5	604	1	535	265	11
18:00	0	7	2	5	1	4	373	86	2	83	5	559	0	518	239	11

Intelligent Data Collection Limited



Client: Phil Jones Associates
Project Number: ID06579
Junction Number: Site 5

Date of Survey: 28.06.2022
Junction Name: Parklands / B4100 Warwick Road / Orchard Way
Junction Type: 4-arm Roundabout

Arm A: Parklands (NE)
Arm B: B4100 Warwick Road (SE)

Arm C: Orchard Way (SW)
Arm D: B4100 Warwick Road (NW)

Count Method: PCUs **Classes Included:** All Classes *Select the count method and desired user classes from the drop-downs in cells D8 and G8*

Maximum 15-minute Junction Flow:	AM Peak	from:	08:45	until:	09:00	flow:	499
	PM Peak	from:	17:15	until:	17:30	flow:	595

Period Starting: 07:00 *Select the time from the drop-down in cell D15 to show the 15-minute data for that period*

Movement Counts

From	To				Total
	A	B	C	D	
A	0	0	1	5	6
B	0	0	5	31	36
C	0	10	0	81	91
D	1	75	97	0	173
Total	1	85	103	117	306

HGV Proportions

From	To				Total
	A	B	C	D	
A	0.0%	0.0%	0.0%	0.0%	0.0%
B	0.0%	0.0%	0.0%	8.2%	7.0%
C	0.0%	0.0%	0.0%	0.0%	0.0%
D	0.0%	6.6%	3.9%	0.0%	5.1%
Total	0.0%	5.9%	3.7%	2.1%	3.7%

Maximum Hourly Junction Flow:	AM Peak	from:	08:00	until:	09:00	flow:	1933
	PM Peak	from:	17:00	until:	18:00	flow:	2289

Period Starting: 07:00 *Select the time from the drop-down in cell D31 to show the hourly data for that period*

Movement Counts

From	To				Total
	A	B	C	D	
A	0	3	10	20	33
B	1	0	32	184	216
C	1	64	2	445	512
D	3	320	472	0	794
Total	5	387	515	649	1555

HGV Proportions

From	To				Total
	A	B	C	D	
A	0.0%	0.0%	0.0%	0.0%	0.0%
B	0.0%	0.0%	7.9%	11.8%	11.2%
C	0.0%	0.0%	0.0%	2.1%	1.8%
D	0.0%	4.0%	4.5%	0.0%	4.3%
Total	0.0%	3.3%	4.6%	4.8%	4.4%

Bold entries in the above tables indicate the maximum movement, approach and exit flows for the selected time period, and similarly with the HGV proportions



Appendix D Junction Modelling Reports

Junctions 10									
PICADY 10 - Priority Intersection Module									
Version: 10.0.2.1574									
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Filename: BaileyRd_EdinburghRd.j10

Path: C:\PJA\OneDrive - Phil Jones Associates\July 22 Modelling

Report generation date: 15/08/2022 17:08:44

- »2022 Base, AM
- »2022 Base, PM
- »2028 Base + Committed, AM
- »2028 Base + Committed, PM
- »2028 Base + Committed + Dev, AM
- »2028 Base + Committed + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2022 Base										
Stream B-AC	D1	0.1	7.73	0.07	A	D2	0.0	7.69	0.05	A
Stream C-AB		0.0	6.03	0.00	A		0.0	6.03	0.01	A
2028 Base + Committed										
Stream B-AC	D3	0.1	8.11	0.10	A	D4	0.1	7.83	0.07	A
Stream C-AB		0.0	6.07	0.01	A		0.0	6.08	0.01	A
2028 Base + Committed + Dev										
Stream B-AC	D5	0.4	10.20	0.29	B	D6	0.2	8.72	0.15	A
Stream C-AB		0.0	6.21	0.02	A		0.0	6.45	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.

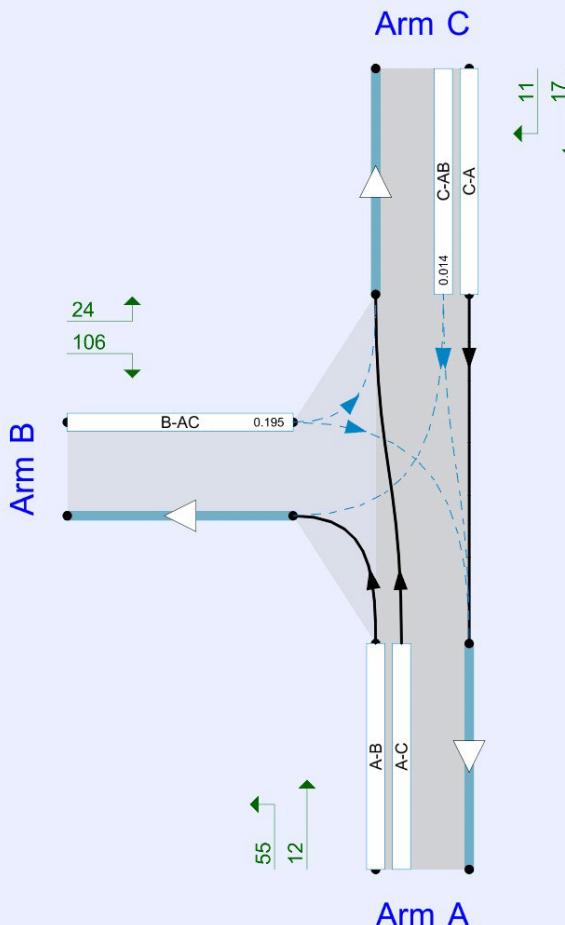
File summary

File Description

Title	
Location	
Site number	
Date	27/07/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PJA\Matthew Wykes
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



Flows show original traffic demand (PCU/hr). Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base	AM	ONE HOUR	07:45	09:15	15
D2	2022 Base	PM	ONE HOUR	16:45	18:15	15
D3	2028 Base + Committed	AM	ONE HOUR	07:45	09:15	15
D4	2028 Base + Committed	PM	ONE HOUR	16:45	18:15	15
D5	2028 Base + Committed + Dev	AM	ONE HOUR	07:45	09:15	15
D6	2028 Base + Committed + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 Base, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.93	A

Arms

Arms

Arm	Name	Description	Arm type
A	Edinburgh Way (south)		Major
B	Bailey Road (Site Access)		Minor
C	Edinburgh Way (north)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.10			60.0	✓	1.00

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	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.20	50	80

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	491	0.089	0.225	0.142	0.321
B-C	620	0.095	0.239	-	-
C-B	609	0.235	0.235	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	37	100.000
B		✓	31	100.000
C		✓	18	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A	B	C
A	0	26	11	
B	26	0	5	
C	16	2	0	

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A	B	C
A	0	0	0	
B	0	0	0	
C	0	0	0	

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	28	28
	B	23	23
	C	14	14
08:00-08:15	A	33	33
	B	28	28
	C	16	16
08:15-08:30	A	41	41
	B	34	34
	C	20	20
08:30-08:45	A	41	41
	B	34	34
	C	20	20
08:45-09:00	A	33	33
	B	28	28
	C	16	16
09:00-09:15	A	28	28
	B	23	23
	C	14	14

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.07	7.73	0.1	A
C-AB	0.00	6.03	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	502	0.046	23	0.0	7.509	A
C-AB	2	602	0.003	1	0.0	5.992	A
C-A	12			12			
A-B	20			20			
A-C	8			8			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	501	0.056	28	0.1	7.606	A
C-AB	2	601	0.003	2	0.0	6.007	A
C-A	14			14			
A-B	23			23			
A-C	10			10			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	500	0.068	34	0.1	7.732	A
C-AB	2	599	0.004	2	0.0	6.029	A
C-A	18			18			
A-B	29			29			
A-C	12			12			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	500	0.068	34	0.1	7.733	A
C-AB	2	599	0.004	2	0.0	6.029	A
C-A	18			18			
A-B	29			29			
A-C	12			12			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	501	0.056	28	0.1	7.610	A
C-AB	2	601	0.003	2	0.0	6.007	A
C-A	14			14			
A-B	23			23			
A-C	10			10			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	502	0.046	23	0.0	7.520	A
C-AB	2	602	0.003	2	0.0	5.992	A
C-A	12			12			
A-B	20			20			
A-C	8			8			

2022 Base, PM

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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.27	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.27	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022 Base	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	32	100.000
B		✓	21	100.000
C		✓	26	100.000

Origin-Destination Data

Demand (PCU/hr)

From		To		
		A	B	C
	A	0	19	13
	B	19	0	2
	C	23	3	0

Vehicle Mix

Heavy Vehicle Percentages

From		To		
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	24	24
	B	16	16
	C	20	20
17:00-17:15	A	29	29
	B	19	19
	C	23	23
17:15-17:30	A	35	35
	B	23	23
	C	29	29
17:30-17:45	A	35	35
	B	23	23
	C	29	29
17:45-18:00	A	29	29
	B	19	19
	C	23	23
18:00-18:15	A	24	24
	B	16	16
	C	20	20

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.05	7.69	0.0	A
C-AB	0.01	6.03	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	16	494	0.032	16	0.0	7.521	A
C-AB	2	603	0.004	2	0.0	5.990	A
C-A	17			17			
A-B	14			14			
A-C	10			10			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	493	0.038	19	0.0	7.593	A
C-AB	3	602	0.004	3	0.0	6.005	A
C-A	21			21			
A-B	17			17			
A-C	12			12			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	491	0.047	23	0.0	7.691	A
C-AB	3	601	0.006	3	0.0	6.026	A
C-A	25			25			
A-B	21			21			
A-C	14			14			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	491	0.047	23	0.0	7.691	A
C-AB	3	601	0.006	3	0.0	6.026	A
C-A	25			25			
A-B	21			21			
A-C	14			14			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	493	0.038	19	0.0	7.594	A
C-AB	3	602	0.004	3	0.0	6.005	A
C-A	21			21			
A-B	17			17			
A-C	12			12			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	16	494	0.032	16	0.0	7.525	A
C-AB	2	603	0.004	2	0.0	5.993	A
C-A	17			17			
A-B	14			14			
A-C	10			10			

2028 Base + Committed, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.61	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.61	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2028 Base + Committed	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	43	100.000
B		✓	46	100.000
C		✓	21	100.000

Origin-Destination Data

Demand (PCU/hr)

From		To		
		A	B	C
	A	0	31	12
	B	40	0	6
	C	17	4	0

Vehicle Mix

Heavy Vehicle Percentages

From		To		
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	32	32
	B	35	35
	C	16	16
08:00-08:15	A	39	39
	B	41	41
	C	19	19
08:15-08:30	A	47	47
	B	51	51
	C	23	23
08:30-08:45	A	47	47
	B	51	51
	C	23	23
08:45-09:00	A	39	39
	B	41	41
	C	19	19
09:00-09:15	A	32	32
	B	35	35
	C	16	16

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.10	8.11	0.1	A
C-AB	0.01	6.07	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	498	0.070	34	0.1	7.763	A
C-AB	3	601	0.005	3	0.0	6.017	A
C-A	13			13			
A-B	23			23			
A-C	9			9			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	496	0.083	41	0.1	7.908	A
C-AB	4	600	0.006	4	0.0	6.038	A
C-A	15			15			
A-B	28			28			
A-C	11			11			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	495	0.102	51	0.1	8.104	A
C-AB	4	598	0.007	4	0.0	6.066	A
C-A	19			19			
A-B	34			34			
A-C	13			13			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	495	0.102	51	0.1	8.107	A
C-AB	4	598	0.007	4	0.0	6.066	A
C-A	19			19			
A-B	34			34			
A-C	13			13			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	496	0.083	41	0.1	7.914	A
C-AB	4	600	0.006	4	0.0	6.038	A
C-A	15			15			
A-B	28			28			
A-C	11			11			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	498	0.070	35	0.1	7.775	A
C-AB	3	601	0.005	3	0.0	6.017	A
C-A	13			13			
A-B	23			23			
A-C	9			9			

2028 Base + Committed, PM

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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.53	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.53	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2028 Base + Committed	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	45	100.000
B		✓	30	100.000
C		✓	30	100.000

Origin-Destination Data

Demand (PCU/hr)

From		To		
		A	B	C
	A	0	31	14
	B	26	0	4
	C	25	5	0

Vehicle Mix

Heavy Vehicle Percentages

From		To		
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	34	34
	B	23	23
	C	23	23
17:00-17:15	A	40	40
	B	27	27
	C	27	27
17:15-17:30	A	50	50
	B	33	33
	C	33	33
17:30-17:45	A	50	50
	B	33	33
	C	33	33
17:45-18:00	A	40	40
	B	27	27
	C	27	27
18:00-18:15	A	34	34
	B	23	23
	C	23	23

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.07	7.83	0.1	A
C-AB	0.01	6.08	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	497	0.045	22	0.0	7.584	A
C-AB	4	601	0.006	4	0.0	6.028	A
C-A	19			19			
A-B	23			23			
A-C	11			11			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	27	495	0.054	27	0.1	7.688	A
C-AB	4	599	0.008	4	0.0	6.050	A
C-A	22			22			
A-B	28			28			
A-C	13			13			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	493	0.067	33	0.1	7.824	A
C-AB	6	597	0.009	6	0.0	6.082	A
C-A	28			28			
A-B	34			34			
A-C	15			15			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	493	0.067	33	0.1	7.826	A
C-AB	6	597	0.009	6	0.0	6.082	A
C-A	28			28			
A-B	34			34			
A-C	15			15			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	27	495	0.054	27	0.1	7.692	A
C-AB	4	599	0.008	5	0.0	6.051	A
C-A	22			22			
A-B	28			28			
A-C	13			13			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	497	0.045	23	0.0	7.596	A
C-AB	4	601	0.006	4	0.0	6.028	A
C-A	19			19			
A-B	23			23			
A-C	11			11			

2028 Base + Committed + Dev, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		6.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.20	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2028 Base + Committed + Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	67	100.000
B		✓	130	100.000
C		✓	28	100.000

Origin-Destination Data

Demand (PCU/hr)

From		To		
		A	B	C
	A	0	55	12
	B	106	0	24
	C	17	11	0

Vehicle Mix

Heavy Vehicle Percentages

From		To		
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	50	50
	B	98	98
	C	21	21
08:00-08:15	A	60	60
	B	117	117
	C	25	25
08:15-08:30	A	74	74
	B	143	143
	C	31	31
08:30-08:45	A	74	74
	B	143	143
	C	31	31
08:45-09:00	A	60	60
	B	117	117
	C	25	25
09:00-09:15	A	50	50
	B	98	98
	C	21	21

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.29	10.20	0.4	B
C-AB	0.02	6.21	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	98	501	0.195	97	0.2	8.889	A
C-AB	8	597	0.014	8	0.0	6.113	A
C-A	13			13			
A-B	41			41			
A-C	9			9			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	117	499	0.234	117	0.3	9.415	A
C-AB	10	595	0.017	10	0.0	6.153	A
C-A	15			15			
A-B	49			49			
A-C	11			11			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	143	496	0.289	143	0.4	10.176	B
C-AB	12	592	0.020	12	0.0	6.209	A
C-A	19			19			
A-B	61			61			
A-C	13			13			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	143	496	0.289	143	0.4	10.198	B
C-AB	12	592	0.020	12	0.0	6.209	A
C-A	19			19			
A-B	61			61			
A-C	13			13			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	117	499	0.234	117	0.3	9.445	A
C-AB	10	595	0.017	10	0.0	6.154	A
C-A	15			15			
A-B	49			49			
A-C	11			11			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	98	501	0.196	98	0.2	8.949	A
C-AB	8	597	0.014	8	0.0	6.116	A
C-A	13			13			
A-B	41			41			
A-C	9			9			

2028 Base + Committed + Dev, PM

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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.27	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.27	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2028 Base + Committed + Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	108	100.000
B		✓	67	100.000
C		✓	47	100.000

Origin-Destination Data

Demand (PCU/hr)

From		To		
		A	B	C
	A	0	94	14
	B	55	0	12
	C	25	22	0

Vehicle Mix

Heavy Vehicle Percentages

From		To		
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	81	81
	B	50	50
	C	35	35
17:00-17:15	A	97	97
	B	60	60
	C	42	42
17:15-17:30	A	119	119
	B	74	74
	C	52	52
17:30-17:45	A	119	119
	B	74	74
	C	52	52
17:45-18:00	A	97	97
	B	60	60
	C	42	42
18:00-18:15	A	81	81
	B	50	50
	C	35	35

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.15	8.72	0.2	A
C-AB	0.04	6.45	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	494	0.102	50	0.1	8.101	A
C-AB	17	590	0.028	16	0.0	6.273	A
C-A	19			19			
A-B	71			71			
A-C	11			11			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	60	491	0.123	60	0.1	8.357	A
C-AB	20	587	0.034	20	0.0	6.349	A
C-A	22			22			
A-B	85			85			
A-C	13			13			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	486	0.152	74	0.2	8.717	A
C-AB	24	582	0.042	24	0.0	6.454	A
C-A	27			27			
A-B	103			103			
A-C	15			15			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	486	0.152	74	0.2	8.722	A
C-AB	24	582	0.042	24	0.0	6.454	A
C-A	27			27			
A-B	103			103			
A-C	15			15			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	60	491	0.123	60	0.1	8.368	A
C-AB	20	587	0.034	20	0.0	6.350	A
C-A	22			22			
A-B	85			85			
A-C	13			13			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	494	0.102	51	0.1	8.123	A
C-AB	17	590	0.028	17	0.0	6.278	A
C-A	19			19			
A-B	71			71			
A-C	11			11			

Junctions 10									
PICADY 10 - Priority Intersection Module									
Version: 10.0.2.1574									
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Filename: BretchHill_EdinburghRd.j10

Path: C:\PJA\OneDrive - Phil Jones Associates\July 22 Modelling

Report generation date: 02/08/2022 14:38:16

- »2022 Base, AM
- »2022 Base, PM
- »2028 Base + Committed, AM
- »2028 Base + Committed, PM
- »2028 Base + Committed + Dev, AM
- »2028 Base + Committed + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2022 Base										
Stream B-C	D1	0.1	5.98	0.06	A	D2	0.1	5.72	0.06	A
Stream B-A		0.1	8.11	0.09	A		0.0	8.05	0.05	A
Stream C-AB		0.1	5.12	0.04	A		0.1	5.45	0.07	A
2028 Base + Committed										
Stream B-C	D3	0.1	6.11	0.09	A	D4	0.1	5.82	0.07	A
Stream B-A		0.1	8.42	0.10	A		0.1	8.33	0.05	A
Stream C-AB		0.1	5.11	0.04	A		0.1	5.59	0.10	A
2028 Base + Committed + Dev										
Stream B-C	D5	0.2	6.73	0.16	A	D6	0.1	6.10	0.10	A
Stream B-A		0.2	9.26	0.16	A		0.1	8.91	0.08	A
Stream C-AB		0.1	5.24	0.08	A		0.3	6.17	0.18	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.

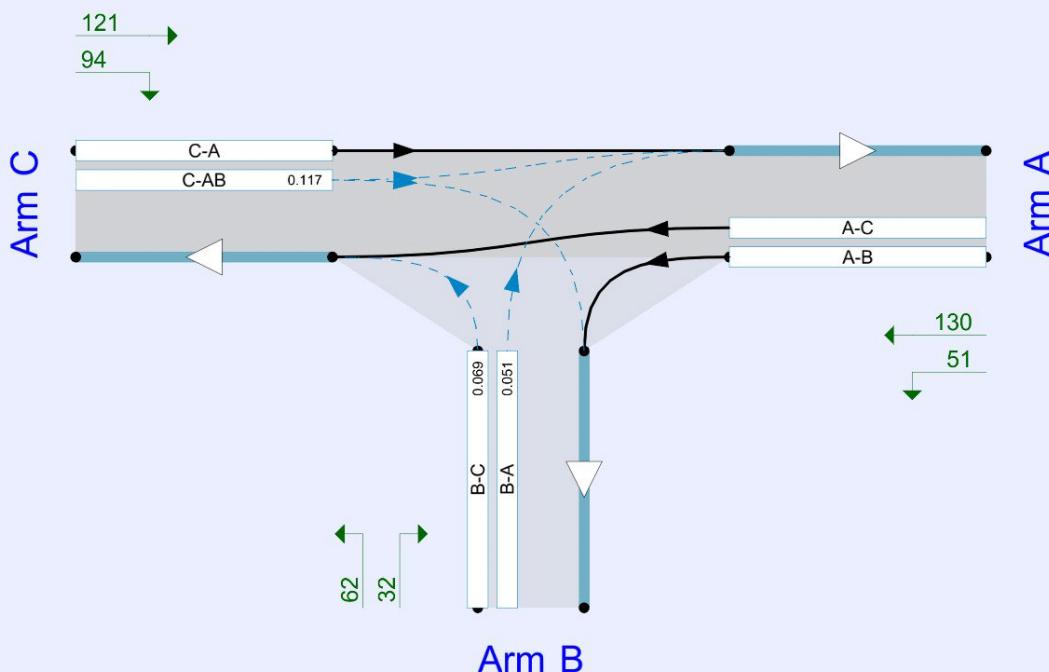
File summary

File Description

Title	
Location	
Site number	
Date	28/07/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PJA\Matthew Wykes
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



Flows show original traffic demand (PCU/hr).
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base	AM	ONE HOUR	07:45	09:15	15
D2	2022 Base	PM	ONE HOUR	16:45	18:15	15
D3	2028 Base + Committed	AM	ONE HOUR	07:45	09:15	15
D4	2028 Base + Committed	PM	ONE HOUR	16:45	18:15	15
D5	2028 Base + Committed + Dev	AM	ONE HOUR	07:45	09:15	15
D6	2028 Base + Committed + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.73	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.73	A

Arms

Arms

Arm	Name	Description	Arm type
A	Bretch Hill S		Major
B	Edinburgh Way		Minor
C	Bretch Hill N		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.50			170.0	✓	0.00

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	One lane plus flare	10.00	4.40	3.60	3.50	3.30	✓	1.00	52	47

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	552	0.094	0.237	0.149	0.339
B-C	689	0.099	0.249	-	-
C-B	672	0.244	0.244	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	130	100.000
B		✓	74	100.000
C		✓	173	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A	B	C
A	0	11	119	
B	39	0	35	
C	153	20	0	

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A	B	C
A	0	2	5	
B	0	0	0	
C	1	0	0	

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	98	98
	B	56	56
	C	130	130
08:00-08:15	A	117	117
	B	67	67
	C	156	156
08:15-08:30	A	143	143
	B	81	81
	C	190	190
08:30-08:45	A	143	143
	B	81	81
	C	190	190
08:45-09:00	A	117	117
	B	67	67
	C	156	156
09:00-09:15	A	98	98
	B	56	56
	C	130	130

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.06	5.98	0.1	A
B-A	0.09	8.11	0.1	A
C-AB	0.04	5.12	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	656	0.040	26	0.0	5.714	A
B-A	29	507	0.058	29	0.1	7.523	A
C-AB	18	722	0.025	18	0.0	5.118	A
C-A	112			112			
A-B	8			8			
A-C	90			90			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	649	0.048	31	0.1	5.826	A
B-A	35	499	0.070	35	0.1	7.761	A
C-AB	22	732	0.030	22	0.0	5.077	A
C-A	133			133			
A-B	10			10			
A-C	107			107			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39	640	0.060	38	0.1	5.984	A
B-A	43	487	0.088	43	0.1	8.109	A
C-AB	28	746	0.038	28	0.1	5.024	A
C-A	162			162			
A-B	12			12			
A-C	131			131			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39	640	0.060	39	0.1	5.985	A
B-A	43	487	0.088	43	0.1	8.110	A
C-AB	28	746	0.038	28	0.1	5.028	A
C-A	162			162			
A-B	12			12			
A-C	131			131			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	649	0.048	32	0.1	5.828	A
B-A	35	499	0.070	35	0.1	7.765	A
C-AB	22	732	0.030	22	0.0	5.082	A
C-A	133			133			
A-B	10			10			
A-C	107			107			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	656	0.040	26	0.0	5.721	A
B-A	29	507	0.058	29	0.1	7.533	A
C-AB	18	722	0.025	18	0.0	5.122	A
C-A	112			112			
A-B	8			8			
A-C	90			90			

2022 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.75	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.75	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022 Base	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	143	100.000
B		✓	54	100.000
C		✓	152	100.000

Origin-Destination Data

Demand (PCU/hr)

From		To		
		A	B	C
	A	0	26	117
	B	20	0	34
	C	112	40	0

Vehicle Mix

Heavy Vehicle Percentages

From		To		
		A	B	C
	A	0	0	7
	B	0	0	0
	C	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	108	108
	B	41	41
	C	114	114
17:00-17:15	A	129	129
	B	49	49
	C	137	137
17:15-17:30	A	157	157
	B	59	59
	C	167	167
17:30-17:45	A	157	157
	B	59	59
	C	167	167
17:45-18:00	A	129	129
	B	49	49
	C	137	137
18:00-18:15	A	108	108
	B	41	41
	C	114	114

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.06	5.72	0.1	A
B-A	0.05	8.05	0.0	A
C-AB	0.07	5.45	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	681	0.038	25	0.0	5.486	A
B-A	15	490	0.031	15	0.0	7.578	A
C-AB	34	700	0.049	34	0.1	5.402	A
C-A	80			80			
A-B	20			20			
A-C	88			88			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	675	0.045	31	0.0	5.581	A
B-A	18	481	0.037	18	0.0	7.770	A
C-AB	42	706	0.059	42	0.1	5.421	A
C-A	95			95			
A-B	23			23			
A-C	105			105			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37	667	0.056	37	0.1	5.715	A
B-A	22	469	0.047	22	0.0	8.047	A
C-AB	53	714	0.075	53	0.1	5.448	A
C-A	114			114			
A-B	29			29			
A-C	129			129			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37	667	0.056	37	0.1	5.716	A
B-A	22	469	0.047	22	0.0	8.047	A
C-AB	53	714	0.075	53	0.1	5.451	A
C-A	114			114			
A-B	29			29			
A-C	129			129			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	675	0.045	31	0.0	5.585	A
B-A	18	481	0.037	18	0.0	7.773	A
C-AB	42	706	0.059	42	0.1	5.425	A
C-A	95			95			
A-B	23			23			
A-C	105			105			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	681	0.038	26	0.0	5.490	A
B-A	15	490	0.031	15	0.0	7.582	A
C-AB	34	700	0.049	34	0.1	5.408	A
C-A	80			80			
A-B	20			20			
A-C	88			88			

2028 Base + Committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.90	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.90	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2028 Base + Committed	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	144	100.000
B		✓	92	100.000
C		✓	187	100.000

Origin-Destination Data

Demand (PCU/hr)

From		To		
		A	B	C
	A	0	13	131
	B	42	0	50
	C	165	22	0

Vehicle Mix

Heavy Vehicle Percentages

From		To		
		A	B	C
	A	0	2	5
	B	0	0	0
	C	1	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	108	108
	B	69	69
	C	141	141
08:00-08:15	A	129	129
	B	83	83
	C	168	168
08:15-08:30	A	159	159
	B	101	101
	C	206	206
08:30-08:45	A	159	159
	B	101	101
	C	206	206
08:45-09:00	A	129	129
	B	83	83
	C	168	168
09:00-09:15	A	108	108
	B	69	69
	C	141	141

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.09	6.11	0.1	A
B-A	0.10	8.42	0.1	A
C-AB	0.04	5.11	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	38	662	0.057	37	0.1	5.762	A
B-A	32	496	0.064	31	0.1	7.746	A
C-AB	20	726	0.028	20	0.0	5.109	A
C-A	121			121			
A-B	10			10			
A-C	99			99			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	45	655	0.069	45	0.1	5.904	A
B-A	38	487	0.078	38	0.1	8.019	A
C-AB	25	736	0.034	25	0.0	5.069	A
C-A	143			143			
A-B	12			12			
A-C	118			118			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	55	644	0.085	55	0.1	6.110	A
B-A	46	474	0.098	46	0.1	8.421	A
C-AB	32	752	0.043	32	0.1	5.013	A
C-A	174			174			
A-B	14			14			
A-C	144			144			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	55	644	0.085	55	0.1	6.111	A
B-A	46	474	0.098	46	0.1	8.425	A
C-AB	32	752	0.043	32	0.1	5.015	A
C-A	174			174			
A-B	14			14			
A-C	144			144			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	45	655	0.069	45	0.1	5.909	A
B-A	38	487	0.078	38	0.1	8.026	A
C-AB	25	736	0.034	25	0.0	5.073	A
C-A	143			143			
A-B	12			12			
A-C	118			118			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	38	662	0.057	38	0.1	5.768	A
B-A	32	496	0.064	32	0.1	7.757	A
C-AB	20	726	0.028	20	0.0	5.113	A
C-A	121			121			
A-B	10			10			
A-C	99			99			

2028 Base + Committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.97	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.97	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2028 Base + Committed	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	160	100.000
B		✓	65	100.000
C		✓	174	100.000

Origin-Destination Data

Demand (PCU/hr)

From		To		
		A	B	C
A		0	30	130
B		22	0	43
C		121	53	0

Vehicle Mix

Heavy Vehicle Percentages

From		To		
		A	B	C
A		0	0	7
B		0	0	0
C		0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	120	120
	B	49	49
	C	131	131
17:00-17:15	A	144	144
	B	58	58
	C	156	156
17:15-17:30	A	176	176
	B	72	72
	C	192	192
17:30-17:45	A	176	176
	B	72	72
	C	192	192
17:45-18:00	A	144	144
	B	58	58
	C	156	156
18:00-18:15	A	120	120
	B	49	49
	C	131	131

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.07	5.82	0.1	A
B-A	0.05	8.33	0.1	A
C-AB	0.10	5.59	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	682	0.047	32	0.0	5.535	A
B-A	17	480	0.035	16	0.0	7.765	A
C-AB	46	702	0.065	46	0.1	5.484	A
C-A	85			85			
A-B	23			23			
A-C	98			98			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39	676	0.057	39	0.1	5.651	A
B-A	20	470	0.042	20	0.0	7.996	A
C-AB	56	708	0.080	56	0.1	5.526	A
C-A	100			100			
A-B	27			27			
A-C	117			117			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	666	0.071	47	0.1	5.815	A
B-A	24	456	0.053	24	0.1	8.329	A
C-AB	72	716	0.100	72	0.1	5.585	A
C-A	120			120			
A-B	33			33			
A-C	143			143			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	666	0.071	47	0.1	5.815	A
B-A	24	456	0.053	24	0.1	8.331	A
C-AB	72	716	0.100	72	0.1	5.587	A
C-A	120			120			
A-B	33			33			
A-C	143			143			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39	676	0.057	39	0.1	5.655	A
B-A	20	470	0.042	20	0.0	7.998	A
C-AB	56	708	0.080	57	0.1	5.532	A
C-A	100			100			
A-B	27			27			
A-C	117			117			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	682	0.047	32	0.1	5.542	A
B-A	17	480	0.035	17	0.0	7.774	A
C-AB	46	702	0.065	46	0.1	5.493	A
C-A	85			85			
A-B	23			23			
A-C	98			98			

2028 Base + Committed + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.89	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.89	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2028 Base + Committed + Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	153	100.000
B		✓	158	100.000
C		✓	204	100.000

Origin-Destination Data

Demand (PCU/hr)

From		To		
		A	B	C
A		0	22	131
B		65	0	93
C		165	39	0

Vehicle Mix

Heavy Vehicle Percentages

From		To		
		A	B	C
A		0	2	5
B		0	0	0
C		1	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	115	115
	B	119	119
	C	154	154
08:00-08:15	A	138	138
	B	142	142
	C	183	183
08:15-08:30	A	168	168
	B	174	174
	C	225	225
08:30-08:45	A	168	168
	B	174	174
	C	225	225
08:45-09:00	A	138	138
	B	142	142
	C	183	183
09:00-09:15	A	115	115
	B	119	119
	C	154	154

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.16	6.73	0.2	A
B-A	0.16	9.26	0.2	A
C-AB	0.08	5.24	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	70	661	0.106	70	0.1	6.079	A
B-A	49	486	0.101	48	0.1	8.223	A
C-AB	35	724	0.049	35	0.1	5.233	A
C-A	118			118			
A-B	17			17			
A-C	99			99			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	84	651	0.128	83	0.1	6.339	A
B-A	58	475	0.123	58	0.1	8.635	A
C-AB	44	735	0.060	44	0.1	5.224	A
C-A	139			139			
A-B	20			20			
A-C	118			118			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	102	637	0.161	102	0.2	6.725	A
B-A	72	460	0.156	71	0.2	9.257	A
C-AB	57	749	0.076	57	0.1	5.208	A
C-A	168			168			
A-B	24			24			
A-C	144			144			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	102	637	0.161	102	0.2	6.729	A
B-A	72	460	0.156	72	0.2	9.265	A
C-AB	57	749	0.076	57	0.1	5.213	A
C-A	168			168			
A-B	24			24			
A-C	144			144			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	84	651	0.128	84	0.1	6.350	A
B-A	58	475	0.123	59	0.1	8.647	A
C-AB	44	735	0.060	44	0.1	5.226	A
C-A	139			139			
A-B	20			20			
A-C	118			118			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	70	660	0.106	70	0.1	6.098	A
B-A	49	486	0.101	49	0.1	8.246	A
C-AB	35	724	0.049	36	0.1	5.239	A
C-A	118			118			
A-B	17			17			
A-C	99			99			

2028 Base + Committed + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.77	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.77	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2028 Base + Committed + Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	181	100.000
B		✓	94	100.000
C		✓	215	100.000

Origin-Destination Data

Demand (PCU/hr)

From		To		
		A	B	C
	A	0	51	130
	B	32	0	62
	C	121	94	0

Vehicle Mix

Heavy Vehicle Percentages

From		To		
		A	B	C
	A	0	0	7
	B	0	0	0
	C	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	136	136
	B	71	71
	C	162	162
17:00-17:15	A	163	163
	B	85	85
	C	193	193
17:15-17:30	A	199	199
	B	103	103
	C	237	237
17:30-17:45	A	199	199
	B	103	103
	C	237	237
17:45-18:00	A	163	163
	B	85	85
	C	193	193
18:00-18:15	A	136	136
	B	71	71
	C	162	162

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.10	6.10	0.1	A
B-A	0.08	8.91	0.1	A
C-AB	0.18	6.17	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	677	0.069	46	0.1	5.701	A
B-A	24	468	0.051	24	0.1	8.095	A
C-AB	81	698	0.117	81	0.2	5.828	A
C-A	80			80			
A-B	38			38			
A-C	98			98			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56	670	0.083	56	0.1	5.863	A
B-A	29	456	0.063	29	0.1	8.421	A
C-AB	100	703	0.142	100	0.2	5.966	A
C-A	93			93			
A-B	46			46			
A-C	117			117			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	68	659	0.104	68	0.1	6.095	A
B-A	35	439	0.080	35	0.1	8.905	A
C-AB	128	711	0.179	127	0.3	6.169	A
C-A	109			109			
A-B	56			56			
A-C	143			143			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	68	659	0.104	68	0.1	6.096	A
B-A	35	439	0.080	35	0.1	8.911	A
C-AB	128	711	0.179	128	0.3	6.172	A
C-A	109			109			
A-B	56			56			
A-C	143			143			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56	670	0.083	56	0.1	5.866	A
B-A	29	456	0.063	29	0.1	8.429	A
C-AB	100	703	0.142	100	0.2	5.976	A
C-A	93			93			
A-B	46			46			
A-C	117			117			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	677	0.069	47	0.1	5.711	A
B-A	24	468	0.051	24	0.1	8.107	A
C-AB	81	698	0.117	82	0.2	5.843	A
C-A	80			80			
A-B	38			38			
A-C	98			98			

Junctions 10									
PICADY 10 - Priority Intersection Module									
Version: 10.0.2.1574									
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Filename: BretchHill_PrescottAve.j10

Path: C:\PJA\OneDrive - Phil Jones Associates\July 22 Modelling

Report generation date: 02/08/2022 14:40:47

- »2022 Base, AM
- »2022 Base, PM
- »2028 Base + Committed, AM
- »2028 Base + Committed, PM
- »2028 Base + Committed + Dev, AM
- »2028 Base + Committed + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2022 Base										
Stream B-C	D1	0.1	5.76	0.11	A	D2	0.1	5.77	0.13	A
Stream B-A		0.1	8.49	0.05	A		0.1	8.33	0.05	A
Stream C-AB		0.2	6.77	0.16	A		0.2	6.25	0.13	A
2028 Base + Committed										
Stream B-C	D3	0.1	5.87	0.12	A	D4	0.2	6.13	0.16	A
Stream B-A		0.1	8.77	0.06	A		0.1	8.67	0.08	A
Stream C-AB		0.3	7.08	0.20	A		0.2	6.37	0.15	A
2028 Base + Committed + Dev										
Stream B-C	D5	0.2	6.32	0.15	A	D6	0.3	6.93	0.23	A
Stream B-A		0.1	9.20	0.06	A		0.1	9.03	0.09	A
Stream C-AB		0.5	7.94	0.28	A		0.3	6.67	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.

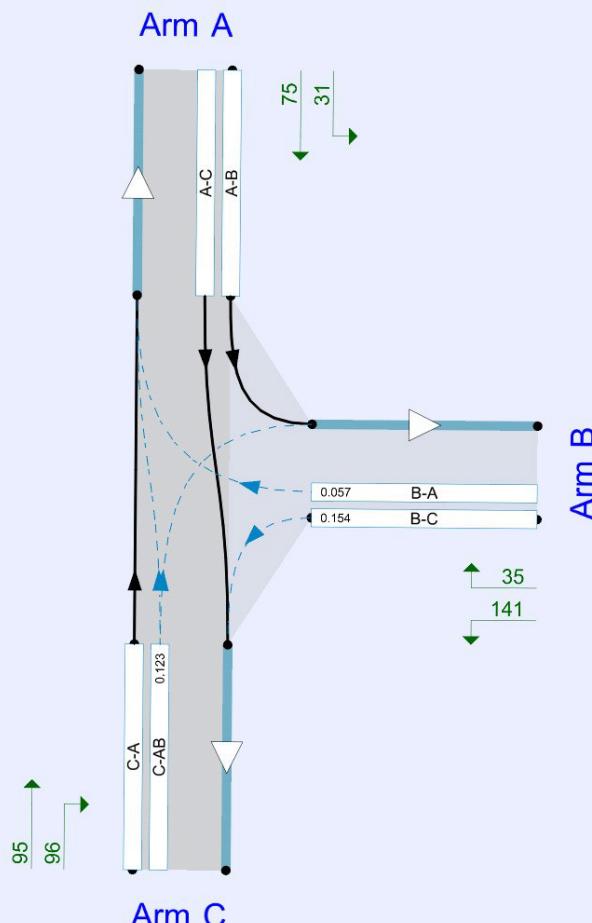
File summary

File Description

Title	
Location	
Site number	
Date	28/07/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PJA\Matthew Wykes
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



Flows show original traffic demand (PCU/hr).
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base	AM	ONE HOUR	07:45	09:15	15
D2	2022 Base	PM	ONE HOUR	16:45	18:15	15
D3	2028 Base + Committed	AM	ONE HOUR	07:45	09:15	15
D4	2028 Base + Committed	PM	ONE HOUR	16:45	18:15	15
D5	2028 Base + Committed + Dev	AM	ONE HOUR	07:45	09:15	15
D6	2028 Base + Committed + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.14	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.14	A

Arms

Arms

Arm	Name	Description	Arm type
A	Bretch Hill N		Major
B	Prescott Ave		Minor
C	Bretch Hill S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.70			93.0	✓	0.00

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	One lane plus flare	10.00	5.00	4.00	3.50	3.50	✓	1.00	38	42

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	514	0.087	0.219	0.138	0.313
B-C	744	0.106	0.267	-	-
C-B	628	0.225	0.225	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	135	100.000
B		✓	88	100.000
C		✓	154	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A	B	C
	A	0	30	105
	B	20	0	68
	C	72	82	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A	B	C
	A	0	0	1
	B	0	0	0
	C	5	2	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	102	102
	B	66	66
	C	116	116
08:00-08:15	A	121	121
	B	79	79
	C	138	138
08:15-08:30	A	149	149
	B	97	97
	C	170	170
08:30-08:45	A	149	149
	B	97	97
	C	170	170
08:45-09:00	A	121	121
	B	79	79
	C	138	138
09:00-09:15	A	102	102
	B	66	66
	C	116	116

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.11	5.76	0.1	A
B-A	0.05	8.49	0.1	A
C-AB	0.16	6.77	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51	714	0.072	51	0.1	5.424	A
B-A	15	468	0.032	15	0.0	7.950	A
C-AB	67	641	0.105	67	0.1	6.407	A
C-A	49			49			
A-B	23			23			
A-C	79			79			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61	708	0.086	61	0.1	5.561	A
B-A	18	459	0.039	18	0.0	8.171	A
C-AB	82	644	0.127	82	0.2	6.554	A
C-A	56			56			
A-B	27			27			
A-C	94			94			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	75	700	0.107	75	0.1	5.756	A
B-A	22	446	0.049	22	0.1	8.491	A
C-AB	103	647	0.159	103	0.2	6.761	A
C-A	67			67			
A-B	33			33			
A-C	116			116			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	75	700	0.107	75	0.1	5.756	A
B-A	22	446	0.049	22	0.1	8.493	A
C-AB	103	648	0.159	103	0.2	6.771	A
C-A	67			67			
A-B	33			33			
A-C	116			116			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61	708	0.086	61	0.1	5.563	A
B-A	18	458	0.039	18	0.0	8.174	A
C-AB	82	644	0.127	82	0.2	6.567	A
C-A	56			56			
A-B	27			27			
A-C	94			94			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51	714	0.072	51	0.1	5.433	A
B-A	15	468	0.032	15	0.0	7.958	A
C-AB	67	641	0.105	68	0.1	6.426	A
C-A	48			48			
A-B	23			23			
A-C	79			79			

2022 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.22	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.22	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022 Base	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	94	100.000
B		✓	104	100.000
C		✓	151	100.000

Origin-Destination Data

Demand (PCU/hr)

From		To		
		A	B	C
	A	0	25	69
	B	21	0	83
	C	85	66	0

Vehicle Mix

Heavy Vehicle Percentages

From		To		
		A	B	C
	A	0	0	0
	B	0	0	0
	C	7	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	71	71
	B	78	78
	C	114	114
17:00-17:15	A	85	85
	B	93	93
	C	136	136
17:15-17:30	A	103	103
	B	115	115
	C	166	166
17:30-17:45	A	103	103
	B	115	115
	C	166	166
17:45-18:00	A	85	85
	B	93	93
	C	136	136
18:00-18:15	A	71	71
	B	78	78
	C	114	114

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.13	5.77	0.1	A
B-A	0.05	8.33	0.1	A
C-AB	0.13	6.25	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	726	0.086	62	0.1	5.423	A
B-A	16	473	0.033	16	0.0	7.865	A
C-AB	55	654	0.084	55	0.1	6.040	A
C-A	59			59			
A-B	19			19			
A-C	52			52			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	75	721	0.103	75	0.1	5.567	A
B-A	19	466	0.041	19	0.0	8.055	A
C-AB	67	659	0.102	67	0.1	6.121	A
C-A	69			69			
A-B	22			22			
A-C	62			62			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	91	715	0.128	91	0.1	5.770	A
B-A	23	455	0.051	23	0.1	8.326	A
C-AB	85	667	0.127	84	0.2	6.236	A
C-A	82			82			
A-B	28			28			
A-C	76			76			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	91	715	0.128	91	0.1	5.773	A
B-A	23	455	0.051	23	0.1	8.328	A
C-AB	85	667	0.127	85	0.2	6.245	A
C-A	82			82			
A-B	28			28			
A-C	76			76			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	75	721	0.103	75	0.1	5.572	A
B-A	19	466	0.041	19	0.0	8.058	A
C-AB	67	659	0.102	67	0.1	6.135	A
C-A	69			69			
A-B	22			22			
A-C	62			62			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	725	0.086	63	0.1	5.432	A
B-A	16	473	0.033	16	0.0	7.873	A
C-AB	55	654	0.084	55	0.1	6.055	A
C-A	59			59			
A-B	19			19			
A-C	52			52			

2028 Base + Committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.28	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2028 Base + Committed	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	159	100.000
B		✓	96	100.000
C		✓	181	100.000

Origin-Destination Data

Demand (PCU/hr)

From		To		
		A	B	C
	A	0	46	113
	B	22	0	74
	C	81	100	0

Vehicle Mix

Heavy Vehicle Percentages

From		To		
		A	B	C
	A	0	0	1
	B	0	0	0
	C	5	2	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	120	120
	B	72	72
	C	136	136
08:00-08:15	A	143	143
	B	86	86
	C	163	163
08:15-08:30	A	175	175
	B	106	106
	C	199	199
08:30-08:45	A	175	175
	B	106	106
	C	199	199
08:45-09:00	A	143	143
	B	86	86
	C	163	163
09:00-09:15	A	120	120
	B	72	72
	C	136	136

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.12	5.87	0.1	A
B-A	0.06	8.77	0.1	A
C-AB	0.20	7.08	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56	710	0.078	55	0.1	5.493	A
B-A	17	460	0.036	16	0.0	8.107	A
C-AB	83	641	0.130	83	0.2	6.581	A
C-A	53			53			
A-B	35			35			
A-C	85			85			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	67	704	0.095	66	0.1	5.648	A
B-A	20	450	0.044	20	0.0	8.375	A
C-AB	101	644	0.157	101	0.2	6.782	A
C-A	61			61			
A-B	41			41			
A-C	102			102			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	695	0.117	81	0.1	5.870	A
B-A	24	435	0.056	24	0.1	8.764	A
C-AB	128	648	0.197	127	0.3	7.073	A
C-A	72			72			
A-B	51			51			
A-C	124			124			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	695	0.117	81	0.1	5.871	A
B-A	24	435	0.056	24	0.1	8.767	A
C-AB	128	649	0.197	128	0.3	7.085	A
C-A	71			71			
A-B	51			51			
A-C	124			124			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	67	704	0.095	67	0.1	5.653	A
B-A	20	449	0.044	20	0.0	8.380	A
C-AB	101	644	0.157	102	0.2	6.796	A
C-A	61			61			
A-B	41			41			
A-C	102			102			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56	710	0.078	56	0.1	5.500	A
B-A	17	460	0.036	17	0.0	8.118	A
C-AB	83	642	0.130	83	0.2	6.602	A
C-A	53			53			
A-B	35			35			
A-C	85			85			

2028 Base + Committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.59	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.59	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2028 Base + Committed	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	106	100.000
B		✓	134	100.000
C		✓	172	100.000

Origin-Destination Data

Demand (PCU/hr)

From		To		
		A	B	C
	A	0	31	75
	B	35	0	99
	C	95	77	0

Vehicle Mix

Heavy Vehicle Percentages

From		To		
		A	B	C
	A	0	0	0
	B	0	0	0
	C	7	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	80	80
	B	101	101
	C	129	129
17:00-17:15	A	95	95
	B	120	120
	C	155	155
17:15-17:30	A	117	117
	B	148	148
	C	189	189
17:30-17:45	A	117	117
	B	148	148
	C	189	189
17:45-18:00	A	95	95
	B	120	120
	C	155	155
18:00-18:15	A	80	80
	B	101	101
	C	129	129

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.16	6.13	0.2	A
B-A	0.08	8.67	0.1	A
C-AB	0.15	6.37	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	75	710	0.105	74	0.1	5.653	A
B-A	26	475	0.055	26	0.1	8.016	A
C-AB	65	657	0.099	65	0.1	6.115	A
C-A	64			64			
A-B	23			23			
A-C	56			56			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	89	705	0.126	89	0.1	5.846	A
B-A	31	466	0.067	31	0.1	8.278	A
C-AB	80	663	0.120	79	0.2	6.217	A
C-A	75			75			
A-B	28			28			
A-C	67			67			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	109	697	0.156	109	0.2	6.122	A
B-A	39	454	0.085	38	0.1	8.661	A
C-AB	101	671	0.150	100	0.2	6.366	A
C-A	89			89			
A-B	34			34			
A-C	83			83			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	109	697	0.156	109	0.2	6.125	A
B-A	39	454	0.085	39	0.1	8.666	A
C-AB	101	671	0.150	101	0.2	6.375	A
C-A	89			89			
A-B	34			34			
A-C	83			83			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	89	705	0.126	89	0.1	5.852	A
B-A	31	466	0.068	32	0.1	8.286	A
C-AB	80	663	0.120	80	0.2	6.234	A
C-A	75			75			
A-B	28			28			
A-C	67			67			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	75	710	0.105	75	0.1	5.666	A
B-A	26	475	0.055	26	0.1	8.029	A
C-AB	65	657	0.099	65	0.1	6.132	A
C-A	64			64			
A-B	23			23			
A-C	56			56			

2028 Base + Committed + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.17	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.17	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2028 Base + Committed + Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	159	100.000
B		✓	112	100.000
C		✓	225	100.000

Origin-Destination Data

Demand (PCU/hr)

From		To		
		A	B	C
	A	0	46	113
	B	22	0	90
	C	81	144	0

Vehicle Mix

Heavy Vehicle Percentages

From		To		
		A	B	C
	A	0	0	1
	B	0	0	0
	C	5	2	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	120	120
	B	84	84
	C	169	169
08:00-08:15	A	143	143
	B	101	101
	C	202	202
08:15-08:30	A	175	175
	B	123	123
	C	248	248
08:30-08:45	A	175	175
	B	123	123
	C	248	248
08:45-09:00	A	143	143
	B	101	101
	C	202	202
09:00-09:15	A	120	120
	B	84	84
	C	169	169

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.15	6.32	0.2	A
B-A	0.06	9.20	0.1	A
C-AB	0.28	7.94	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	68	684	0.099	67	0.1	5.835	A
B-A	17	446	0.037	16	0.0	8.376	A
C-AB	120	641	0.187	119	0.3	7.032	A
C-A	50			50			
A-B	35			35			
A-C	85			85			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	677	0.119	81	0.1	6.034	A
B-A	20	433	0.046	20	0.0	8.706	A
C-AB	146	644	0.227	146	0.3	7.386	A
C-A	56			56			
A-B	41			41			
A-C	102			102			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	99	668	0.148	99	0.2	6.320	A
B-A	24	416	0.058	24	0.1	9.197	A
C-AB	184	649	0.284	184	0.4	7.923	A
C-A	64			64			
A-B	51			51			
A-C	124			124			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	99	668	0.148	99	0.2	6.323	A
B-A	24	415	0.058	24	0.1	9.201	A
C-AB	184	649	0.284	184	0.5	7.941	A
C-A	64			64			
A-B	51			51			
A-C	124			124			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	677	0.119	81	0.1	6.038	A
B-A	20	433	0.046	20	0.0	8.714	A
C-AB	146	645	0.227	147	0.3	7.415	A
C-A	56			56			
A-B	41			41			
A-C	102			102			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	68	684	0.099	68	0.1	5.847	A
B-A	17	446	0.037	17	0.0	8.389	A
C-AB	120	642	0.187	120	0.3	7.073	A
C-A	49			49			
A-B	35			35			
A-C	85			85			

2028 Base + Committed + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.30	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.30	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2028 Base + Committed + Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	106	100.000
B		✓	176	100.000
C		✓	191	100.000

Origin-Destination Data

Demand (PCU/hr)

From		To		
		A	B	C
	A	0	31	75
	B	35	0	141
	C	95	96	0

Vehicle Mix

Heavy Vehicle Percentages

From		To		
		A	B	C
	A	0	0	0
	B	0	0	0
	C	7	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	80	80
	B	133	133
	C	144	144
17:00-17:15	A	95	95
	B	158	158
	C	172	172
17:15-17:30	A	117	117
	B	194	194
	C	210	210
17:30-17:45	A	117	117
	B	194	194
	C	210	210
17:45-18:00	A	95	95
	B	158	158
	C	172	172
18:00-18:15	A	80	80
	B	133	133
	C	144	144

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.23	6.93	0.3	A
B-A	0.09	9.03	0.1	A
C-AB	0.19	6.67	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	106	688	0.154	105	0.2	6.167	A
B-A	26	462	0.057	26	0.1	8.250	A
C-AB	81	657	0.123	80	0.2	6.283	A
C-A	63			63			
A-B	23			23			
A-C	56			56			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	127	683	0.186	127	0.2	6.471	A
B-A	31	452	0.070	31	0.1	8.559	A
C-AB	99	663	0.150	99	0.2	6.433	A
C-A	73			73			
A-B	28			28			
A-C	67			67			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	155	675	0.230	155	0.3	6.924	A
B-A	39	437	0.088	38	0.1	9.026	A
C-AB	125	671	0.187	125	0.3	6.653	A
C-A	85			85			
A-B	34			34			
A-C	83			83			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	155	675	0.230	155	0.3	6.930	A
B-A	39	437	0.088	39	0.1	9.032	A
C-AB	125	671	0.187	125	0.3	6.668	A
C-A	85			85			
A-B	34			34			
A-C	83			83			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	127	683	0.186	127	0.2	6.481	A
B-A	31	452	0.070	32	0.1	8.569	A
C-AB	99	663	0.150	99	0.2	6.456	A
C-A	73			73			
A-B	28			28			
A-C	67			67			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	106	688	0.154	106	0.2	6.187	A
B-A	26	462	0.057	26	0.1	8.266	A
C-AB	81	657	0.124	81	0.2	6.307	A
C-A	63			63			
A-B	23			23			
A-C	56			56			

Junctions 10									
PICADY 10 - Priority Intersection Module									
Version: 10.0.2.1574									
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Filename: BretchHill_PrescottAve.j10

Path: C:\PJA\OneDrive - Phil Jones Associates\July 22 Modelling

Report generation date: 02/08/2022 14:40:47

- »2022 Base, AM
- »2022 Base, PM
- »2028 Base + Committed, AM
- »2028 Base + Committed, PM
- »2028 Base + Committed + Dev, AM
- »2028 Base + Committed + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2022 Base										
Stream B-C	D1	0.1	5.76	0.11	A	D2	0.1	5.77	0.13	A
Stream B-A		0.1	8.49	0.05	A		0.1	8.33	0.05	A
Stream C-AB		0.2	6.77	0.16	A		0.2	6.25	0.13	A
2028 Base + Committed										
Stream B-C	D3	0.1	5.87	0.12	A	D4	0.2	6.13	0.16	A
Stream B-A		0.1	8.77	0.06	A		0.1	8.67	0.08	A
Stream C-AB		0.3	7.08	0.20	A		0.2	6.37	0.15	A
2028 Base + Committed + Dev										
Stream B-C	D5	0.2	6.32	0.15	A	D6	0.3	6.93	0.23	A
Stream B-A		0.1	9.20	0.06	A		0.1	9.03	0.09	A
Stream C-AB		0.5	7.94	0.28	A		0.3	6.67	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.

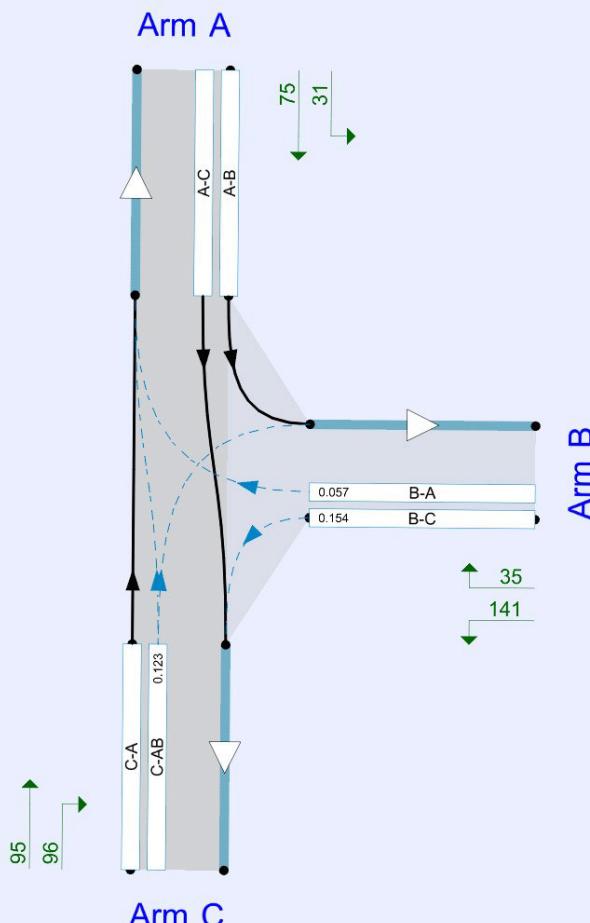
File summary

File Description

Title	
Location	
Site number	
Date	28/07/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PJA\Matthew Wykes
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



Flows show original traffic demand (PCU/hr).
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base	AM	ONE HOUR	07:45	09:15	15
D2	2022 Base	PM	ONE HOUR	16:45	18:15	15
D3	2028 Base + Committed	AM	ONE HOUR	07:45	09:15	15
D4	2028 Base + Committed	PM	ONE HOUR	16:45	18:15	15
D5	2028 Base + Committed + Dev	AM	ONE HOUR	07:45	09:15	15
D6	2028 Base + Committed + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.14	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.14	A

Arms

Arms

Arm	Name	Description	Arm type
A	Bretch Hill N		Major
B	Prescott Ave		Minor
C	Bretch Hill S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.70			93.0	✓	0.00

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	One lane plus flare	10.00	5.00	4.00	3.50	3.50	✓	1.00	38	42

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	514	0.087	0.219	0.138	0.313
B-C	744	0.106	0.267	-	-
C-B	628	0.225	0.225	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	135	100.000
B		✓	88	100.000
C		✓	154	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A	B	C
	A	0	30	105
	B	20	0	68
	C	72	82	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A	B	C
	A	0	0	1
	B	0	0	0
	C	5	2	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	102	102
	B	66	66
	C	116	116
08:00-08:15	A	121	121
	B	79	79
	C	138	138
08:15-08:30	A	149	149
	B	97	97
	C	170	170
08:30-08:45	A	149	149
	B	97	97
	C	170	170
08:45-09:00	A	121	121
	B	79	79
	C	138	138
09:00-09:15	A	102	102
	B	66	66
	C	116	116

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.11	5.76	0.1	A
B-A	0.05	8.49	0.1	A
C-AB	0.16	6.77	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51	714	0.072	51	0.1	5.424	A
B-A	15	468	0.032	15	0.0	7.950	A
C-AB	67	641	0.105	67	0.1	6.407	A
C-A	49			49			
A-B	23			23			
A-C	79			79			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61	708	0.086	61	0.1	5.561	A
B-A	18	459	0.039	18	0.0	8.171	A
C-AB	82	644	0.127	82	0.2	6.554	A
C-A	56			56			
A-B	27			27			
A-C	94			94			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	75	700	0.107	75	0.1	5.756	A
B-A	22	446	0.049	22	0.1	8.491	A
C-AB	103	647	0.159	103	0.2	6.761	A
C-A	67			67			
A-B	33			33			
A-C	116			116			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	75	700	0.107	75	0.1	5.756	A
B-A	22	446	0.049	22	0.1	8.493	A
C-AB	103	648	0.159	103	0.2	6.771	A
C-A	67			67			
A-B	33			33			
A-C	116			116			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61	708	0.086	61	0.1	5.563	A
B-A	18	458	0.039	18	0.0	8.174	A
C-AB	82	644	0.127	82	0.2	6.567	A
C-A	56			56			
A-B	27			27			
A-C	94			94			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51	714	0.072	51	0.1	5.433	A
B-A	15	468	0.032	15	0.0	7.958	A
C-AB	67	641	0.105	68	0.1	6.426	A
C-A	48			48			
A-B	23			23			
A-C	79			79			

2022 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.22	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.22	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022 Base	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	94	100.000
B		✓	104	100.000
C		✓	151	100.000

Origin-Destination Data

Demand (PCU/hr)

From		To		
		A	B	C
	A	0	25	69
	B	21	0	83
	C	85	66	0

Vehicle Mix

Heavy Vehicle Percentages

From		To		
		A	B	C
	A	0	0	0
	B	0	0	0
	C	7	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	71	71
	B	78	78
	C	114	114
17:00-17:15	A	85	85
	B	93	93
	C	136	136
17:15-17:30	A	103	103
	B	115	115
	C	166	166
17:30-17:45	A	103	103
	B	115	115
	C	166	166
17:45-18:00	A	85	85
	B	93	93
	C	136	136
18:00-18:15	A	71	71
	B	78	78
	C	114	114

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.13	5.77	0.1	A
B-A	0.05	8.33	0.1	A
C-AB	0.13	6.25	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	726	0.086	62	0.1	5.423	A
B-A	16	473	0.033	16	0.0	7.865	A
C-AB	55	654	0.084	55	0.1	6.040	A
C-A	59			59			
A-B	19			19			
A-C	52			52			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	75	721	0.103	75	0.1	5.567	A
B-A	19	466	0.041	19	0.0	8.055	A
C-AB	67	659	0.102	67	0.1	6.121	A
C-A	69			69			
A-B	22			22			
A-C	62			62			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	91	715	0.128	91	0.1	5.770	A
B-A	23	455	0.051	23	0.1	8.326	A
C-AB	85	667	0.127	84	0.2	6.236	A
C-A	82			82			
A-B	28			28			
A-C	76			76			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	91	715	0.128	91	0.1	5.773	A
B-A	23	455	0.051	23	0.1	8.328	A
C-AB	85	667	0.127	85	0.2	6.245	A
C-A	82			82			
A-B	28			28			
A-C	76			76			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	75	721	0.103	75	0.1	5.572	A
B-A	19	466	0.041	19	0.0	8.058	A
C-AB	67	659	0.102	67	0.1	6.135	A
C-A	69			69			
A-B	22			22			
A-C	62			62			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	725	0.086	63	0.1	5.432	A
B-A	16	473	0.033	16	0.0	7.873	A
C-AB	55	654	0.084	55	0.1	6.055	A
C-A	59			59			
A-B	19			19			
A-C	52			52			

2028 Base + Committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.28	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2028 Base + Committed	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	159	100.000
B		✓	96	100.000
C		✓	181	100.000

Origin-Destination Data

Demand (PCU/hr)

From		To		
		A	B	C
	A	0	46	113
	B	22	0	74
	C	81	100	0

Vehicle Mix

Heavy Vehicle Percentages

From		To		
		A	B	C
	A	0	0	1
	B	0	0	0
	C	5	2	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	120	120
	B	72	72
	C	136	136
08:00-08:15	A	143	143
	B	86	86
	C	163	163
08:15-08:30	A	175	175
	B	106	106
	C	199	199
08:30-08:45	A	175	175
	B	106	106
	C	199	199
08:45-09:00	A	143	143
	B	86	86
	C	163	163
09:00-09:15	A	120	120
	B	72	72
	C	136	136

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.12	5.87	0.1	A
B-A	0.06	8.77	0.1	A
C-AB	0.20	7.08	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56	710	0.078	55	0.1	5.493	A
B-A	17	460	0.036	16	0.0	8.107	A
C-AB	83	641	0.130	83	0.2	6.581	A
C-A	53			53			
A-B	35			35			
A-C	85			85			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	67	704	0.095	66	0.1	5.648	A
B-A	20	450	0.044	20	0.0	8.375	A
C-AB	101	644	0.157	101	0.2	6.782	A
C-A	61			61			
A-B	41			41			
A-C	102			102			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	695	0.117	81	0.1	5.870	A
B-A	24	435	0.056	24	0.1	8.764	A
C-AB	128	648	0.197	127	0.3	7.073	A
C-A	72			72			
A-B	51			51			
A-C	124			124			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	695	0.117	81	0.1	5.871	A
B-A	24	435	0.056	24	0.1	8.767	A
C-AB	128	649	0.197	128	0.3	7.085	A
C-A	71			71			
A-B	51			51			
A-C	124			124			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	67	704	0.095	67	0.1	5.653	A
B-A	20	449	0.044	20	0.0	8.380	A
C-AB	101	644	0.157	102	0.2	6.796	A
C-A	61			61			
A-B	41			41			
A-C	102			102			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56	710	0.078	56	0.1	5.500	A
B-A	17	460	0.036	17	0.0	8.118	A
C-AB	83	642	0.130	83	0.2	6.602	A
C-A	53			53			
A-B	35			35			
A-C	85			85			

2028 Base + Committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.59	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.59	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2028 Base + Committed	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	106	100.000
B		✓	134	100.000
C		✓	172	100.000

Origin-Destination Data

Demand (PCU/hr)

From		To		
		A	B	C
	A	0	31	75
	B	35	0	99
	C	95	77	0

Vehicle Mix

Heavy Vehicle Percentages

From		To		
		A	B	C
	A	0	0	0
	B	0	0	0
	C	7	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	80	80
	B	101	101
	C	129	129
17:00-17:15	A	95	95
	B	120	120
	C	155	155
17:15-17:30	A	117	117
	B	148	148
	C	189	189
17:30-17:45	A	117	117
	B	148	148
	C	189	189
17:45-18:00	A	95	95
	B	120	120
	C	155	155
18:00-18:15	A	80	80
	B	101	101
	C	129	129

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.16	6.13	0.2	A
B-A	0.08	8.67	0.1	A
C-AB	0.15	6.37	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	75	710	0.105	74	0.1	5.653	A
B-A	26	475	0.055	26	0.1	8.016	A
C-AB	65	657	0.099	65	0.1	6.115	A
C-A	64			64			
A-B	23			23			
A-C	56			56			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	89	705	0.126	89	0.1	5.846	A
B-A	31	466	0.067	31	0.1	8.278	A
C-AB	80	663	0.120	79	0.2	6.217	A
C-A	75			75			
A-B	28			28			
A-C	67			67			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	109	697	0.156	109	0.2	6.122	A
B-A	39	454	0.085	38	0.1	8.661	A
C-AB	101	671	0.150	100	0.2	6.366	A
C-A	89			89			
A-B	34			34			
A-C	83			83			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	109	697	0.156	109	0.2	6.125	A
B-A	39	454	0.085	39	0.1	8.666	A
C-AB	101	671	0.150	101	0.2	6.375	A
C-A	89			89			
A-B	34			34			
A-C	83			83			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	89	705	0.126	89	0.1	5.852	A
B-A	31	466	0.068	32	0.1	8.286	A
C-AB	80	663	0.120	80	0.2	6.234	A
C-A	75			75			
A-B	28			28			
A-C	67			67			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	75	710	0.105	75	0.1	5.666	A
B-A	26	475	0.055	26	0.1	8.029	A
C-AB	65	657	0.099	65	0.1	6.132	A
C-A	64			64			
A-B	23			23			
A-C	56			56			

2028 Base + Committed + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.17	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.17	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2028 Base + Committed + Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	159	100.000
B		✓	112	100.000
C		✓	225	100.000

Origin-Destination Data

Demand (PCU/hr)

From		To		
		A	B	C
	A	0	46	113
	B	22	0	90
	C	81	144	0

Vehicle Mix

Heavy Vehicle Percentages

From		To		
		A	B	C
	A	0	0	1
	B	0	0	0
	C	5	2	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	120	120
	B	84	84
	C	169	169
08:00-08:15	A	143	143
	B	101	101
	C	202	202
08:15-08:30	A	175	175
	B	123	123
	C	248	248
08:30-08:45	A	175	175
	B	123	123
	C	248	248
08:45-09:00	A	143	143
	B	101	101
	C	202	202
09:00-09:15	A	120	120
	B	84	84
	C	169	169

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.15	6.32	0.2	A
B-A	0.06	9.20	0.1	A
C-AB	0.28	7.94	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	68	684	0.099	67	0.1	5.835	A
B-A	17	446	0.037	16	0.0	8.376	A
C-AB	120	641	0.187	119	0.3	7.032	A
C-A	50			50			
A-B	35			35			
A-C	85			85			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	677	0.119	81	0.1	6.034	A
B-A	20	433	0.046	20	0.0	8.706	A
C-AB	146	644	0.227	146	0.3	7.386	A
C-A	56			56			
A-B	41			41			
A-C	102			102			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	99	668	0.148	99	0.2	6.320	A
B-A	24	416	0.058	24	0.1	9.197	A
C-AB	184	649	0.284	184	0.4	7.923	A
C-A	64			64			
A-B	51			51			
A-C	124			124			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	99	668	0.148	99	0.2	6.323	A
B-A	24	415	0.058	24	0.1	9.201	A
C-AB	184	649	0.284	184	0.5	7.941	A
C-A	64			64			
A-B	51			51			
A-C	124			124			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	677	0.119	81	0.1	6.038	A
B-A	20	433	0.046	20	0.0	8.714	A
C-AB	146	645	0.227	147	0.3	7.415	A
C-A	56			56			
A-B	41			41			
A-C	102			102			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	68	684	0.099	68	0.1	5.847	A
B-A	17	446	0.037	17	0.0	8.389	A
C-AB	120	642	0.187	120	0.3	7.073	A
C-A	49			49			
A-B	35			35			
A-C	85			85			

2028 Base + Committed + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.30	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.30	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2028 Base + Committed + Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	106	100.000
B		✓	176	100.000
C		✓	191	100.000

Origin-Destination Data

Demand (PCU/hr)

From		To		
		A	B	C
	A	0	31	75
	B	35	0	141
	C	95	96	0

Vehicle Mix

Heavy Vehicle Percentages

From		To		
		A	B	C
	A	0	0	0
	B	0	0	0
	C	7	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	80	80
	B	133	133
	C	144	144
17:00-17:15	A	95	95
	B	158	158
	C	172	172
17:15-17:30	A	117	117
	B	194	194
	C	210	210
17:30-17:45	A	117	117
	B	194	194
	C	210	210
17:45-18:00	A	95	95
	B	158	158
	C	172	172
18:00-18:15	A	80	80
	B	133	133
	C	144	144

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.23	6.93	0.3	A
B-A	0.09	9.03	0.1	A
C-AB	0.19	6.67	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	106	688	0.154	105	0.2	6.167	A
B-A	26	462	0.057	26	0.1	8.250	A
C-AB	81	657	0.123	80	0.2	6.283	A
C-A	63			63			
A-B	23			23			
A-C	56			56			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	127	683	0.186	127	0.2	6.471	A
B-A	31	452	0.070	31	0.1	8.559	A
C-AB	99	663	0.150	99	0.2	6.433	A
C-A	73			73			
A-B	28			28			
A-C	67			67			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	155	675	0.230	155	0.3	6.924	A
B-A	39	437	0.088	38	0.1	9.026	A
C-AB	125	671	0.187	125	0.3	6.653	A
C-A	85			85			
A-B	34			34			
A-C	83			83			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	155	675	0.230	155	0.3	6.930	A
B-A	39	437	0.088	39	0.1	9.032	A
C-AB	125	671	0.187	125	0.3	6.668	A
C-A	85			85			
A-B	34			34			
A-C	83			83			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	127	683	0.186	127	0.2	6.481	A
B-A	31	452	0.070	32	0.1	8.569	A
C-AB	99	663	0.150	99	0.2	6.456	A
C-A	73			73			
A-B	28			28			
A-C	67			67			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	106	688	0.154	106	0.2	6.187	A
B-A	26	462	0.057	26	0.1	8.266	A
C-AB	81	657	0.124	81	0.2	6.307	A
C-A	63			63			
A-B	23			23			
A-C	56			56			

Junctions 10									
PICADY 10 - Priority Intersection Module									
Version: 10.0.2.1574									
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Filename: PrescottAve_TheFairway.j10

Path: C:\PJA\OneDrive - Phil Jones Associates\July 22 Modelling

Report generation date: 02/08/2022 14:50:57

- »2022 Base, AM
- »2022 Base, PM
- »2022 Base + Committed, AM
- »2022 Base + Committed, PM
- »2022 Base + Committed + Dev, AM
- »2022 Base + Committed + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2022 Base										
Stream B-C	D1	0.1	5.73	0.11	A	D2	0.1	5.99	0.09	A
Stream B-A		0.2	9.24	0.16	A		0.2	9.18	0.16	A
Stream C-AB		0.2	5.62	0.12	A		0.2	6.80	0.15	A
2022 Base + Committed										
Stream B-C	D3	0.1	6.19	0.12	A	D4	0.1	6.20	0.10	A
Stream B-A		0.3	10.19	0.23	B		0.3	9.83	0.20	A
Stream C-AB		0.2	5.64	0.13	A		0.2	6.92	0.16	A
2022 Base + Committed + Dev										
Stream B-C	D5	0.1	6.55	0.13	A	D6	0.1	6.37	0.10	A
Stream B-A		0.5	11.70	0.33	B		0.3	10.53	0.25	B
Stream C-AB		0.2	5.68	0.13	A		0.3	7.04	0.16	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.

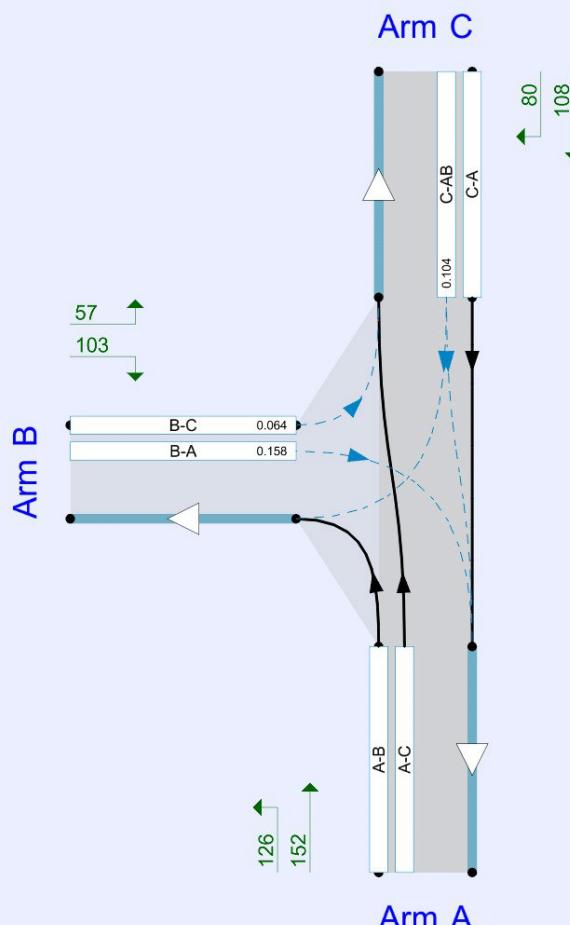
File summary

File Description

Title	
Location	
Site number	
Date	28/07/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PJA\Matthew Wykes
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



Flows show original traffic demand (PCU/hr).
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base	AM	ONE HOUR	07:45	09:15	15
D2	2022 Base	PM	ONE HOUR	16:45	18:15	15
D3	2022 Base + Committed	AM	ONE HOUR	07:45	09:15	15
D4	2022 Base + Committed	PM	ONE HOUR	16:45	18:15	15
D5	2022 Base + Committed + Dev	AM	ONE HOUR	07:45	09:15	15
D6	2022 Base + Committed + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.04	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.04	A

Arms

Arms

Arm	Name	Description	Arm type
A	The Fairway S		Major
B	Prescott Ave		Minor
C	The Fairway N		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.90			140.0	✓	0.00

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	One lane plus flare	9.20	3.90	3.30	3.20	3.20	✓	1.00	53	59

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	558	0.098	0.247	0.155	0.353
B-C	763	0.112	0.284	-	-
C-B	655	0.244	0.244	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	114	100.000
B		✓	138	100.000
C		✓	229	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A	B	C
A	0	49	65	
B	70	0	68	
C	170	59	0	

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A	B	C
A	0	3	4	
B	4	0	0	
C	0	4	0	

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	86	86
	B	104	104
	C	172	172
08:00-08:15	A	102	102
	B	124	124
	C	206	206
08:15-08:30	A	126	126
	B	152	152
	C	252	252
08:30-08:45	A	126	126
	B	152	152
	C	252	252
08:45-09:00	A	102	102
	B	124	124
	C	206	206
09:00-09:15	A	86	86
	B	104	104
	C	172	172

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.11	5.73	0.1	A
B-A	0.16	9.24	0.2	A
C-AB	0.12	5.62	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51	724	0.071	51	0.1	5.342	A
B-A	53	507	0.104	52	0.1	8.229	A
C-AB	54	717	0.075	54	0.1	5.606	A
C-A	118			118			
A-B	37			37			
A-C	49			49			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61	716	0.085	61	0.1	5.500	A
B-A	63	497	0.127	63	0.1	8.630	A
C-AB	67	729	0.092	67	0.1	5.615	A
C-A	139			139			
A-B	44			44			
A-C	58			58			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	75	703	0.106	75	0.1	5.727	A
B-A	77	482	0.160	77	0.2	9.230	A
C-AB	87	747	0.116	87	0.2	5.624	A
C-A	165			165			
A-B	54			54			
A-C	72			72			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	75	703	0.106	75	0.1	5.729	A
B-A	77	482	0.160	77	0.2	9.238	A
C-AB	87	747	0.116	87	0.2	5.623	A
C-A	165			165			
A-B	54			54			
A-C	72			72			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61	715	0.085	61	0.1	5.505	A
B-A	63	497	0.127	63	0.2	8.641	A
C-AB	67	729	0.092	67	0.1	5.611	A
C-A	139			139			
A-B	44			44			
A-C	58			58			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51	724	0.071	51	0.1	5.355	A
B-A	53	507	0.104	53	0.1	8.252	A
C-AB	54	717	0.076	54	0.1	5.610	A
C-A	118			118			
A-B	37			37			
A-C	49			49			

2022 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.05	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.05	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022 Base	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	209	100.000
B		✓	122	100.000
C		✓	173	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A	B	C
A	0	69	140
B	70	0	52
C	99	74	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	A	B	C	
A	0	0	0	
B	0	0	0	
C	0	10	0	

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	157	157
	B	92	92
	C	130	130
17:00-17:15	A	188	188
	B	110	110
	C	156	156
17:15-17:30	A	230	230
	B	134	134
	C	190	190
17:30-17:45	A	230	230
	B	134	134
	C	190	190
17:45-18:00	A	188	188
	B	110	110
	C	156	156
18:00-18:15	A	157	157
	B	92	92
	C	130	130

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.09	5.99	0.1	A
B-A	0.16	9.18	0.2	A
C-AB	0.15	6.80	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39	686	0.057	39	0.1	5.559	A
B-A	53	499	0.106	52	0.1	8.052	A
C-AB	63	666	0.094	62	0.1	6.491	A
C-A	68			68			
A-B	52			52			
A-C	105			105			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	675	0.069	47	0.1	5.730	A
B-A	63	486	0.129	63	0.1	8.497	A
C-AB	77	668	0.115	77	0.2	6.620	A
C-A	79			79			
A-B	62			62			
A-C	126			126			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	57	658	0.087	57	0.1	5.987	A
B-A	77	469	0.164	77	0.2	9.169	A
C-AB	97	672	0.145	97	0.2	6.798	A
C-A	93			93			
A-B	76			76			
A-C	154			154			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	57	658	0.087	57	0.1	5.987	A
B-A	77	469	0.164	77	0.2	9.180	A
C-AB	97	672	0.145	97	0.2	6.791	A
C-A	93			93			
A-B	76			76			
A-C	154			154			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	675	0.069	47	0.1	5.735	A
B-A	63	486	0.129	63	0.2	8.511	A
C-AB	77	668	0.115	77	0.2	6.609	A
C-A	79			79			
A-B	62			62			
A-C	126			126			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39	686	0.057	39	0.1	5.564	A
B-A	53	499	0.106	53	0.1	8.076	A
C-AB	63	666	0.094	63	0.1	6.495	A
C-A	67			67			
A-B	52			52			
A-C	105			105			

2022 Base + Committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.59	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.59	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2022 Base + Committed	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	124	100.000
B		✓	175	100.000
C		✓	247	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A	B	C
A	0	54	70
B	101	0	74
C	183	64	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	A	B	C	
A	0	3	4	
B	4	0	0	
C	0	4	0	

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	93	93
	B	132	132
	C	186	186
08:00-08:15	A	111	111
	B	157	157
	C	222	222
08:15-08:30	A	137	137
	B	193	193
	C	272	272
08:30-08:45	A	137	137
	B	193	193
	C	272	272
08:45-09:00	A	111	111
	B	157	157
	C	222	222
09:00-09:15	A	93	93
	B	132	132
	C	186	186

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.12	6.19	0.1	A
B-A	0.23	10.19	0.3	B
C-AB	0.13	5.64	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56	692	0.080	55	0.1	5.650	A
B-A	76	506	0.150	75	0.2	8.686	A
C-AB	60	722	0.083	59	0.1	5.611	A
C-A	126			126			
A-B	41			41			
A-C	53			53			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	67	681	0.098	66	0.1	5.860	A
B-A	91	494	0.184	91	0.2	9.270	A
C-AB	74	735	0.101	74	0.2	5.622	A
C-A	148			148			
A-B	49			49			
A-C	63			63			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	663	0.123	81	0.1	6.183	A
B-A	111	479	0.232	111	0.3	10.173	B
C-AB	96	754	0.128	96	0.2	5.645	A
C-A	176			176			
A-B	59			59			
A-C	77			77			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	663	0.123	81	0.1	6.188	A
B-A	111	478	0.232	111	0.3	10.193	B
C-AB	96	754	0.128	96	0.2	5.641	A
C-A	176			176			
A-B	59			59			
A-C	77			77			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	67	680	0.098	67	0.1	5.867	A
B-A	91	494	0.184	91	0.2	9.295	A
C-AB	74	735	0.101	75	0.2	5.620	A
C-A	148			148			
A-B	49			49			
A-C	63			63			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56	692	0.081	56	0.1	5.660	A
B-A	76	505	0.150	76	0.2	8.728	A
C-AB	60	722	0.083	60	0.1	5.617	A
C-A	126			126			
A-B	41			41			
A-C	53			53			

2022 Base + Committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.24	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.24	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2022 Base + Committed	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	239	100.000
B		✓	142	100.000
C		✓	188	100.000

Origin-Destination Data

Demand (PCU/hr)

From		To		
		A	B	C
A		0	87	152
B		85	0	57
C		108	80	0

Vehicle Mix

Heavy Vehicle Percentages

From		To		
		A	B	C
A		0	0	0
B		0	0	0
C		0	10	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	180	180
	B	107	107
	C	142	142
17:00-17:15	A	215	215
	B	128	128
	C	169	169
17:15-17:30	A	263	263
	B	156	156
	C	207	207
17:30-17:45	A	263	263
	B	156	156
	C	207	207
17:45-18:00	A	215	215
	B	128	128
	C	169	169
18:00-18:15	A	180	180
	B	107	107
	C	142	142

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.10	6.20	0.1	A
B-A	0.20	9.83	0.3	A
C-AB	0.16	6.92	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	43	678	0.063	43	0.1	5.666	A
B-A	64	493	0.130	63	0.1	8.379	A
C-AB	69	665	0.103	68	0.1	6.555	A
C-A	73			73			
A-B	65			65			
A-C	114			114			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51	664	0.077	51	0.1	5.875	A
B-A	76	479	0.160	76	0.2	8.939	A
C-AB	84	667	0.126	84	0.2	6.706	A
C-A	85			85			
A-B	78			78			
A-C	137			137			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	644	0.097	63	0.1	6.194	A
B-A	94	460	0.204	93	0.3	9.814	A
C-AB	107	671	0.160	107	0.2	6.918	A
C-A	100			100			
A-B	96			96			
A-C	167			167			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	644	0.097	63	0.1	6.195	A
B-A	94	460	0.204	94	0.3	9.830	A
C-AB	107	671	0.160	107	0.2	6.913	A
C-A	100			100			
A-B	96			96			
A-C	167			167			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51	664	0.077	51	0.1	5.879	A
B-A	76	479	0.160	77	0.2	8.961	A
C-AB	84	667	0.126	85	0.2	6.695	A
C-A	85			85			
A-B	78			78			
A-C	137			137			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	43	677	0.063	43	0.1	5.677	A
B-A	64	492	0.130	64	0.2	8.412	A
C-AB	69	665	0.103	69	0.1	6.563	A
C-A	73			73			
A-B	65			65			
A-C	114			114			

2022 Base + Committed + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.36	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.36	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2022 Base + Committed + Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	139	100.000
B		✓	216	100.000
C		✓	247	100.000

Origin-Destination Data

Demand (PCU/hr)

From		To		
		A	B	C
	A	0	69	70
	B	142	0	74
	C	183	64	0

Vehicle Mix

Heavy Vehicle Percentages

From		To		
		A	B	C
	A	0	3	4
	B	4	0	0
	C	0	4	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	105	105
	B	163	163
	C	186	186
08:00-08:15	A	125	125
	B	194	194
	C	222	222
08:15-08:30	A	153	153
	B	238	238
	C	272	272
08:30-08:45	A	153	153
	B	238	238
	C	272	272
08:45-09:00	A	125	125
	B	194	194
	C	222	222
09:00-09:15	A	105	105
	B	163	163
	C	186	186

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.13	6.55	0.1	A
B-A	0.33	11.70	0.5	B
C-AB	0.13	5.68	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56	676	0.082	55	0.1	5.794	A
B-A	107	504	0.212	106	0.3	9.374	A
C-AB	60	719	0.083	59	0.1	5.633	A
C-A	126			126			
A-B	52			52			
A-C	53			53			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	67	659	0.101	66	0.1	6.073	A
B-A	128	493	0.259	127	0.4	10.240	B
C-AB	74	732	0.102	74	0.2	5.648	A
C-A	148			148			
A-B	62			62			
A-C	63			63			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	632	0.129	81	0.1	6.539	A
B-A	156	476	0.328	156	0.5	11.662	B
C-AB	97	750	0.129	96	0.2	5.677	A
C-A	175			175			
A-B	76			76			
A-C	77			77			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	631	0.129	81	0.1	6.547	A
B-A	156	476	0.328	156	0.5	11.703	B
C-AB	97	750	0.129	97	0.2	5.675	A
C-A	175			175			
A-B	76			76			
A-C	77			77			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	67	659	0.101	67	0.1	6.084	A
B-A	128	492	0.259	128	0.4	10.292	B
C-AB	74	732	0.102	75	0.2	5.646	A
C-A	148			148			
A-B	62			62			
A-C	63			63			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56	676	0.082	56	0.1	5.810	A
B-A	107	504	0.212	107	0.3	9.442	A
C-AB	60	719	0.083	60	0.1	5.636	A
C-A	126			126			
A-B	52			52			
A-C	53			53			

2022 Base + Committed + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.38	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2022 Base + Committed + Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	278	100.000
B		✓	160	100.000
C		✓	188	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A	B	C
A	0	126	152
B	103	0	57
C	108	80	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	A	B	C	
A	0	0	0	
B	0	0	0	
C	0	10	0	

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	209	209
	B	120	120
	C	142	142
17:00-17:15	A	250	250
	B	144	144
	C	169	169
17:15-17:30	A	306	306
	B	176	176
	C	207	207
17:30-17:45	A	306	306
	B	176	176
	C	207	207
17:45-18:00	A	250	250
	B	144	144
	C	169	169
18:00-18:15	A	209	209
	B	120	120
	C	142	142

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.10	6.37	0.1	A
B-A	0.25	10.53	0.3	B
C-AB	0.16	7.04	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	43	669	0.064	43	0.1	5.748	A
B-A	78	490	0.158	77	0.2	8.705	A
C-AB	69	658	0.104	68	0.1	6.631	A
C-A	73			73			
A-B	95			95			
A-C	114			114			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51	652	0.079	51	0.1	5.989	A
B-A	93	475	0.195	92	0.2	9.398	A
C-AB	84	659	0.128	84	0.2	6.802	A
C-A	85			85			
A-B	113			113			
A-C	137			137			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	628	0.100	63	0.1	6.370	A
B-A	113	455	0.249	113	0.3	10.504	B
C-AB	108	661	0.163	107	0.3	7.043	A
C-A	99			99			
A-B	139			139			
A-C	167			167			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	628	0.100	63	0.1	6.372	A
B-A	113	455	0.249	113	0.3	10.527	B
C-AB	108	661	0.163	108	0.3	7.038	A
C-A	99			99			
A-B	139			139			
A-C	167			167			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51	652	0.079	51	0.1	5.994	A
B-A	93	475	0.195	93	0.2	9.427	A
C-AB	84	659	0.128	85	0.2	6.787	A
C-A	85			85			
A-B	113			113			
A-C	137			137			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	43	668	0.064	43	0.1	5.758	A
B-A	78	489	0.158	78	0.2	8.752	A
C-AB	69	658	0.105	69	0.1	6.639	A
C-A	73			73			
A-B	95			95			
A-C	114			114			

Junctions 10									
ARCADY 10 - Roundabout Module									
Version: 10.0.2.1574									
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Filename: TheFairway_OrchardWay_Rbt.j10

Path: C:\PJA\OneDrive - Phil Jones Associates\July 22 Modelling

Report generation date: 02/08/2022 14:51:54

- »2022 Base, AM
- »2022 Base, PM
- »2022 Base + Committed, AM
- »2022 Base + Committed, PM
- »2022 Base + Committed + Dev, AM
- »2022 Base + Committed + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2022 Base										
Arm 1	D1	1.3	7.17	0.56	A	D2	1.7	8.30	0.64	A
Arm 2		0.1	4.51	0.09	A		0.2	4.90	0.16	A
Arm 3		0.0	5.33	0.02	A		0.1	5.92	0.07	A
Arm 4		0.9	3.83	0.48	A		1.5	5.05	0.60	A
Arm 5		0.6	7.25	0.37	A		0.4	7.18	0.29	A
2022 Base + Committed										
Arm 1	D3	1.7	8.48	0.63	A	D4	2.4	10.65	0.71	B
Arm 2		0.1	4.78	0.10	A		0.2	5.35	0.19	A
Arm 3		0.0	5.66	0.02	A		0.1	6.48	0.08	A
Arm 4		1.1	4.22	0.52	A		1.9	6.01	0.66	A
Arm 5		0.8	8.72	0.45	A		0.6	8.27	0.35	A
2022 Base + Committed + Dev										
Arm 1	D5	1.8	8.82	0.64	A	D6	2.9	12.23	0.75	B
Arm 2		0.1	4.83	0.10	A		0.3	5.52	0.19	A
Arm 3		0.0	5.72	0.02	A		0.1	6.72	0.08	A
Arm 4		1.1	4.27	0.53	A		2.0	6.29	0.67	A
Arm 5		1.1	9.76	0.51	A		0.6	8.62	0.38	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	
Location	
Site number	
Date	28/07/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PJA\Matthew Wykes
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base	AM	ONE HOUR	07:45	09:15	15
D2	2022 Base	PM	ONE HOUR	16:45	18:15	15
D3	2022 Base + Committed	AM	ONE HOUR	07:45	09:15	15
D4	2022 Base + Committed	PM	ONE HOUR	16:45	18:15	15
D5	2022 Base + Committed + Dev	AM	ONE HOUR	07:45	09:15	15
D6	2022 Base + Committed + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 Base, AM

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
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	5.54	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.54	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Orchard Way N		
2	Hilton Rd		
3	Leisure Centre		
4	Woodgreen Ave		
5	The Fairway		

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)	Entry only	Exit only
1	3.64	8.00	2.5	14.8	60.7	19.0		
2	3.20	5.70	9.0	14.0	60.7	22.0		
3	3.20	4.90	2.0	9.5	60.7	16.5		
4	5.40	8.90	2.0	18.8	60.7	12.0		
5	3.80	5.10	1.0	8.0	60.7	19.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.495	1331
2	0.500	1380
3	0.448	1100
4	0.604	1904
5	0.455	1185

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	596	100.000
2		✓	78	100.000
3		✓	10	100.000
4		✓	799	100.000
5		✓	273	100.000

Origin-Destination Data

Demand (PCU/hr)

From		To				
		1	2	3	4	5
1	1	10	24	9	518	35
2	2	12	0	2	37	27
3	3	5	1	0	3	1
4	4	625	41	5	43	85
5	5	54	61	2	156	0

Vehicle Mix

Heavy Vehicle Percentages

From		To				
		1	2	3	4	5
1	1	0	0	0	1	0
2	2	0	0	0	20	0
3	3	0	0	0	0	0
4	4	2	11	0	6	2
5	5	4	8	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.56	7.17	1.3	A
2	0.09	4.51	0.1	A
3	0.02	5.33	0.0	A
4	0.48	3.83	0.9	A
5	0.37	7.25	0.6	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	449	231	1216	0.369	446	0.6	4.701	A
2	59	583	1089	0.054	58	0.1	3.794	A
3	8	628	819	0.009	7	0.0	4.436	A
4	602	68	1862	0.323	600	0.5	2.922	A
5	206	557	931	0.221	204	0.3	5.098	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	536	277	1194	0.449	535	0.8	5.503	A
2	70	698	1031	0.068	70	0.1	4.068	A
3	9	752	763	0.012	9	0.0	4.773	A
4	718	82	1854	0.387	718	0.6	3.249	A
5	245	666	881	0.279	245	0.4	5.829	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	656	339	1163	0.564	654	1.3	7.111	A
2	86	854	953	0.090	86	0.1	4.507	A
3	11	920	688	0.016	11	0.0	5.318	A
4	880	100	1843	0.477	879	0.9	3.824	A
5	301	816	813	0.370	300	0.6	7.216	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	656	340	1163	0.564	656	1.3	7.170	A
2	86	857	952	0.090	86	0.1	4.513	A
3	11	923	687	0.016	11	0.0	5.327	A
4	880	100	1843	0.477	880	0.9	3.834	A
5	301	817	813	0.370	301	0.6	7.246	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	536	279	1193	0.449	538	0.8	5.557	A
2	70	702	1029	0.068	70	0.1	4.078	A
3	9	756	761	0.012	9	0.0	4.785	A
4	718	82	1854	0.387	719	0.7	3.261	A
5	245	668	880	0.279	246	0.4	5.858	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	449	233	1216	0.369	450	0.6	4.747	A
2	59	587	1087	0.054	59	0.1	3.802	A
3	8	632	817	0.009	8	0.0	4.447	A
4	602	69	1862	0.323	602	0.5	2.933	A
5	206	559	930	0.221	206	0.3	5.127	A

2022 Base, PM

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
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	6.37	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.37	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022 Base	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	691	100.000
2		✓	133	100.000
3		✓	40	100.000
4		✓	962	100.000
5		✓	194	100.000

Origin-Destination Data

Demand (PCU/hr)

From		To				
		1	2	3	4	5
	1	23	22	13	576	57
	2	39	0	5	36	53
	3	12	2	0	14	12
	4	703	50	28	36	145
	5	59	43	4	88	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
	1	2	3	4	5	
From	1	0	0	0	0	0
	2	0	0	0	27	0
	3	0	0	0	0	0
	4	0	0	0	0	0
	5	0	23	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.64	8.30	1.7	A
2	0.16	4.90	0.2	A
3	0.07	5.92	0.1	A
4	0.60	5.05	1.5	A
5	0.29	7.18	0.4	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	520	188	1238	0.420	517	0.7	4.976	A
2	100	618	1071	0.093	100	0.1	3.930	A
3	30	680	795	0.038	30	0.0	4.701	A
4	724	148	1814	0.399	722	0.7	3.287	A
5	146	670	880	0.166	145	0.2	5.109	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	621	225	1219	0.509	620	1.0	5.993	A
2	120	740	1010	0.118	119	0.1	4.289	A
3	36	815	735	0.049	36	0.1	5.149	A
4	865	178	1796	0.481	864	0.9	3.857	A
5	174	802	819	0.213	174	0.3	5.816	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	761	276	1195	0.637	758	1.7	8.196	A
2	146	905	927	0.158	146	0.2	4.888	A
3	44	997	654	0.067	44	0.1	5.905	A
4	1059	217	1772	0.598	1057	1.5	5.018	A
5	214	981	738	0.290	213	0.4	7.149	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	761	276	1194	0.637	761	1.7	8.301	A
2	146	908	926	0.158	146	0.2	4.899	A
3	44	1000	652	0.068	44	0.1	5.918	A
4	1059	218	1772	0.598	1059	1.5	5.050	A
5	214	983	737	0.290	214	0.4	7.175	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	621	226	1219	0.510	624	1.1	6.078	A
2	120	745	1008	0.119	120	0.1	4.304	A
3	36	819	733	0.049	36	0.1	5.165	A
4	865	179	1796	0.482	867	0.9	3.884	A
5	174	805	818	0.213	175	0.3	5.843	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	520	189	1237	0.420	522	0.7	5.039	A
2	100	623	1069	0.094	100	0.1	3.944	A
3	30	685	793	0.038	30	0.0	4.718	A
4	724	149	1813	0.399	725	0.7	3.311	A
5	146	673	878	0.166	146	0.2	5.136	A

2022 Base + Committed, AM

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
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	6.42	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.42	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2022 Base + Committed	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	648	100.000
2		✓	85	100.000
3		✓	10	100.000
4		✓	873	100.000
5		✓	320	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1	2	3	4	5
From	1	11	26	10	562	39
	2	13	0	2	40	30
	3	5	1	0	3	1
	4	685	45	5	46	92
	5	69	72	2	177	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
	1	2	3	4	5	
From	1	0	0	0	1	0
	2	0	0	0	20	0
	3	0	0	0	0	0
	4	2	11	0	6	2
	5	4	8	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.63	8.48	1.7	A
2	0.10	4.78	0.1	A
3	0.02	5.66	0.0	A
4	0.52	4.22	1.1	A
5	0.45	8.72	0.8	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	488	261	1202	0.406	485	0.7	5.046	A
2	64	638	1061	0.060	64	0.1	3.915	A
3	8	687	792	0.010	7	0.0	4.587	A
4	657	75	1858	0.354	655	0.6	3.065	A
5	241	608	908	0.265	239	0.4	5.545	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	583	312	1176	0.495	581	1.0	6.089	A
2	76	764	998	0.077	76	0.1	4.239	A
3	9	824	731	0.012	9	0.0	4.985	A
4	785	90	1849	0.424	784	0.8	3.466	A
5	288	728	853	0.337	287	0.5	6.555	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	713	382	1142	0.625	711	1.6	8.370	A
2	94	935	913	0.103	93	0.1	4.768	A
3	11	1007	649	0.017	11	0.0	5.644	A
4	961	110	1837	0.523	960	1.1	4.203	A
5	352	892	779	0.453	351	0.8	8.658	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	713	383	1141	0.625	713	1.7	8.481	A
2	94	938	911	0.103	94	0.1	4.777	A
3	11	1011	647	0.017	11	0.0	5.657	A
4	961	110	1837	0.523	961	1.1	4.217	A
5	352	893	778	0.453	352	0.8	8.720	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	583	314	1176	0.496	585	1.0	6.176	A
2	76	769	995	0.077	77	0.1	4.253	A
3	9	829	729	0.012	9	0.0	5.001	A
4	785	90	1849	0.424	786	0.8	3.479	A
5	288	730	852	0.338	289	0.5	6.610	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	488	263	1201	0.406	489	0.7	5.110	A
2	64	643	1059	0.060	64	0.1	3.928	A
3	8	693	790	0.010	8	0.0	4.602	A
4	657	75	1858	0.354	658	0.6	3.080	A
5	241	611	906	0.266	242	0.4	5.590	A

2022 Base + Committed, PM

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
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	7.79	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.79	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2022 Base + Committed	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	765	100.000
2		✓	149	100.000
3		✓	43	100.000
4		✓	1048	100.000
5		✓	221	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1	2	3	4	5
From	1	25	24	14	633	69
	2	42	0	5	39	63
	3	13	2	0	15	13
	4	766	55	31	39	157
	5	70	48	4	99	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
	1	2	3	4	5	
From	1	0	0	0	0	0
	2	0	0	0	27	0
	3	0	0	0	0	0
	4	0	0	0	0	0
	5	0	23	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.71	10.65	2.4	B
2	0.19	5.35	0.2	A
3	0.08	6.48	0.1	A
4	0.66	6.01	1.9	A
5	0.35	8.27	0.6	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	576	208	1228	0.469	572	0.9	5.464	A
2	112	684	1038	0.108	112	0.1	4.113	A
3	32	755	762	0.043	32	0.0	4.933	A
4	789	170	1801	0.438	786	0.8	3.537	A
5	166	730	852	0.195	165	0.3	5.454	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	688	249	1208	0.570	686	1.3	6.879	A
2	134	820	970	0.138	134	0.2	4.556	A
3	39	905	695	0.056	39	0.1	5.487	A
4	942	204	1781	0.529	941	1.1	4.280	A
5	199	873	787	0.252	198	0.3	6.371	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	842	305	1180	0.714	838	2.4	10.390	B
2	164	1001	879	0.187	164	0.2	5.324	A
3	47	1106	605	0.078	47	0.1	6.460	A
4	1154	249	1753	0.658	1151	1.9	5.945	A
5	243	1068	698	0.349	243	0.6	8.221	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	842	306	1179	0.714	842	2.4	10.654	B
2	164	1006	877	0.187	164	0.2	5.346	A
3	47	1111	602	0.079	47	0.1	6.484	A
4	1154	250	1753	0.658	1154	1.9	6.009	A
5	243	1071	697	0.349	243	0.6	8.274	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	688	251	1207	0.570	692	1.3	7.054	A
2	134	827	967	0.139	134	0.2	4.581	A
3	39	912	691	0.056	39	0.1	5.517	A
4	942	205	1780	0.529	945	1.1	4.330	A
5	199	878	785	0.253	199	0.4	6.419	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	576	210	1227	0.469	578	0.9	5.558	A
2	112	690	1035	0.108	112	0.1	4.132	A
3	32	762	759	0.043	32	0.0	4.958	A
4	789	171	1800	0.438	790	0.8	3.569	A
5	166	734	850	0.196	167	0.3	5.493	A

2022 Base + Committed + Dev, AM

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
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	6.81	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.81	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2022 Base + Committed + Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	663	100.000
2		✓	85	100.000
3		✓	10	100.000
4		✓	873	100.000
5		✓	361	100.000

Origin-Destination Data

Demand (PCU/hr)

From		To				
		1	2	3	4	5
	1	11	26	10	562	54
	2	13	0	2	40	30
	3	5	1	0	3	1
	4	685	45	5	46	92
	5	110	72	2	177	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
	1	2	3	4	5	
From	1	0	0	0	1	0
	2	0	0	0	20	0
	3	0	0	0	0	0
	4	2	11	0	6	2
	5	4	8	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.64	8.82	1.8	A
2	0.10	4.83	0.1	A
3	0.02	5.72	0.0	A
4	0.53	4.27	1.1	A
5	0.51	9.76	1.1	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	499	261	1202	0.415	496	0.7	5.124	A
2	64	649	1056	0.061	64	0.1	3.937	A
3	8	698	787	0.010	7	0.0	4.617	A
4	657	86	1852	0.355	655	0.6	3.083	A
5	272	608	908	0.299	270	0.4	5.815	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	596	312	1176	0.507	595	1.0	6.227	A
2	76	778	991	0.077	76	0.1	4.270	A
3	9	837	725	0.012	9	0.0	5.027	A
4	785	103	1841	0.426	784	0.8	3.493	A
5	325	728	853	0.380	324	0.6	7.013	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	730	382	1142	0.639	727	1.7	8.689	A
2	94	951	905	0.103	93	0.1	4.815	A
3	11	1023	642	0.017	11	0.0	5.709	A
4	961	126	1827	0.526	960	1.1	4.251	A
5	397	892	779	0.510	396	1.1	9.664	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	730	383	1141	0.640	730	1.8	8.818	A
2	94	954	903	0.104	94	0.1	4.826	A
3	11	1027	640	0.017	11	0.0	5.724	A
4	961	127	1827	0.526	961	1.1	4.266	A
5	397	893	778	0.511	397	1.1	9.762	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	596	314	1175	0.507	599	1.1	6.326	A
2	76	783	989	0.077	77	0.1	4.283	A
3	9	842	723	0.012	9	0.0	5.044	A
4	785	104	1841	0.426	786	0.8	3.509	A
5	325	730	852	0.381	326	0.6	7.090	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	499	263	1201	0.416	500	0.7	5.191	A
2	64	654	1053	0.061	64	0.1	3.950	A
3	8	704	785	0.010	8	0.0	4.634	A
4	657	87	1851	0.355	658	0.6	3.100	A
5	272	611	906	0.300	273	0.4	5.874	A

2022 Base + Committed + Dev, PM

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
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	8.59	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.59	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2022 Base + Committed + Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	805	100.000
2		✓	149	100.000
3		✓	43	100.000
4		✓	1048	100.000
5		✓	239	100.000

Origin-Destination Data

Demand (PCU/hr)

From		To				
		1	2	3	4	5
	1	25	24	14	633	109
	2	42	0	5	39	63
	3	13	2	0	15	13
	4	766	55	31	39	157
	5	88	48	4	99	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
	1	2	3	4	5	
From	1	0	0	0	0	0
	2	0	0	0	27	0
	3	0	0	0	0	0
	4	0	0	0	0	0
	5	0	23	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.75	12.23	2.9	B
2	0.19	5.52	0.3	A
3	0.08	6.72	0.1	A
4	0.67	6.29	2.0	A
5	0.38	8.62	0.6	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	606	208	1228	0.494	602	1.0	5.720	A
2	112	714	1023	0.110	112	0.1	4.181	A
3	32	785	748	0.043	32	0.0	5.025	A
4	789	200	1783	0.443	786	0.8	3.588	A
5	180	730	852	0.211	179	0.3	5.544	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	724	249	1208	0.599	722	1.5	7.378	A
2	134	855	952	0.141	134	0.2	4.655	A
3	39	941	679	0.057	39	0.1	5.624	A
4	942	240	1759	0.536	941	1.1	4.393	A
5	215	873	787	0.273	214	0.4	6.523	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	886	305	1180	0.751	881	2.9	11.808	B
2	164	1044	858	0.191	164	0.2	5.488	A
3	47	1149	585	0.081	47	0.1	6.687	A
4	1154	293	1727	0.668	1151	2.0	6.211	A
5	263	1068	698	0.377	262	0.6	8.559	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	886	306	1179	0.751	886	2.9	12.233	B
2	164	1050	855	0.192	164	0.3	5.516	A
3	47	1155	583	0.081	47	0.1	6.723	A
4	1154	294	1726	0.668	1154	2.0	6.288	A
5	263	1071	697	0.378	263	0.6	8.622	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	724	251	1207	0.600	729	1.5	7.628	A
2	134	864	948	0.141	134	0.2	4.684	A
3	39	949	675	0.057	39	0.1	5.662	A
4	942	241	1758	0.536	945	1.2	4.450	A
5	215	878	785	0.274	216	0.4	6.582	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	606	210	1227	0.494	608	1.0	5.835	A
2	112	721	1020	0.110	112	0.1	4.201	A
3	32	792	745	0.043	32	0.0	5.051	A
4	789	202	1782	0.443	790	0.8	3.638	A
5	180	734	850	0.212	180	0.3	5.585	A

Junctions 10								
ARCADY 10 - Roundabout Module								
Version: 10.0.2.1574 © Copyright TRL Software Limited, 2021								
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Filename: WarwickRd_OrchardWay_Rbt-LaneSim.j10

Path: C:\PJA\OneDrive - Phil Jones Associates\July 22 Modelling

Report generation date: 16/08/2022 10:22:21

»2022 Base, AM

»2022 Base, PM

»2028 Base + Committed, AM

»2028 Base + Committed, PM

»2028 Base + Committed + Dev, AM

»2028 Base + Committed + Dev, PM

Summary of junction performance

	AM				PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
[Lane Simulation] - 2022 Base										
Arm 1	D1	0.1	10.66		B	D2	0.1	9.48		A
Arm 2		0.8	9.51		A		4.4	19.70		C
Arm 3		2.1	8.53		A		5.8	23.09		C
Arm 4		5.6	20.61		C		6.0	23.31		C
[Lane Simulation] - 2028 Base + Committed										
Arm 1	D3	0.2	12.98		B	D4	0.1	10.44		B
Arm 2		0.9	10.19		B		6.2	32.99		D
Arm 3		2.5	9.22		A		12.6	42.85		E
Arm 4		9.6	34.50		D		11.4	36.09		E
[Lane Simulation] - 2028 Base + Committed + Dev										
Arm 1	D5	0.2	14.48		B	D6	0.2	11.27		B
Arm 2		1.1	10.66		B		7.5	37.52		E
Arm 3		3.1	10.40		B		12.6	42.51		E
Arm 4		14.1	40.81		E		12.7	40.14		E

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

File summary

File Description

Title	
Location	
Site number	
Date	28/07/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PJA\Matthew Wykes
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Lane Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Random seed	Results refresh speed (s)	Individual vehicle animation number of trials	Average animation capture interval (s)	Use quick response	Do flow sampling	Suppress automatic lane creation	Last run random seed	Last run number of trials	Last run time taken (s)
Delay	1.00	100000	100000	-1	3	1	60	✓			20994895	298	28.27

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2022 Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2028 Base + Committed	AM	ONE HOUR	07:45	09:15	15	✓
D4	2028 Base + Committed	PM	ONE HOUR	16:45	18:15	15	✓
D5	2028 Base + Committed + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2028 Base + Committed + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2022 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	14.38	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	14.38	B

Arms

Arms

Arm	Name	Description	No give-way line
1	Parklands		
2	Warwick Road E		
3	Orchard Way		
4	Warwick Road W		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1	2.80	4.50	1.4	13.5	34.0	20.0		
2	3.30	7.20	10.0	17.0	34.0	26.5		
3	6.10	7.70	25.4	16.0	34.0	26.0		
4	3.60	7.50	9.4	51.0	34.0	15.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.507	964
2	0.620	1531
3	0.766	2255
4	0.684	1729

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

Lane Simulation: Arm options

Arm	Lane capacity source	Traffic considering secondary lanes (%)
1	Evenly split	10.00
2	Evenly split	20.00
3	Evenly split	10.00
4	Evenly split	10.00

Lanes

Arm	Side	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Has bottleneck	Has obstruction	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)	Signalled
1	Entry	1	1	1, 2, 3, 4		Infinity			0	99999	
	Exit	1	1			Infinity					
2	Entry	1	1	3, (4)	✓	3.50			0	99999	
			2	1, 2, 4	✓	3.50			0	99999	
	Exit	1	2	(1, 2, 3, 4)		Infinity					
			1	1		Infinity					
3	Entry	1	2	4	✓	11.00			0	99999	
			3	1, 2, 3	✓	11.00			0	99999	
	Exit	1	2	(1, 2, 3, 4)		Infinity					
			1	1		Infinity					
4	Entry	1	1	1, 2	✓	3.00			0	99999	
			2	3, 4	✓	3.00			0	99999	
	Exit	1	2	(1, 2, 3, 4)		Infinity					
			1	1		Infinity					

Entry Lane slope and intercept

Arm	Side	Lane level	Lane	Final slope	Final intercept (PCU/hr)
1	Entry	1	1	0.507	964
2	Entry	1	1	0.310	765
			2	0.310	765
3	Entry	1	2	0.383	1128
			3	0.383	1128
4	Entry	1	1	0.342	865
			2	0.342	865

Summary of Entry Lane allowed movements

Arm	Lane Level	Lane	Destination arm			
			1	2	3	4
1	1	1	✓	✓	✓	✓
2	1	1			✓	
		2	✓	✓		✓
3	2	1	✓	✓	✓	✓
		2				✓
4	1	3	✓	✓	✓	
		2	1	✓	✓	✓
	2	1	✓	✓		
		2			✓	✓

Summary of Entry Lane allowed secondary movements

Arm	Lane Level	Lane	Destination arm			
			1	2	3	4
1	1	1				
2	1	1				✓
		2				
3	2	1				
		2				
4	1	1	✓	✓		
		2			✓	✓
	2	1	✓	✓	✓	
		2				

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	35	100.000
2		ONE HOUR	✓	259	100.000
3		ONE HOUR	✓	728	100.000
4		ONE HOUR	✓	906	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	0	12	9	14
	2	1	0	54	204
	3	6	141	0	581
	4	4	374	528	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	1	2	3	4
From	1	0	0	0
	2	0	0	9
	3	0	0	3
	4	0	6	2

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	10.66	0.1	B	33	49
2	9.51	0.8	A	236	355
3	8.53	2.1	A	667	1001
4	20.61	5.6	C	831	1246

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	28	7	784	28	28	8	0.0	0.1	6.624	A
2	191	48	414	192	196	398	0.0	0.4	7.285	A
3	547	137	164	544	545	441	0.0	1.0	5.558	A
4	684	171	109	683	678	599	0.0	1.7	8.645	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	31	8	946	31	30	8	0.1	0.0	7.420	A
2	225	56	501	225	229	477	0.4	0.6	7.973	A
3	649	162	193	650	647	532	1.0	1.2	6.277	A
4	826	207	131	823	810	712	1.7	2.7	10.960	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	40	10	1141	40	37	12	0.0	0.1	10.316	B
2	287	72	608	289	288	573	0.6	0.8	9.506	A
3	797	199	245	795	793	652	1.2	1.9	8.254	A
4	987	247	160	993	983	880	2.7	5.3	19.019	C

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	39	10	1158	39	38	12	0.1	0.1	10.663	B
2	285	71	611	286	283	586	0.8	0.7	9.325	A
3	810	202	240	809	800	657	1.9	2.1	8.532	A
4	997	249	165	1006	992	884	5.3	5.6	20.608	C

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	33	8	936	33	33	11	0.1	0.1	8.701	A
2	231	58	501	231	232	468	0.7	0.6	8.230	A
3	648	162	197	648	661	534	2.1	1.3	6.599	A
4	809	202	133	814	830	712	5.6	2.4	12.377	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	26	7	784	26	27	9	0.1	0.1	6.962	A
2	199	50	410	199	198	400	0.6	0.4	7.415	A
3	552	138	170	553	554	439	1.3	0.8	5.564	A
4	680	170	112	681	688	611	2.4	1.8	8.826	A

Lane Results

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

Lanes: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1, 2, 3, 4	28	567	0.049	28	28	0.0	0.1	6.624	A
	Exit	1	1		8			8	8	0.0	0.0	0.000	A
2	Entry	1	1	3, (4)	55	637	0.086	55	59	0.0	0.1	5.979	A
			2	1, 2, 4	136	637	0.214	137	137	0.0	0.3	7.626	A
	Exit	1	1	(1, 2, 3, 4)	191			191	198	0.0	0.0	0.176	A
			1		398			398	396	0.0	0.0	0.000	A
3	Entry	1	2	4	439	1065	0.412	435	436	0.0	0.9	6.003	A
			3	1, 2, 3	108	1065	0.101	108	109	0.0	0.1	3.803	A
	Exit	1	1	(1, 2, 3, 4)	547			547	549	0.0	0.0	0.001	A
			1		441			441	443	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	287	827	0.346	287	284	0.0	0.5	6.669	A
			2	3, 4	397	827	0.480	396	394	0.0	0.9	7.570	A
		2	1	(1, 2, 3, 4)	684			684	684	0.0	0.2	1.438	A
			1		599			599	601	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1, 2, 3, 4	31	485	0.063	31	30	0.1	0.0	7.420	A
	Exit	1	1		8			8	10	0.0	0.0	0.000	A
2	Entry	1	1	3, (4)	65	610	0.107	65	67	0.1	0.1	6.639	A
			2	1, 2, 4	160	610	0.262	159	162	0.3	0.4	8.229	A
	Exit	1	1	(1, 2, 3, 4)	225			225	230	0.0	0.0	0.222	A
			1		477			477	469	0.0	0.0	0.000	A
3	Entry	1	2	4	519	1054	0.492	520	517	0.9	1.1	6.869	A
			3	1, 2, 3	131	1054	0.124	130	130	0.1	0.2	3.969	A
		2	1	(1, 2, 3, 4)	649			649	648	0.0	0.0	0.005	A
			1		532			532	527	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	343	820	0.418	344	337	0.5	0.7	7.202	A
			2	3, 4	482	820	0.588	480	473	0.9	1.2	8.471	A
		2	1	(1, 2, 3, 4)	826			825	811	0.2	0.8	2.999	A
			1		712			712	710	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1	Entry	1	1	1, 2, 3, 4	40	386	0.103	40	37	0.0	0.1	10.316	B
	Exit	1	1		12			12	12	0.0	0.0	0.000	A
2	Entry	1	1	3, (4)	88	577	0.152	88	88	0.1	0.2	7.200	A
			2	1, 2, 4	199	577	0.345	200	200	0.4	0.5	9.670	A
	Entry	2	1	(1, 2, 3, 4)	287			287	289	0.0	0.1	0.623	A
		Exit	1	1	573			573	571	0.0	0.0	0.000	A
3	Entry	1	2	4	638	1034	0.617	636	633	1.1	1.7	9.217	A
			3	1, 2, 3	159	1034	0.154	159	160	0.2	0.2	4.120	A
	Entry	2	1	(1, 2, 3, 4)	797			797	796	0.0	0.0	0.085	A
		Exit	1	1	652			652	644	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	412	810	0.508	412	409	0.7	0.9	8.377	A
			2	3, 4	582	810	0.718	581	574	1.2	1.6	9.787	A
	Entry	2	1	(1, 2, 3, 4)	987			994	986	0.8	2.8	9.791	A
		Exit	1	1	880			880	875	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1	Entry	1	1	1, 2, 3, 4	39	377	0.104	39	38	0.1	0.1	10.663	B
	Exit	1	1		12			12	12	0.0	0.0	0.000	A
2	Entry	1	1	3, (4)	88	576	0.154	88	87	0.2	0.2	7.136	A
			2	1, 2, 4	197	576	0.341	197	197	0.5	0.5	9.437	A
	Entry	2	1	(1, 2, 3, 4)	285			285	283	0.1	0.0	0.619	A
		Exit	1	1	586			586	578	0.0	0.0	0.000	A
3	Entry	1	2	4	646	1036	0.624	646	641	1.7	1.8	9.586	A
			3	1, 2, 3	163	1036	0.158	163	159	0.2	0.2	4.095	A
	Entry	2	1	(1, 2, 3, 4)	810			810	801	0.0	0.0	0.058	A
		Exit	1	1	657			657	645	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	418	808	0.517	419	416	0.9	1.0	8.285	A
			2	3, 4	586	808	0.724	587	576	1.6	1.4	10.041	B
	Entry	2	1	(1, 2, 3, 4)	997			1003	991	2.8	3.2	11.284	B
		Exit	1	1	884			884	879	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1	Entry	1	1	1, 2, 3, 4	33	490	0.066	33	33	0.1	0.1	8.701	A
	Exit	1	1		11			11	11	0.0	0.0	0.000	A
2	Entry	1	1	3, (4)	67	610	0.110	67	71	0.2	0.1	6.821	A
			2	1, 2, 4	164	610	0.268	163	162	0.5	0.4	8.466	A
	Entry	2	1	(1, 2, 3, 4)	231			231	232	0.0	0.1	0.287	A
		Exit	1	1	468			468	478	0.0	0.0	0.000	A
3	Entry	1	2	4	516	1052	0.491	516	528	1.8	1.2	7.279	A
			3	1, 2, 3	132	1052	0.125	132	132	0.2	0.1	3.899	A
	Entry	2	1	(1, 2, 3, 4)	648			648	658	0.0	0.0	0.017	A
		Exit	1	1	534			534	545	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	333	819	0.406	335	344	1.0	0.6	7.499	A
			2	3, 4	479	819	0.584	479	486	1.4	1.2	8.743	A
	Entry	2	1	(1, 2, 3, 4)	809			811	828	3.2	0.7	4.169	A
		Exit	1	1	712			712	723	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1, 2, 3, 4	26	567	0.047	26	27	0.1	0.1	6.962	A
	Exit	1	1		9			9	9	0.0	0.0	0.000	A
2	Entry	1	1	3, (4)	57	638	0.089	57	58	0.1	0.1	6.500	A
			2	1, 2, 4	142	638	0.223	142	140	0.4	0.3	7.574	A
	Exit	2	1	(1, 2, 3, 4)	199			199	197	0.1	0.0	0.174	A
			1	1	400			400	401	0.0	0.0	0.000	A
3	Entry	1	2	4	440	1063	0.414	442	441	1.2	0.7	6.039	A
			3	1, 2, 3	112	1063	0.105	111	113	0.1	0.1	3.758	A
	Exit	2	1	(1, 2, 3, 4)	552			552	552	0.0	0.0	0.000	A
			1	1	439			439	448	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	288	826	0.349	288	287	0.6	0.6	6.720	A
			2	3, 4	393	826	0.475	393	401	1.2	0.9	7.626	A
	Exit	2	1	(1, 2, 3, 4)	680			681	687	0.7	0.3	1.588	A
			1	1	611			611	609	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	10	2	900	534	0.019	10	10	0.0	0.0	6.773	A
				3	7	2	786	469	0.014	7	7	0.0	0.0	6.687	A
				4	11	3	890	522	0.021	11	11	0.0	0.0	6.441	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	39	10	765	638	0.061	38	42	0.0	0.1	5.859	A
				4	16	4	755	629	0.026	16	18	0.0	0.0	6.292	A
		2	2	1	0.85	0.21	121	101	0.008	0.89	0.66	0.0	0.0	7.628	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	136	34	765	637	0.213	136	136	0.0	0.3	7.626	A
	Entry	2	1	1	0.85	0.21	-	-	-	0.85	0.66	0.0	0.0	0.856	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	39	10	-	-	-	39	42	0.0	0.0	0.096	A
				4	151	38	-	-	-	152	155	0.0	0.0	0.196	A
3	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	439	110	1128	1065	0.413	435	436	0.0	0.9	6.003	A
		3	3	1	4	1	761	718	0.006	4	4	0.0	0.0	3.796	A
				2	104	26	1128	1064	0.097	104	104	0.0	0.1	3.803	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
	Entry	2	1	1	4	1	-	-	-	4	4	0.0	0.0	0.000	A
				2	104	26	-	-	-	104	105	0.0	0.0	0.001	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	439	110	-	-	-	439	440	0.0	0.0	0.001	A
4	Entry	1	1	1	3	0.77	441	421	0.007	3	3	0.0	0.0	6.332	A
				2	284	71	865	827	0.343	284	282	0.0	0.5	6.672	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	397	99	865	827	0.480	396	394	0.0	0.9	7.570	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	3	0.76	-	-	-	3	3	0.0	0.0	1.875	A
	Entry	2	1	2	283	71	-	-	-	284	284	0.0	0.1	1.344	A
				3	397	99	-	-	-	397	398	0.0	0.1	1.500	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	10	2	877	447	0.022	10	10	0.0	0.0	7.611	A
				3	8	2	809	417	0.018	8	8	0.0	0.0	7.186	A
				4	13	3	903	458	0.028	13	12	0.0	0.0	7.411	A
2	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	44	11	765	611	0.073	45	47	0.1	0.1	6.723	A
				4	21	5	758	604	0.035	21	20	0.0	0.1	6.436	A
		2	2	1	1	0.26	154	124	0.008	1	0.91	0.0	0.0	8.184	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	159	40	765	610	0.260	158	161	0.3	0.4	8.229	A
3	Entry	1	2	1	1	0.26	-	-	-	1	0.91	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	44	11	-	-	-	44	47	0.0	0.0	0.088	A
				4	180	45	-	-	-	180	182	0.0	0.0	0.260	A
		2	3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	519	130	1128	1054	0.492	520	517	0.9	1.1	6.869	A
		2	1	1	4	1	768	718	0.006	4	5	0.0	0.0	3.618	A
				2	126	32	1128	1054	0.120	126	125	0.1	0.2	3.984	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	3	0.80	511	484	0.007	3	4	0.0	0.0	7.640	A
				2	340	85	865	820	0.414	341	334	0.5	0.7	7.197	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	482	120	865	819	0.588	480	473	0.9	1.2	8.471	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	3	0.83	-	-	-	3	4	0.0	0.0	3.171	A
				2	340	85	-	-	-	340	334	0.1	0.3	2.769	A
				3	482	121	-	-	-	482	474	0.1	0.5	3.154	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	13	3	919	371	0.036	13	12	0.0	0.1	10.494	B
				3	10	3	877	357	0.029	11	10	0.0	0.0	10.323	B
				4	16	4	942	383	0.042	16	15	0.0	0.1	10.164	B
2	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	60	15	765	578	0.103	60	60	0.1	0.1	7.153	A
				4	28	7	763	577	0.049	28	27	0.1	0.0	7.312	A
		2	2	1	1	0.25	172	131	0.008	1	1	0.0	0.0	9.463	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	198	50	765	577	0.343	199	199	0.4	0.5	9.672	A
3	Entry	1	2	1	1	0.25	-	-	-	1	1	0.0	0.0	1.180	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	60	15	-	-	-	60	60	0.0	0.0	0.397	A
				4	226	57	-	-	-	226	227	0.0	0.1	0.685	A
		2	3	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	638	159	1128	1034	0.617	636	633	1.1	1.7	9.217	A
		3	1	1	6	2	897	825	0.007	6	6	0.0	0.0	4.275	A
				2	153	38	1128	1034	0.148	153	154	0.2	0.2	4.114	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
4	Entry	1	1	1	5	1	606	569	0.009	5	5	0.0	0.0	7.630	A
				2	407	102	865	810	0.502	407	404	0.7	0.9	8.386	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	582	145	865	810	0.718	581	574	1.2	1.6	9.787	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
		1	2	1	5	1	-	-	-	5	5	0.0	0.0	9.492	A
				2	404	101	-	-	-	407	405	0.3	1.1	9.536	A
				3	578	145	-	-	-	582	576	0.5	1.6	9.965	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	15	4	939	369	0.041	15	14	0.1	0.1	10.445	B
				3	9	2	893	359	0.026	9	9	0.0	0.0	11.009	B
				4	15	4	942	378	0.039	15	15	0.1	0.1	10.643	B
2	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	60	15	765	577	0.104	60	60	0.1	0.2	7.115	A
				4	28	7	765	576	0.049	28	27	0.0	0.1	7.187	A
		2	2	1	1	0.36	172	130	0.011	1	1	0.0	0.0	8.118	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	195	49	765	576	0.339	196	196	0.5	0.5	9.445	A
3	Entry	1	2	1	1	0.36	-	-	-	1	1	0.0	0.0	0.311	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	60	15	-	-	-	60	60	0.0	0.0	0.385	A
				4	223	56	-	-	-	223	222	0.1	0.0	0.689	A
		2	3	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	646	162	1128	1036	0.624	646	641	1.7	1.8	9.586	A
4	Entry	1	1	1	4	1	598	559	0.008	4	5	0.0	0.0	8.019	A
				2	413	103	865	808	0.511	414	411	0.9	0.9	8.288	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	586	146	865	808	0.725	587	576	1.6	1.4	10.041	B
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
5	Entry	2	1	1	4	1	-	-	-	4	5	0.0	0.0	12.943	B
				2	411	103	-	-	-	413	411	1.1	1.4	11.132	B
				3	582	145	-	-	-	586	575	1.6	1.9	11.376	B
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	11	3	926	463	0.024	11	11	0.1	0.0	8.699	A
				3	9	2	851	424	0.021	9	9	0.0	0.0	8.951	A
				4	13	3	932	465	0.027	13	13	0.1	0.0	8.534	A
2	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	47	12	765	610	0.076	47	50	0.2	0.1	6.873	A
				4	21	5	763	607	0.034	21	20	0.1	0.0	6.684	A
		2	2	1	1	0.25	172	136	0.007	0.97	0.99	0.0	0.0	8.352	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	163	41	765	609	0.267	162	161	0.5	0.4	8.467	A
3	Entry	1	2	1	0.97	0.24	-	-	-	1	0.99	0.0	0.0	0.271	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	47	12	-	-	-	47	50	0.0	0.0	0.144	A
				4	184	46	-	-	-	183	181	0.0	0.0	0.329	A
		2	3	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	516	129	1128	1052	0.491	516	528	1.8	1.2	7.279	A
4	Entry	1	1	1	6	1	844	787	0.007	6	6	0.0	0.0	4.143	A
				2	126	31	1128	1052	0.120	126	127	0.2	0.1	3.888	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
		2	1	1	6	1	-	-	-	6	6	0.0	0.0	0.007	A
				2	126	31	-	-	-	126	126	0.0	0.0	0.017	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	516	129	-	-	-	516	526	0.0	0.0	0.017	A

09:00 - 09:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	9	2	845	491	0.019	9	9	0.0	0.0	6.839	A
				3	6	2	825	474	0.013	6	7	0.0	0.0	7.164	A
				4	11	3	909	528	0.021	11	11	0.0	0.0	6.932	A
2	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	39	10	765	637	0.062	40	40	0.1	0.0	6.482	A
				4	17	4	753	625	0.027	17	17	0.0	0.0	6.544	A
		2	2	1	0.64	0.16	131	109	0.006	0.60	0.78	0.0	0.0	7.183	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	141	35	765	638	0.222	141	139	0.4	0.3	7.576	A
3	Entry	1	2	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.258	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	39	10	-	-	39	40	0.0	0.0	0.0	0.064	A
				4	159	40	-	-	159	156	0.0	0.0	0.0	0.205	A
		2	3	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	5	1	829	781	0.007	5	5	0.0	0.0	3.663	A
				3	107	27	1128	1063	0.100	106	108	0.1	0.1	3.763	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
4	Entry	1	1	1	3	0.83	528	504	0.007	3	3	0.0	0.0	6.404	A
				2	285	71	865	826	0.345	285	284	0.6	0.6	6.724	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	393	98	865	826	0.475	393	401	1.2	0.9	7.626	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
5	Entry	2	1	1	3	0.83	-	-	-	3	3	0.0	0.0	1.639	A
				2	285	71	-	-	-	285	284	0.2	0.1	1.510	A
				3	392	98	-	-	-	393	400	0.4	0.2	1.641	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
		3	3	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	5	1	-	-	-	5	5	0.0	0.0	3.663	A
				3	107	27	-	-	-	107	108	0.0	0.0	3.763	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
6	Entry	3	3	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	5	1	-	-	-	5	5	0.0	0.0	3.663	A
				4	107	27	-	-	-	107	108	0.0	0.0	3.763	A
		4	4	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	5	1	-	-	-	5	5	0.0	0.0	3.663	A
				3	107	27	-	-	-	107	108	0.0	0.0	3.763	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A

2022 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	22.21	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	22.21	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022 Base	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	23	100.000
2		ONE HOUR	✓	556	100.000
3		ONE HOUR	✓	830	100.000
4		ONE HOUR	✓	872	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	6	4	13
	2	14	0	116	426
	3	8	108	0	714
	4	16	293	563	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	3
	3	0	0	0	0
	4	0	10	0	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	9.48	0.1	A	21	32
2	19.70	4.4	C	509	764
3	23.09	5.8	C	760	1141
4	23.31	6.0	C	803	1204

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	16	4	727	16	19	34	0.0	0.0	6.185	A
2	411	103	434	417	413	309	0.0	0.9	9.322	A
3	629	157	341	632	627	510	0.0	1.1	7.113	A
4	660	165	100	662	654	873	0.0	1.4	8.144	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	20	5	876	20	20	35	0.0	0.0	6.895	A
2	486	121	524	487	495	373	0.9	1.6	12.226	B
3	734	183	396	734	732	615	1.1	2.1	9.947	A
4	793	198	118	793	785	1013	1.4	2.6	11.081	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	26	6	1058	25	25	48	0.0	0.1	9.435	A
2	629	157	638	615	601	446	1.6	4.4	18.109	C
3	915	229	511	910	903	742	2.1	5.2	17.147	C
4	956	239	145	961	951	1276	2.6	5.0	19.258	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	26	7	1073	26	25	41	0.1	0.1	9.482	A
2	608	152	646	610	612	453	4.4	3.4	19.700	C
3	904	226	493	898	914	762	5.2	5.8	23.087	C
4	967	242	141	973	963	1251	5.0	6.0	23.312	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	19	5	875	20	22	29	0.1	0.0	7.409	A
2	500	125	532	495	509	363	3.4	2.0	13.318	B
3	756	189	407	752	765	621	5.8	2.5	11.844	B
4	780	195	119	786	789	1039	6.0	2.5	12.467	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	20	5	728	20	19	27	0.0	0.0	6.423	A
2	422	105	436	419	426	311	2.0	1.2	9.922	A
3	623	156	341	626	630	514	2.5	1.2	7.629	A
4	659	165	96	659	671	872	2.5	1.7	9.016	A

Lane Results

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

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1	Entry	1	1	1, 2, 3, 4	16	596	0.027	16	19	0.0	0.0	6.185	A
	Exit	1	1		34			34	28	0.0	0.0	0.000	A
2	Entry	1	1	3, (4)	122	631	0.193	124	125	0.0	0.2	6.787	A
			2	1, 2, 4	290	631	0.460	293	288	0.0	0.6	9.379	A
	Entry	2	1	(1, 2, 3, 4)	411			412	416	0.0	0.1	0.736	A
		1	1		309			309	310	0.0	0.0	0.000	A
3	Entry	1	2	4	541	997	0.543	544	538	0.0	1.0	7.625	A
			3	1, 2, 3	88	997	0.088	88	89	0.0	0.1	3.967	A
	Entry	2	1	(1, 2, 3, 4)	629			629	631	0.0	0.0	0.005	A
		1	1		510			510	508	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	237	830	0.286	239	235	0.0	0.3	6.315	A
			2	3, 4	424	830	0.510	422	419	0.0	0.9	7.419	A
	Entry	2	1	(1, 2, 3, 4)	660			661	659	0.0	0.2	1.094	A
		1	1		873			873	866	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1	Entry	1	1	1, 2, 3, 4	20	520	0.038	20	20	0.0	0.0	6.895	A
	Exit	1	1		35			35	33	0.0	0.0	0.000	A
2	Entry	1	1	3, (4)	153	603	0.253	152	155	0.2	0.4	7.822	A
			2	1, 2, 4	333	603	0.552	335	340	0.6	1.0	10.940	B
	Entry	2	1	(1, 2, 3, 4)	486			486	497	0.1	0.2	2.254	A
		1	1		373			373	368	0.0	0.0	0.000	A
3	Entry	1	2	4	630	976	0.646	629	628	1.0	2.0	10.725	B
			3	1, 2, 3	104	976	0.107	105	103	0.1	0.1	3.964	A
	Entry	2	1	(1, 2, 3, 4)	734			734	736	0.0	0.0	0.177	A
		1	1		615			615	611	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	286	824	0.347	284	280	0.3	0.7	6.803	A
			2	3, 4	508	824	0.616	509	505	0.9	1.1	8.557	A
	Entry	2	1	(1, 2, 3, 4)	793			793	787	0.2	0.8	3.113	A
		1	1		1013			1013	1019	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1	Entry	1	1	1, 2, 3, 4	26	428	0.060	25	25	0.0	0.1	9.435	A
	Exit	1	1		48			48	43	0.0	0.0	0.000	A
2	Entry	1	1	3, (4)	193	568	0.339	192	192	0.4	0.5	9.336	A
			2	1, 2, 4	429	568	0.755	423	409	1.0	2.0	13.287	B
	Entry	2	1	(1, 2, 3, 4)	629			622	605	0.2	1.9	6.044	A
		1	1		446			446	444	0.0	0.0	0.000	A
3	Entry	1	2	4	787	932	0.844	782	773	2.0	4.4	17.689	C
			3	1, 2, 3	128	932	0.138	128	130	0.1	0.2	4.312	A
	Entry	2	1	(1, 2, 3, 4)	915			915	913	0.0	0.6	1.333	A
		1	1		742			742	744	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	343	815	0.421	343	335	0.7	0.8	7.404	A
			2	3, 4	618	815	0.758	619	616	1.1	1.8	10.038	B
	Entry	2	1	(1, 2, 3, 4)	956			961	954	0.8	2.4	10.081	B
		1	1		1276			1276	1249	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1	Entry	1	1	1, 2, 3, 4	26	420	0.063	26	25	0.1	0.1	9.482	A
	Exit	1	1		41			41	42	0.0	0.0	0.000	A
2	Entry	1	1	3, (4)	199	565	0.352	200	199	0.5	0.7	9.420	A
			2	1, 2, 4	410	565	0.725	410	413	2.0	1.5	14.093	B
	Exit	2	1	(1, 2, 3, 4)	608			608	611	1.9	1.2	7.160	A
			1	1	453			453	450	0.0	0.0	0.000	A
3	Entry	1	2	4	779	939	0.830	775	788	4.4	4.7	21.833	C
			3	1, 2, 3	122	939	0.130	124	126	0.2	0.1	4.362	A
	Exit	2	1	(1, 2, 3, 4)	904			901	915	0.6	1.0	3.619	A
			1	1	762			762	754	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	343	817	0.419	347	343	0.8	0.6	7.844	A
			2	3, 4	628	817	0.769	626	620	1.8	1.9	10.553	B
	Exit	2	1	(1, 2, 3, 4)	967			970	962	2.4	3.6	13.676	B
			1	1	1251			1251	1268	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1	Entry	1	1	1, 2, 3, 4	19	520	0.037	20	22	0.1	0.0	7.409	A
	Exit	1	1		29			29	32	0.0	0.0	0.000	A
2	Entry	1	1	3, (4)	150	600	0.250	149	158	0.7	0.4	8.199	A
			2	1, 2, 4	348	600	0.579	346	351	1.5	1.2	11.305	B
	Exit	2	1	(1, 2, 3, 4)	500			498	506	1.2	0.5	3.037	A
			1	1	363			363	368	0.0	0.0	0.000	A
3	Entry	1	2	4	650	972	0.669	644	657	4.7	2.4	12.447	B
			3	1, 2, 3	107	972	0.110	108	108	0.1	0.1	4.209	A
	Exit	2	1	(1, 2, 3, 4)	756			757	755	1.0	0.0	0.709	A
			1	1	621			621	623	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	272	824	0.330	268	274	0.6	0.7	6.983	A
			2	3, 4	515	824	0.626	518	515	1.9	1.1	8.909	A
	Exit	2	1	(1, 2, 3, 4)	780			787	787	3.6	0.6	4.220	A
			1	1	1039			1039	1061	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1	Entry	1	1	1, 2, 3, 4	20	596	0.033	20	19	0.0	0.0	6.423	A
	Exit	1	1		27			27	28	0.0	0.0	0.000	A
2	Entry	1	1	3, (4)	132	630	0.209	132	133	0.4	0.3	6.970	A
			2	1, 2, 4	289	630	0.459	288	294	1.2	0.8	9.792	A
	Exit	2	1	(1, 2, 3, 4)	422			421	425	0.5	0.1	1.055	A
			1	1	311			311	311	0.0	0.0	0.000	A
3	Entry	1	2	4	538	997	0.540	540	544	2.4	1.1	8.143	A
			3	1, 2, 3	86	997	0.086	86	86	0.1	0.1	4.042	A
	Exit	2	1	(1, 2, 3, 4)	623			624	625	0.0	0.0	0.061	A
			1	1	514			514	525	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	235	832	0.283	237	237	0.7	0.4	6.529	A
			2	3, 4	425	832	0.511	422	433	1.1	1.1	7.772	A
	Exit	2	1	(1, 2, 3, 4)	659			660	669	0.6	0.2	1.664	A
			1	1	872			872	882	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	4	1	652	403	0.011	4	5	0.0	0.0	5.882	A
				3	3	0.66	569	362	0.007	3	4	0.0	0.0	5.713	A
				4	9	2	928	570	0.016	9	11	0.0	0.0	6.479	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	83	21	765	631	0.132	85	86	0.0	0.1	6.862	A
				4	39	10	765	629	0.061	39	39	0.0	0.1	6.620	A
		2	1	1	12	3	722	593	0.020	12	10	0.0	0.0	9.572	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	278	70	765	631	0.441	280	278	0.0	0.6	9.372	A
3	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	541	135	1128	997	0.543	544	538	0.0	1.0	7.625	A
		2	1	1	9	2	838	742	0.012	9	7	0.0	0.0	4.031	A
				2	79	20	1128	996	0.079	79	82	0.0	0.1	3.962	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	12	3	823	790	0.016	13	11	0.0	0.0	5.674	A
				2	225	56	865	831	0.270	226	224	0.0	0.3	6.351	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	424	106	865	830	0.510	422	419	0.0	0.9	7.419	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	6	1	707	388	0.015	6	5	0.0	0.0	6.882	A
				3	4	0.89	551	302	0.012	3	3	0.0	0.0	6.840	A
				4	11	3	854	453	0.023	11	11	0.0	0.0	6.917	A
2	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	102	25	765	602	0.169	102	103	0.1	0.3	8.088	A
				4	51	13	765	602	0.084	51	52	0.1	0.1	7.278	A
		2	2	1	13	3	736	581	0.023	13	12	0.0	0.0	10.536	B
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	320	80	765	603	0.531	322	328	0.6	1.0	10.956	B
3	Entry	1	2	1	13	3	-	-	-	13	13	0.0	0.0	2.343	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	102	25	-	-	-	102	103	0.0	0.0	1.997	A
				4	371	93	-	-	-	371	382	0.1	0.2	2.322	A
		2	3	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	630	158	1128	976	0.646	629	628	1.0	2.0	10.725	B
		2	1	1	8	2	913	791	0.010	8	7	0.0	0.0	3.965	A
				2	97	24	1128	975	0.099	97	97	0.1	0.1	3.964	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
4	Entry	1	1	1	14	3	856	818	0.017	14	14	0.0	0.0	6.201	A
				2	271	68	865	824	0.330	270	266	0.3	0.7	6.838	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	508	127	865	824	0.616	509	505	0.9	1.1	8.557	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
		2	1	1	14	3	-	-	-	14	14	0.0	0.0	2.554	A
				2	271	68	-	-	-	271	267	0.0	0.3	2.798	A
				3	508	127	-	-	-	508	506	0.1	0.5	3.279	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	6	2	753	335	0.019	6	6	0.0	0.0	8.720	A
				3	4	0.91	661	297	0.012	3	4	0.0	0.0	11.181	B
				4	16	4	937	415	0.038	16	15	0.0	0.0	9.268	A
2	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	119	30	765	567	0.209	120	124	0.3	0.3	9.610	A
				4	74	19	765	566	0.131	72	68	0.1	0.3	8.821	A
		2	2	1	17	4	758	561	0.031	17	16	0.0	0.1	13.482	B
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	412	103	765	568	0.725	406	393	1.0	1.9	13.279	B
3	Entry	1	2	1	18	4	-	-	-	17	16	0.0	0.0	7.361	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	121	30	-	-	-	119	124	0.0	0.4	5.371	A
				4	491	123	-	-	-	486	465	0.2	1.5	6.183	A
		2	3	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	787	197	1128	932	0.844	782	773	2.0	4.4	17.689	C
4	Entry	1	1	1	9	2	1010	841	0.011	9	9	0.0	0.0	4.288	A
				2	119	30	1128	933	0.128	119	122	0.1	0.2	4.314	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
		2	1	1	9	2	-	-	-	9	9	0.0	0.0	1.206	A
				2	119	30	-	-	-	119	122	0.0	0.1	1.174	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	787	197	-	-	-	787	783	0.0	0.5	1.360	A

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	6	2	808	358	0.018	6	6	0.0	0.0	9.575	A
				3	5	1	625	269	0.017	4	4	0.0	0.0	7.986	A
				4	15	4	946	419	0.037	15	14	0.0	0.0	9.870	A
2	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	132	33	765	566	0.234	132	130	0.3	0.5	9.563	A
				4	67	17	765	566	0.118	68	69	0.3	0.2	9.141	A
		2	2	1	16	4	751	558	0.029	17	16	0.1	0.0	14.581	B
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	393	98	765	565	0.696	393	397	1.9	1.5	14.072	B
3	Entry	1	2	1	16	4	-	-	-	16	16	0.0	0.0	7.620	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	132	33	-	-	-	132	131	0.4	0.2	6.541	A
				4	461	115	-	-	-	460	464	1.5	1.0	7.323	A
		2	3	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	779	195	1128	939	0.830	775	788	4.4	4.7	21.833	C
4	Entry	1	1	1	7	2	945	786	0.009	7	8	0.0	0.0	4.689	A
				2	115	29	1128	936	0.123	116	118	0.2	0.1	4.340	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
		2	1	1	7	2	-	-	-	7	8	0.0	0.0	3.294	A
				2	115	29	-	-	-	115	118	0.1	0.1	3.787	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	782	196	-	-	-	779	789	0.5	0.9	3.597	A

17:45 - 18:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	5	1	790	414	0.013	5	6	0.0	0.0	7.149	A
				3	3	0.83	579	306	0.011	3	4	0.0	0.0	7.458	A
				4	11	3	928	503	0.021	11	12	0.0	0.0	7.527	A
2	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	101	25	765	600	0.168	100	105	0.5	0.2	8.376	A
				4	49	12	765	600	0.082	49	53	0.2	0.2	7.842	A
		2	2	1	11	3	736	580	0.018	11	12	0.0	0.0	10.634	B
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	337	84	765	601	0.561	335	339	1.5	1.2	11.329	B
3	Entry	1	2	1	11	3	-	-	-	11	12	0.0	0.0	3.023	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	101	25	-	-	-	101	104	0.2	0.1	2.585	A
				4	388	97	-	-	-	386	390	1.0	0.4	3.161	A
		2	3	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	650	162	1128	972	0.669	644	657	4.7	2.4	12.447	B
4	Entry	1	1	1	6	2	924	793	0.008	6	6	0.0	0.0	4.344	A
				2	101	25	1128	972	0.104	102	102	0.1	0.1	4.200	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
		2	1	1	6	2	-	-	-	6	6	0.0	0.0	0.778	A
				2	101	25	-	-	-	101	101	0.1	0.0	0.488	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	649	162	-	-	-	650	648	0.9	0.0	0.744	A

18:00 - 18:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	5	1	671	405	0.014	6	5	0.0	0.0	7.296	A
				3	3	0.74	560	342	0.009	3	3	0.0	0.0	5.753	A
				4	11	3	909	558	0.020	11	11	0.0	0.0	6.207	A
2	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	90	22	765	630	0.142	89	89	0.2	0.2	7.214	A
				4	42	11	765	631	0.067	43	44	0.2	0.1	6.466	A
		2	2	1	10	2	744	608	0.016	10	10	0.0	0.0	9.681	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	279	70	765	630	0.443	277	283	1.2	0.8	9.796	A
3	Entry	1	2	1	10	2	-	-	-	10	11	0.0	0.0	1.150	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	90	22	-	-	-	90	89	0.1	0.0	0.879	A
				4	322	81	-	-	-	322	326	0.4	0.1	1.101	A
		2	3	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	538	135	1128	997	0.540	540	544	2.4	1.1	8.143	A
		2	1	1	6	1	848	751	0.008	6	6	0.0	0.0	4.003	A
				2	80	20	1128	997	0.080	80	80	0.1	0.1	4.045	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
4	Entry	1	1	1	12	3	807	776	0.015	12	12	0.0	0.0	6.724	A
				2	224	56	865	832	0.269	226	226	0.7	0.4	6.517	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	425	106	865	832	0.511	422	433	1.1	1.1	7.772	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
		2	1	1	12	3	-	-	-	12	12	0.0	0.0	1.547	A
				2	223	56	-	-	-	224	224	0.2	0.1	1.508	A
				3	424	106	-	-	-	425	433	0.4	0.1	1.741	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A

2028 Base + Committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	21.16	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	21.16	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2028 Base + Committed	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	39	100.000
2		ONE HOUR	✓	283	100.000
3		ONE HOUR	✓	805	100.000
4		ONE HOUR	✓	979	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	13	11	15
	2	1	0	61	221
	3	10	165	0	630
	4	4	404	571	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	9
	3	0	0	0	3
	4	0	6	2	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	12.98	0.2	B	36	55
2	10.19	0.9	B	257	386
3	9.22	2.5	A	740	1110
4	34.50	9.6	D	896	1343

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	34	9	846	34	33	10	0.0	0.0	6.867	A
2	214	53	446	214	216	434	0.0	0.4	7.258	A
3	605	151	176	607	605	485	0.0	0.9	5.907	A
4	728	182	130	725	729	652	0.0	2.0	10.037	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	35	9	1035	35	34	14	0.0	0.1	8.303	A
2	260	65	536	261	255	533	0.4	0.6	8.223	A
3	727	182	216	721	714	580	0.9	1.6	6.775	A
4	883	221	162	886	869	774	2.0	3.6	14.008	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	42	10	1249	42	41	17	0.1	0.1	11.709	B
2	305	76	649	306	306	642	0.6	0.9	10.187	B
3	889	222	262	892	880	693	1.6	2.3	9.195	A
4	1079	270	193	1072	1043	961	3.6	9.6	27.437	D

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	42	11	1270	42	42	15	0.1	0.2	12.980	B
2	303	76	662	304	307	651	0.9	0.8	10.121	B
3	887	222	255	884	885	711	2.3	2.5	9.216	A
4	1077	269	191	1094	1075	947	9.6	9.6	34.504	D

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	37	9	1014	37	36	13	0.2	0.1	9.873	A
2	246	62	527	248	259	524	0.8	0.5	8.569	A
3	725	181	208	727	730	568	2.5	1.3	7.309	A
4	864	216	161	866	898	774	9.6	3.1	17.827	C

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	29	7	860	29	31	10	0.1	0.1	7.366	A
2	214	53	450	212	213	439	0.5	0.5	7.760	A
3	606	152	179	606	607	483	1.3	1.1	5.862	A
4	744	186	127	742	744	658	3.1	2.0	10.259	B

Lane Results

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

Lanes: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1, 2, 3, 4	34	536	0.064	34	33	0.0	0.0	6.867	A
	Exit	1	1		10			10	10	0.0	0.0	0.000	A
2	Entry	1	1	3, (4)	72	627	0.115	72	70	0.0	0.1	6.184	A
			2	1, 2, 4	142	627	0.226	142	146	0.0	0.2	7.602	A
	Exit	2	1	(1, 2, 3, 4)	214			214	217	0.0	0.0	0.132	A
3	Entry	1	2	4	476	1060	0.448	477	474	0.0	0.7	6.472	A
			3	1, 2, 3	130	1060	0.122	130	131	0.0	0.2	3.921	A
		2	1	(1, 2, 3, 4)	605			605	608	0.0	0.0	0.000	A
	Exit	1	1		485			485	485	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	299	820	0.365	302	303	0.0	0.4	6.967	A
			2	3, 4	425	820	0.518	423	426	0.0	1.0	8.142	A
		2	1	(1, 2, 3, 4)	728			724	735	0.0	0.6	2.366	A
	Exit	1	1		652			652	651	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1, 2, 3, 4	35	440	0.079	35	34	0.0	0.1	8.303	A
	Exit	1	1		14			14	13	0.0	0.0	0.000	A
2	Entry	1	1	3, (4)	81	599	0.136	81	79	0.1	0.2	6.753	A
			2	1, 2, 4	179	599	0.298	179	176	0.2	0.4	8.461	A
	Exit	2	1	(1, 2, 3, 4)	260			260	256	0.0	0.0	0.310	A
3	Entry	1	2	4	565	1045	0.540	559	558	0.7	1.4	7.545	A
			3	1, 2, 3	162	1045	0.155	161	156	0.2	0.2	4.069	A
		2	1	(1, 2, 3, 4)	727			727	717	0.0	0.0	0.003	A
	Exit	1	1		580			580	572	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	370	809	0.457	373	362	0.4	0.7	7.496	A
			2	3, 4	516	809	0.638	513	507	1.0	1.5	9.398	A
		2	1	(1, 2, 3, 4)	883			886	872	0.6	1.3	5.372	A
	Exit	1	1		774			774	770	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1, 2, 3, 4	42	331	0.125	42	41	0.1	0.1	11.709	B
	Exit	1	1		17			17	16	0.0	0.0	0.000	A
2	Entry	1	1	3, (4)	93	564	0.165	92	94	0.2	0.2	7.541	A
			2	1, 2, 4	213	564	0.378	213	212	0.4	0.6	10.285	B
	Exit	2	1	(1, 2, 3, 4)	305			306	307	0.0	0.1	0.775	A
3	Entry	1	2	4	697	1027	0.679	700	691	1.4	2.0	10.467	B
			3	1, 2, 3	191	1027	0.186	192	189	0.2	0.2	4.376	A
		2	1	(1, 2, 3, 4)	889			889	883	0.0	0.0	0.064	A
	Exit	1	1		693			693	682	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	449	798	0.562	450	435	0.7	1.2	8.832	A
			2	3, 4	622	798	0.779	623	608	1.5	1.8	10.642	B
		2	1	(1, 2, 3, 4)	1079			1071	1046	1.3	6.6	17.483	C
	Exit	1	1		961			961	947	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1, 2, 3, 4	42	320	0.132	42	42	0.1	0.2	12.980	B
	Exit	1	1		15			15	17	0.0	0.0	0.000	A
2	Entry	1	1	3, (4)	94	560	0.168	95	95	0.2	0.2	7.693	A
			2	1, 2, 4	209	560	0.372	209	212	0.6	0.6	10.168	B
	Exit	2	1	(1, 2, 3, 4)	303			303	307	0.1	0.0	0.751	A
			1	1	651			651	638	0.0	0.0	0.000	A
3	Entry	1	2	4	697	1030	0.676	694	694	2.0	2.3	10.455	B
			3	1, 2, 3	191	1030	0.185	190	191	0.2	0.3	4.424	A
	Exit	2	1	(1, 2, 3, 4)	887			887	886	0.0	0.0	0.092	A
			1	1	711			711	703	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	459	799	0.574	460	448	1.2	1.1	9.054	A
			2	3, 4	635	799	0.794	634	627	1.8	1.9	10.655	B
	Exit	2	1	(1, 2, 3, 4)	1077			1094	1075	6.6	6.7	24.521	C
			1	1	947			947	950	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1, 2, 3, 4	37	450	0.082	37	36	0.2	0.1	9.873	A
	Exit	1	1		13			13	12	0.0	0.0	0.000	A
2	Entry	1	1	3, (4)	78	602	0.129	78	80	0.2	0.2	6.914	A
			2	1, 2, 4	168	602	0.280	170	179	0.6	0.3	8.863	A
	Exit	2	1	(1, 2, 3, 4)	246			246	258	0.0	0.0	0.332	A
			1	1	524			524	536	0.0	0.0	0.000	A
3	Entry	1	2	4	565	1048	0.539	566	571	2.3	1.1	8.240	A
			3	1, 2, 3	159	1048	0.152	160	159	0.3	0.2	3.961	A
	Exit	2	1	(1, 2, 3, 4)	725			725	725	0.0	0.0	0.026	A
			1	1	568			568	585	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	361	810	0.446	362	377	1.1	0.8	8.108	A
			2	3, 4	504	810	0.622	504	521	1.9	1.2	9.394	A
	Exit	2	1	(1, 2, 3, 4)	864			865	894	6.7	1.2	9.027	A
			1	1	774			774	789	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1, 2, 3, 4	29	528	0.056	29	31	0.1	0.1	7.366	A
	Exit	1	1		10			10	11	0.0	0.0	0.000	A
2	Entry	1	1	3, (4)	65	626	0.103	64	63	0.2	0.2	6.395	A
			2	1, 2, 4	149	626	0.238	149	150	0.3	0.4	7.942	A
	Exit	2	1	(1, 2, 3, 4)	214			213	213	0.0	0.0	0.297	A
			1	1	439			439	439	0.0	0.0	0.000	A
3	Entry	1	2	4	478	1059	0.451	479	478	1.1	0.9	6.449	A
			3	1, 2, 3	129	1059	0.122	127	129	0.2	0.2	3.740	A
	Exit	2	1	(1, 2, 3, 4)	606			606	606	0.0	0.0	0.000	A
			1	1	483			483	486	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	312	821	0.380	311	311	0.8	0.6	7.260	A
			2	3, 4	429	821	0.523	431	433	1.2	0.9	8.236	A
	Exit	2	1	(1, 2, 3, 4)	744			741	742	1.2	0.5	2.439	A
			1	1	658			658	658	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	12	3	907	501	0.023	11	11	0.0	0.0	7.005	A
				3	10	3	899	498	0.021	10	9	0.0	0.0	6.791	A
				4	12	3	931	512	0.024	13	13	0.0	0.0	6.793	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	51	13	765	628	0.082	51	50	0.0	0.1	6.089	A
				4	21	5	759	622	0.033	21	19	0.0	0.0	6.455	A
		2	2	1	0.62	0.15	124	102	0.006	0.62	0.68	0.0	0.0	7.297	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	141	35	765	627	0.225	142	145	0.0	0.2	7.604	A
3	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	476	119	1128	1060	0.448	477	474	0.0	0.7	6.472	A
		2	3	1	7	2	916	858	0.008	7	7	0.0	0.0	3.674	A
				2	123	31	1128	1060	0.116	123	124	0.0	0.2	3.935	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	3	0.67	392	373	0.007	3	3	0.0	0.0	7.345	A
				2	296	74	865	820	0.361	300	301	0.0	0.4	6.963	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	425	106	865	820	0.518	423	426	0.0	1.0	8.142	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
5	Entry	2	1	1	2	0.62	-	-	-	3	3	0.0	0.0	2.030	A
				2	298	74	-	-	-	296	302	0.0	0.2	2.281	A
				3	427	107	-	-	-	425	430	0.0	0.4	2.426	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	12	3	931	434	0.027	12	12	0.0	0.0	8.013	A
				3	9	2	866	405	0.023	9	9	0.0	0.0	8.056	A
				4	14	3	923	431	0.031	14	13	0.0	0.0	8.731	A
2	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	58	15	765	600	0.097	58	55	0.1	0.1	6.835	A
				4	23	6	765	601	0.038	23	23	0.0	0.1	6.542	A
		2	2	1	1	0.28	124	100	0.011	1	0.65	0.0	0.0	7.448	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	178	44	765	599	0.296	178	175	0.2	0.4	8.465	A
3	Entry	1	2	1	1	0.28	-	-	-	1	0.68	0.0	0.0	0.324	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	58	15	-	-	-	58	56	0.0	0.0	0.188	A
				4	201	50	-	-	-	201	199	0.0	0.0	0.348	A
		2	3	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	565	141	1128	1045	0.541	559	558	0.7	1.4	7.545	A
4	Entry	1	1	1	4	0.90	532	500	0.007	4	4	0.0	0.0	7.249	A
				2	366	92	865	809	0.452	369	358	0.4	0.7	7.498	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	516	129	865	809	0.638	513	507	1.0	1.5	9.398	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
5	Entry	2	1	1	4	0.90	-	-	-	4	4	0.0	0.0	5.230	A
				2	363	91	-	-	-	366	359	0.2	0.5	5.092	A
				3	516	129	-	-	-	516	509	0.4	0.8	5.562	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	15	4	948	337	0.044	15	15	0.0	0.0	11.031	B
				3	10	3	915	327	0.031	10	10	0.0	0.1	11.867	B
				4	16	4	931	329	0.050	17	16	0.0	0.0	12.241	B
2	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	60	15	765	564	0.106	60	64	0.1	0.1	7.528	A
				4	33	8	765	567	0.058	33	30	0.1	0.1	7.570	A
		2	2	1	1	0.36	209	155	0.009	1	1	0.0	0.0	10.345	B
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	212	53	765	565	0.375	212	211	0.4	0.6	10.285	B
3	Entry	1	2	1	1	0.36	-	-	-	1	1	0.0	0.0	0.116	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	60	15	-	-	-	60	64	0.0	0.0	0.510	A
				4	244	61	-	-	-	245	242	0.0	0.1	0.855	A
		2	3	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	697	174	1128	1028	0.678	700	691	1.4	2.0	10.467	B
4	Entry	1	1	1	4	0.97	547	507	0.008	4	4	0.0	0.0	8.632	A
				2	445	111	865	798	0.557	446	431	0.7	1.2	8.834	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	622	155	865	799	0.779	623	608	1.5	1.8	10.642	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
5	Entry	2	1	1	4	1	-	-	-	4	4	0.0	0.0	16.806	C
				2	448	112	-	-	-	445	433	0.5	2.8	17.252	C
				3	627	157	-	-	-	622	609	0.8	3.8	17.645	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	14	4	931	314	0.045	14	14	0.0	0.0	12.361	B
				3	12	3	931	320	0.038	12	12	0.1	0.0	12.596	B
				4	16	4	915	314	0.051	16	16	0.0	0.1	13.828	B
2	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	64	16	765	561	0.114	65	65	0.1	0.1	7.739	A
				4	30	8	765	562	0.053	30	30	0.1	0.1	7.583	A
		2	2	1	1	0.33	216	158	0.008	1	1	0.0	0.0	7.643	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	207	52	765	560	0.370	208	210	0.6	0.6	10.186	B
3	Entry	1	2	1	1	0.33	-	-	-	1	1	0.0	0.0	1.862	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	64	16	-	-	-	64	65	0.0	0.0	0.431	A
				4	237	59	-	-	-	237	241	0.1	0.0	0.838	A
		2	3	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	697	174	1128	1030	0.676	694	694	2.0	2.3	10.455	B
		3	1	1	10	2	1080	985	0.010	10	11	0.0	0.0	4.650	A
				2	181	45	1128	1030	0.176	180	180	0.2	0.3	4.410	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
		2	1	1	10	2	-	-	-	10	11	0.0	0.0	0.288	A
				2	181	45	-	-	-	181	180	0.0	0.0	0.090	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	697	174	-	-	-	697	695	0.0	0.0	0.090	A
4	Entry	1	1	1	4	1	613	565	0.008	4	5	0.0	0.0	9.214	A
				2	454	114	865	799	0.569	456	443	1.2	1.1	9.053	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	635	159	865	799	0.794	634	627	1.8	1.9	10.655	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	4	1	-	-	-	4	5	0.0	0.0	21.684	C
				2	454	113	-	-	-	454	443	2.8	3.1	24.527	C
				3	619	155	-	-	-	635	627	3.8	3.6	24.538	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	13	3	907	407	0.033	13	12	0.0	0.0	10.469	B
				3	10	3	857	382	0.027	11	10	0.0	0.0	10.639	B
				4	13	3	948	432	0.031	13	14	0.1	0.0	8.797	A
2	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	53	13	765	602	0.089	53	55	0.1	0.1	6.921	A
				4	24	6	765	599	0.041	24	25	0.1	0.1	6.897	A
		2	2	1	0.41	0.10	105	80	0.005	0.41	0.65	0.0	0.0	8.723	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	168	42	765	602	0.279	170	179	0.6	0.3	8.863	A
3	Entry	1	2	1	0	0	0	0.000	-	0.41	0.65	0.0	0.0	0.478	A
				2	0	0	0	0.000	-	0	0	0.0	0.0	0.000	A
				3	0	0	0	0.000	-	53	55	0.0	0.0	0.193	A
				4	565	141	1128	1048	0.540	193	203	0.0	0.0	0.372	A
		2	3	1	9	2	974	903	0.010	9	8	0.0	0.0	4.020	A
				2	151	38	1128	1048	0.144	151	151	0.3	0.2	3.957	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	3	0.82	510	479	0.007	3	4	0.0	0.0	8.872	A
				2	358	89	865	810	0.442	359	374	1.1	0.8	8.100	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	504	126	865	809	0.622	504	521	1.9	1.2	9.394	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
5	Entry	2	1	1	3	0.85	-	-	-	3	3	0.0	0.0	9.385	A
				2	358	89	-	-	-	358	372	3.1	0.5	8.934	A
				3	503	126	-	-	-	504	518	3.6	0.7	9.089	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	10	3	899	488	0.021	10	10	0.0	0.0	7.537	A
				3	8	2	866	474	0.017	8	9	0.0	0.0	7.199	A
				4	11	3	940	516	0.021	11	12	0.0	0.0	7.344	A
2	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	45	11	765	628	0.072	45	45	0.1	0.1	6.383	A
				4	19	5	759	621	0.031	19	18	0.1	0.0	6.427	A
		2	2	1	0.41	0.10	85	70	0.006	0.31	0.44	0.0	0.0	4.861	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	148	37	765	627	0.237	148	149	0.3	0.4	7.953	A
3	Entry	1	2	1	0.41	0.10	-	-	-	0.41	0.48	0.0	0.0	1.192	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	45	11	-	-	-	45	45	0.0	0.0	0.190	A
				4	168	42	-	-	-	168	168	0.0	0.0	0.326	A
		2	3	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	478	119	1128	1059	0.451	479	478	1.1	0.9	6.449	A
4	Entry	1	1	1	7	2	983	923	0.007	6	8	0.0	0.0	3.494	A
				2	122	31	1128	1059	0.115	121	121	0.2	0.2	3.756	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
		2	1	1	7	2	-	-	-	7	8	0.0	0.0	0.000	A
				2	122	31	-	-	-	122	121	0.0	0.0	0.000	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	478	119	-	-	-	478	477	0.0	0.0	0.000	A

2028 Base + Committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	37.47	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	37.47	E

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2028 Base + Committed	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	28	100.000
2		ONE HOUR	✓	614	100.000
3		ONE HOUR	✓	908	100.000
4		ONE HOUR	✓	949	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	7	7	14
	2	15	0	135	464
	3	10	123	0	775
	4	18	317	614	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	3
	3	0	0	0	0
	4	0	10	0	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	10.44	0.1	B	27	40
2	32.99	6.2	D	565	848
3	42.85	12.6	E	829	1244
4	36.09	11.4	E	874	1311

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	24	6	795	23	24	32	0.0	0.1	6.380	A
2	471	118	484	468	460	334	0.0	1.5	10.766	B
3	677	169	378	675	675	574	0.0	1.6	8.108	A
4	717	179	108	720	718	945	0.0	2.0	9.643	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	27	7	956	26	25	40	0.1	0.1	7.586	A
2	558	140	578	555	552	404	1.5	2.5	13.979	B
3	820	205	447	824	813	685	1.6	2.5	12.022	B
4	855	214	133	862	852	1138	2.0	3.0	13.447	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	33	8	1150	32	29	47	0.1	0.1	9.977	A
2	674	169	696	663	662	487	2.5	6.2	26.761	D
3	992	248	529	978	968	829	2.5	8.8	25.858	D
4	1045	261	161	1036	1015	1347	3.0	10.4	29.661	D

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	33	8	1132	32	32	49	0.1	0.1	10.437	B
2	671	168	678	685	676	487	6.2	5.5	32.993	D
3	995	249	551	995	988	812	8.8	12.6	42.855	E
4	1038	260	157	1024	1033	1389	10.4	11.4	36.086	E

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	25	6	960	25	26	38	0.1	0.0	8.318	A
2	549	137	582	546	565	403	5.5	2.3	17.179	C
3	806	202	436	811	854	692	12.6	2.5	20.593	C
4	876	219	131	867	894	1115	11.4	3.9	19.289	C

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	20	5	791	21	22	32	0.0	0.0	7.278	A
2	466	117	477	466	470	335	2.3	1.3	11.473	B
3	683	171	375	685	689	569	2.5	1.5	8.253	A
4	714	178	110	714	719	950	3.9	1.9	9.868	A

Lane Results

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

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1	Entry	1	1	1, 2, 3, 4	24	561	0.042	23	24	0.0	0.1	6.380	A
	Exit	1	1		32			32	32	0.0	0.0	0.000	A
2	Entry	1	1	3, (4)	150	615	0.243	150	145	0.0	0.3	7.494	A
			2	1, 2, 4	320	615	0.520	318	315	0.0	1.0	10.358	B
	Entry	2	1	(1, 2, 3, 4)	471			470	465	0.0	0.2	1.308	A
			1	1	334			334	334	0.0	0.0	0.000	A
3	Entry	1	2	4	582	983	0.592	579	578	0.0	1.5	8.761	A
			3	1, 2, 3	96	983	0.097	96	97	0.0	0.1	4.106	A
	Entry	2	1	(1, 2, 3, 4)	677			677	682	0.0	0.0	0.015	A
			1	1	574			574	571	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	253	828	0.305	253	253	0.0	0.5	6.516	A
			2	3, 4	466	828	0.563	466	465	0.0	1.1	8.253	A
	Entry	2	1	(1, 2, 3, 4)	717			719	724	0.0	0.5	1.965	A
			1	1	945			945	939	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1	Entry	1	1	1, 2, 3, 4	27	480	0.056	26	25	0.1	0.1	7.586	A
	Exit	1	1		40			40	39	0.0	0.0	0.000	A
2	Entry	1	1	3, (4)	179	586	0.306	180	180	0.3	0.4	8.282	A
			2	1, 2, 4	377	586	0.643	375	373	1.0	1.4	11.686	B
	Entry	2	1	(1, 2, 3, 4)	558			556	554	0.2	0.8	3.406	A
			1	1	404			404	403	0.0	0.0	0.000	A
3	Entry	1	2	4	701	956	0.733	704	694	1.5	2.3	12.878	B
			3	1, 2, 3	121	956	0.126	120	119	0.1	0.2	4.245	A
	Entry	2	1	(1, 2, 3, 4)	820			822	816	0.0	0.1	0.396	A
			1	1	685			685	675	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	302	819	0.369	303	304	0.5	0.5	7.403	A
			2	3, 4	560	819	0.683	559	548	1.1	1.4	9.106	A
	Entry	2	1	(1, 2, 3, 4)	855			862	854	0.5	1.1	4.891	A
			1	1	1138			1138	1125	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1	Entry	1	1	1, 2, 3, 4	33	381	0.085	32	29	0.1	0.1	9.977	A
	Exit	1	1		47			47	46	0.0	0.0	0.000	A
2	Entry	1	1	3, (4)	226	550	0.412	225	223	0.4	0.7	10.357	B
			2	1, 2, 4	441	550	0.802	438	439	1.4	2.1	15.277	C
	Entry	2	1	(1, 2, 3, 4)	674			667	666	0.8	3.4	13.092	B
			1	1	487			487	482	0.0	0.0	0.000	A
3	Entry	1	2	4	840	925	0.908	832	821	2.3	6.5	23.501	C
			3	1, 2, 3	146	925	0.157	146	146	0.2	0.1	4.707	A
	Entry	2	1	(1, 2, 3, 4)	992			986	984	0.1	2.2	5.015	A
			1	1	829			829	812	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	364	809	0.450	365	358	0.5	0.8	8.245	A
			2	3, 4	673	809	0.831	671	657	1.4	2.1	10.743	B
	Entry	2	1	(1, 2, 3, 4)	1045			1037	1019	1.1	7.5	19.736	C
			1	1	1347			1347	1334	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1	Entry	1	1	1, 2, 3, 4	33	390	0.084	32	32	0.1	0.1	10.437	B
	Exit	1	1		49			49	47	0.0	0.0	0.000	A
2	Entry	1	1	3, (4)	231	555	0.416	230	227	0.7	0.7	10.757	B
			2	1, 2, 4	452	555	0.814	454	449	2.1	1.8	15.871	C
	Exit	2	1	(1, 2, 3, 4)	671			683	675	3.4	3.0	18.875	C
			1	1	487			487	482	0.0	0.0	0.000	A
3	Entry	1	2	4	848	917	0.925	854	847	6.5	7.0	30.412	D
			3	1, 2, 3	140	917	0.153	141	141	0.1	0.2	4.798	A
	Exit	2	1	(1, 2, 3, 4)	995			988	990	2.2	5.5	15.984	C
			1	1	812			812	826	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	368	811	0.454	369	363	0.8	0.9	8.233	A
			2	3, 4	654	811	0.807	655	670	2.1	2.0	11.294	B
	Exit	2	1	(1, 2, 3, 4)	1038			1022	1033	7.5	8.5	25.779	D
			1	1	1389			1389	1374	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1	Entry	1	1	1, 2, 3, 4	25	478	0.052	25	26	0.1	0.0	8.318	A
	Exit	1	1		38			38	40	0.0	0.0	0.000	A
2	Entry	1	1	3, (4)	181	585	0.310	180	185	0.7	0.5	9.111	A
			2	1, 2, 4	368	585	0.628	366	380	1.8	1.3	12.897	B
	Exit	2	1	(1, 2, 3, 4)	549			549	562	3.0	0.6	5.639	A
			1	1	403			403	421	0.0	0.0	0.000	A
3	Entry	1	2	4	692	961	0.720	693	733	7.0	2.4	17.998	C
			3	1, 2, 3	118	961	0.122	118	120	0.2	0.1	4.492	A
	Exit	2	1	(1, 2, 3, 4)	806			809	835	5.5	0.0	5.095	A
			1	1	692			692	707	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	304	820	0.371	304	320	0.9	0.6	7.512	A
			2	3, 4	565	820	0.689	563	574	2.0	1.6	9.733	A
	Exit	2	1	(1, 2, 3, 4)	876			869	891	8.5	1.7	10.394	B
			1	1	1115			1115	1171	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1	Entry	1	1	1, 2, 3, 4	20	563	0.036	21	22	0.0	0.0	7.278	A
	Exit	1	1		32			32	32	0.0	0.0	0.000	A
2	Entry	1	1	3, (4)	150	618	0.243	149	151	0.5	0.3	7.434	A
			2	1, 2, 4	317	618	0.513	317	320	1.3	0.9	10.631	B
	Exit	2	1	(1, 2, 3, 4)	466			468	468	0.6	0.1	1.893	A
			1	1	335			335	334	0.0	0.0	0.000	A
3	Entry	1	2	4	584	984	0.593	585	592	2.4	1.4	8.941	A
			3	1, 2, 3	99	984	0.101	100	98	0.1	0.1	4.129	A
	Exit	2	1	(1, 2, 3, 4)	683			683	685	0.0	0.0	0.005	A
			1	1	569			569	575	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	252	827	0.304	252	253	0.6	0.5	6.608	A
			2	3, 4	462	827	0.559	462	466	1.6	1.0	8.268	A
	Exit	2	1	(1, 2, 3, 4)	714			714	716	1.7	0.4	2.189	A
			1	1	950			950	960	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	5	1	746	432	0.012	5	5	0.0	0.0	7.205	A
				3	7	2	786	463	0.015	6	6	0.0	0.0	6.517	A
				4	12	3	885	518	0.022	11	12	0.0	0.0	5.935	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	101	25	765	616	0.164	102	99	0.0	0.2	7.577	A
				4	49	12	765	617	0.080	49	46	0.0	0.1	7.309	A
		2	2	1	12	3	708	570	0.021	12	11	0.0	0.0	10.449	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	308	77	765	616	0.500	306	303	0.0	0.9	10.355	B
3	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	582	145	1128	982	0.592	579	578	0.0	1.5	8.761	A
		2	3	1	9	2	958	837	0.010	9	8	0.0	0.0	4.204	A
				2	87	22	1128	982	0.089	87	89	0.0	0.1	4.097	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	12	3	847	810	0.015	12	13	0.0	0.0	5.711	A
				2	241	60	865	828	0.291	241	240	0.0	0.5	6.564	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	466	117	865	828	0.563	466	465	0.0	1.1	8.253	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	8	2	766	392	0.020	7	6	0.0	0.0	7.453	A
				3	5	1	733	383	0.014	5	5	0.0	0.0	6.866	A
				4	14	3	918	470	0.030	14	13	0.0	0.0	7.935	A
2	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	121	30	765	586	0.207	121	122	0.2	0.3	8.473	A
				4	58	15	765	586	0.099	58	58	0.1	0.1	7.867	A
		2	2	1	13	3	724	559	0.023	13	13	0.0	0.1	11.765	B
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	364	91	765	586	0.620	362	360	0.9	1.3	11.683	B
3	Entry	1	2	1	13	3	-	-	-	13	13	0.0	0.0	3.910	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	122	30	-	-	-	121	122	0.0	0.2	3.049	A
				4	424	106	-	-	-	422	419	0.2	0.6	3.497	A
		2	3	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	701	175	1128	956	0.733	704	694	1.5	2.3	12.878	B
		2	1	1	10	3	1035	878	0.012	10	10	0.0	0.0	4.117	A
				2	111	28	1128	955	0.116	110	109	0.1	0.2	4.257	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
4	Entry	1	1	1	16	4	841	797	0.020	16	17	0.0	0.0	7.273	A
				2	286	71	865	819	0.349	287	287	0.5	0.5	7.411	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	560	140	865	819	0.683	559	548	1.1	1.4	9.106	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
		2	1	1	16	4	-	-	-	16	17	0.0	0.0	4.369	A
				2	284	71	-	-	-	286	287	0.2	0.4	4.636	A
				3	555	139	-	-	-	560	549	0.3	0.7	5.028	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	8	2	819	332	0.024	8	7	0.0	0.0	10.282	B
				3	9	2	832	338	0.026	9	8	0.0	0.0	11.027	B
				4	16	4	925	376	0.042	15	13	0.0	0.1	9.178	A
2	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	151	38	765	549	0.275	149	147	0.3	0.5	10.685	B
				4	75	19	765	549	0.137	76	76	0.1	0.2	9.699	A
		2	2	1	15	4	750	543	0.027	15	16	0.1	0.1	15.466	C
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	426	107	765	550	0.775	423	423	1.3	2.0	15.270	C
3	Entry	1	2	1	15	4	-	-	-	15	16	0.0	0.1	13.533	B
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	153	38	-	-	-	151	148	0.2	0.8	12.430	B
				4	506	126	-	-	-	501	502	0.6	2.5	13.279	B
		2	3	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	840	210	1128	925	0.909	832	821	2.3	6.5	23.501	C
4	Entry	1	1	1	21	5	865	809	0.026	21	19	0.0	0.0	8.031	A
				2	343	86	865	810	0.424	343	339	0.5	0.8	8.258	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	673	168	865	809	0.831	671	657	1.4	2.1	10.743	B
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
5	Entry	2	1	1	21	5	-	-	-	21	20	0.0	0.1	18.494	C
				2	344	86	-	-	-	343	340	0.4	2.2	19.112	C
				3	680	170	-	-	-	673	660	0.7	5.1	20.065	C
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	9	2	839	337	0.026	9	8	0.0	0.0	9.913	A
				3	8	2	799	315	0.025	8	8	0.0	0.0	11.284	B
				4	16	4	945	381	0.043	16	16	0.1	0.1	10.306	B
2	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	151	38	765	554	0.272	150	148	0.5	0.5	10.921	B
				4	80	20	765	555	0.145	81	78	0.2	0.2	10.436	B
		2	2	1	15	4	765	552	0.028	16	16	0.1	0.0	15.837	C
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	436	109	765	555	0.786	438	433	2.0	1.8	15.873	C
3	Entry	1	2	1	15	4	-	-	-	15	16	0.1	0.1	21.816	C
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	150	37	-	-	-	151	149	0.8	0.6	17.620	C
				4	507	127	-	-	-	517	510	2.5	2.3	19.153	C
		2	3	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	848	212	1128	917	0.925	854	847	6.5	7.0	30.412	D
		2	1	1	12	3	1012	826	0.014	12	11	0.0	0.0	4.616	A
				2	129	32	1128	917	0.140	129	130	0.1	0.1	4.813	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
4	Entry	1	1	1	20	5	865	810	0.025	21	20	0.0	0.0	7.672	A
				2	348	87	865	810	0.429	348	343	0.8	0.8	8.269	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	654	164	865	811	0.807	655	670	2.1	2.0	11.294	B
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
		2	1	1	21	5	-	-	-	20	20	0.1	0.2	24.518	C
				2	352	88	-	-	-	348	344	2.2	2.8	25.242	D
				3	665	166	-	-	-	654	669	5.1	5.5	26.069	D
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	6	2	766	364	0.017	6	7	0.0	0.0	7.636	A
				3	6	1	813	384	0.015	6	7	0.0	0.0	8.097	A
				4	13	3	945	465	0.029	13	13	0.1	0.0	8.773	A
2	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	125	31	765	587	0.212	124	126	0.5	0.3	9.303	A
				4	57	14	765	586	0.097	56	59	0.2	0.2	8.689	A
		2	2	1	14	3	755	577	0.024	13	14	0.0	0.1	12.200	B
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	354	88	765	585	0.604	353	366	1.8	1.2	12.924	B
3	Entry	1	2	1	14	4	-	-	-	14	14	0.1	0.0	6.694	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	124	31	-	-	-	125	126	0.6	0.1	5.052	A
				4	411	103	-	-	-	410	423	2.3	0.5	5.784	A
		2	3	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	692	173	1128	961	0.720	693	733	7.0	2.4	17.998	C
4	Entry	1	1	1	8	2	981	831	0.010	8	8	0.0	0.0	4.698	A
				2	109	27	1128	961	0.114	110	112	0.1	0.1	4.477	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
		2	1	1	8	2	-	-	-	8	8	0.0	0.0	3.981	A
				2	109	27	-	-	-	109	112	0.7	0.0	4.763	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	689	172	-	-	-	692	715	4.8	0.0	5.161	A

18:00 - 18:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	5	1	661	376	0.014	5	5	0.0	0.0	7.938	A
				3	5	1	753	430	0.011	5	6	0.0	0.0	7.719	A
				4	11	3	898	513	0.021	11	12	0.0	0.0	6.796	A
2	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	103	26	765	618	0.167	102	103	0.3	0.2	7.514	A
				4	47	12	765	617	0.077	47	47	0.2	0.1	7.256	A
		2	2	1	11	3	724	583	0.018	11	11	0.1	0.0	10.500	B
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	306	77	765	618	0.496	307	309	1.2	0.8	10.636	B
3	Entry	1	2	1	11	3	-	-	-	11	11	0.0	0.0	2.285	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	103	26	-	-	-	103	103	0.1	0.0	1.359	A
				4	353	88	-	-	-	354	354	0.5	0.1	2.040	A
		2	3	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	584	146	1128	984	0.593	585	592	2.4	1.4	8.941	A
		2	1	1	7	2	935	814	0.009	7	7	0.0	0.0	3.944	A
				2	92	23	1128	985	0.093	92	91	0.1	0.1	4.143	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
4	Entry	1	1	1	15	4	847	810	0.018	14	14	0.0	0.1	6.135	A
				2	237	59	865	827	0.287	237	239	0.6	0.4	6.639	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	462	115	865	827	0.558	462	466	1.6	1.0	8.268	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
		2	1	1	15	4	-	-	-	15	14	0.0	0.0	1.846	A
				2	237	59	-	-	-	237	238	0.6	0.1	2.063	A
				3	462	116	-	-	-	462	464	1.1	0.3	2.258	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A

2028 Base + Committed + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	24.29	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	24.29	C

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	44	100.000
2		ONE HOUR	✓	293	100.000
3		ONE HOUR	✓	847	100.000
4		ONE HOUR	✓	979	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	13	16	15
	2	1	0	71	221
	3	25	192	0	630
	4	4	404	571	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	9
	3	0	0	0	3
	4	0	6	2	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	14.48	0.2	B	41	62
2	10.66	1.1	B	269	403
3	10.40	3.1	B	777	1165
4	40.81	14.1	E	899	1349

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	33	8	878	34	35	22	0.0	0.0	7.527	A
2	217	54	445	214	222	467	0.0	0.6	7.391	A
3	649	162	172	651	644	487	0.0	1.1	6.199	A
4	736	184	167	732	735	656	0.0	2.2	9.631	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	43	11	1046	43	38	31	0.0	0.1	9.725	A
2	274	68	540	272	269	550	0.6	0.8	8.310	A
3	754	189	224	759	764	588	1.1	1.0	6.788	A
4	880	220	199	878	881	784	2.2	4.0	14.564	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	50	13	1295	50	49	32	0.1	0.2	14.031	B
2	324	81	671	324	322	675	0.8	1.0	9.926	A
3	934	234	260	937	936	735	1.0	2.2	9.006	A
4	1101	275	237	1091	1056	960	4.0	10.7	28.820	D

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	49	12	1255	49	49	32	0.2	0.2	14.482	B
2	322	80	650	320	322	654	1.0	1.1	10.659	B
3	937	234	263	929	927	707	2.2	3.1	10.401	B
4	1071	268	242	1045	1061	950	10.7	14.1	40.812	E

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	41	10	1058	42	39	27	0.2	0.1	10.503	B
2	257	64	542	254	265	557	1.1	0.8	8.292	A
3	761	190	207	761	765	590	3.1	1.4	6.855	A
4	880	220	199	886	930	769	14.1	3.4	22.708	C

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	32	8	869	33	34	23	0.1	0.0	7.511	A
2	220	55	437	222	225	465	0.8	0.5	7.633	A
3	625	156	182	625	642	476	1.4	1.0	5.613	A
4	728	182	161	731	735	646	3.4	1.9	10.194	B

Lane Results

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

Lanes: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1, 2, 3, 4	33	519	0.064	34	35	0.0	0.0	7.527	A
	Exit	1	1		22			22	22	0.0	0.0	0.000	A
2	Entry	1	1	3, (4)	72	628	0.115	71	72	0.0	0.2	6.328	A
			2	1, 2, 4	144	628	0.230	143	150	0.0	0.4	7.708	A
	Exit	2	1	(1, 2, 3, 4)	217			217	225	0.0	0.0	0.147	A
			1		467			467	454	0.0	0.0	0.000	A
3	Entry	1	2	4	484	1062	0.456	485	485	0.0	0.9	6.892	A
			3	1, 2, 3	165	1062	0.156	167	160	0.0	0.1	4.093	A
	Entry	2	1	(1, 2, 3, 4)	649			649	649	0.0	0.0	0.013	A
			1	1	487			487	496	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	310	807	0.384	311	305	0.0	0.6	7.085	A
			2	3, 4	421	807	0.521	421	430	0.0	0.9	8.019	A
	Entry	2	1	(1, 2, 3, 4)	736			730	741	0.0	0.7	1.977	A
			1	1	656			656	664	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1, 2, 3, 4	43	434	0.099	43	38	0.0	0.1	9.725	A
	Exit	1	1		31			31	29	0.0	0.0	0.000	A
2	Entry	1	1	3, (4)	88	598	0.147	87	88	0.2	0.3	7.107	A
			2	1, 2, 4	185	598	0.310	185	181	0.4	0.5	8.481	A
	Exit	2	1	(1, 2, 3, 4)	274			273	269	0.0	0.0	0.294	A
			1	1	550			550	553	0.0	0.0	0.000	A
3	Entry	1	2	4	557	1042	0.535	561	565	0.9	0.9	7.721	A
			3	1, 2, 3	197	1042	0.189	198	199	0.1	0.1	4.122	A
	Entry	2	1	(1, 2, 3, 4)	754			754	764	0.0	0.0	0.022	A
			1	1	588			588	586	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	367	797	0.460	369	371	0.6	0.9	7.991	A
			2	3, 4	511	797	0.641	510	510	0.9	1.5	9.317	A
	Entry	2	1	(1, 2, 3, 4)	880			877	884	0.7	1.6	5.785	A
			1	1	784			784	783	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1, 2, 3, 4	50	308	0.163	50	49	0.1	0.2	14.031	B
	Exit	1	1		32			32	33	0.0	0.0	0.000	A
2	Entry	1	1	3, (4)	106	558	0.190	108	109	0.3	0.2	7.971	A
			2	1, 2, 4	217	558	0.389	216	213	0.5	0.7	9.907	A
	Exit	2	1	(1, 2, 3, 4)	324			323	323	0.0	0.1	0.687	A
			1	1	675			675	663	0.0	0.0	0.000	A
3	Entry	1	2	4	698	1028	0.679	701	696	0.9	1.9	10.450	B
			3	1, 2, 3	236	1028	0.230	236	240	0.1	0.3	4.597	A
	Entry	2	1	(1, 2, 3, 4)	934			934	940	0.0	0.0	0.085	A
			1	1	735			735	713	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	457	784	0.583	455	441	0.9	1.2	9.087	A
			2	3, 4	636	784	0.811	636	615	1.5	1.8	10.835	B
	Entry	2	1	(1, 2, 3, 4)	1101			1092	1059	1.6	7.6	18.687	C
			1	1	960			960	954	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1	Entry	1	1	1, 2, 3, 4	49	328	0.149	49	49	0.2	0.2	14.482	B
	Exit	1	1		32			32	33	0.0	0.0	0.000	A
2	Entry	1	1	3, (4)	100	564	0.178	99	103	0.2	0.3	8.011	A
			2	1, 2, 4	220	564	0.390	221	220	0.7	0.7	10.472	B
	Entry	2	1	(1, 2, 3, 4)	322			320	322	0.1	0.1	0.999	A
		Exit	1	1				654	665	0.0	0.0	0.000	A
3	Entry	1	2	4	695	1027	0.676	688	688	1.9	2.6	11.818	B
			3	1, 2, 3	241	1027	0.235	241	239	0.3	0.4	4.492	A
	Entry	2	1	(1, 2, 3, 4)	937			936	930	0.0	0.1	0.497	A
		Exit	1	1				707	711	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	426	782	0.545	431	444	1.2	0.9	9.381	A
			2	3, 4	619	782	0.791	615	617	1.8	2.1	11.271	B
	Entry	2	1	(1, 2, 3, 4)	1071			1045	1061	7.6	11.1	30.266	D
		Exit	1	1				950	951	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1	Entry	1	1	1, 2, 3, 4	41	428	0.096	42	39	0.2	0.1	10.503	B
	Exit	1	1		27			27	28	0.0	0.0	0.000	A
2	Entry	1	1	3, (4)	85	597	0.143	84	89	0.3	0.3	6.976	A
			2	1, 2, 4	172	597	0.288	170	176	0.7	0.5	8.631	A
	Entry	2	1	(1, 2, 3, 4)	257			257	264	0.1	0.0	0.266	A
		Exit	1	1				557	575	0.0	0.0	0.000	A
3	Entry	1	2	4	563	1048	0.537	562	566	2.6	1.2	7.735	A
			3	1, 2, 3	198	1048	0.189	199	199	0.4	0.3	4.362	A
	Entry	2	1	(1, 2, 3, 4)	761			761	759	0.1	0.0	0.029	A
		Exit	1	1				590	620	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	372	796	0.467	372	391	0.9	0.8	8.399	A
			2	3, 4	513	796	0.644	514	539	2.1	1.4	10.005	B
	Entry	2	1	(1, 2, 3, 4)	880			884	926	11.1	1.3	13.470	B
		Exit	1	1				769	777	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1	Entry	1	1	1, 2, 3, 4	32	524	0.062	33	34	0.1	0.0	7.511	A
	Exit	1	1		23			23	22	0.0	0.0	0.000	A
2	Entry	1	1	3, (4)	71	630	0.113	69	71	0.3	0.3	6.364	A
			2	1, 2, 4	149	630	0.236	152	153	0.5	0.3	7.939	A
	Entry	2	1	(1, 2, 3, 4)	220			220	224	0.0	0.0	0.220	A
		Exit	1	1				465	462	0.0	0.0	0.000	A
3	Entry	1	2	4	465	1058	0.440	465	478	1.2	0.8	6.204	A
			3	1, 2, 3	160	1058	0.151	160	164	0.3	0.1	3.940	A
	Entry	2	1	(1, 2, 3, 4)	625			625	640	0.0	0.0	0.000	A
		Exit	1	1				476	491	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	317	810	0.392	318	309	0.8	0.7	7.172	A
			2	3, 4	413	810	0.510	413	427	1.4	0.9	8.254	A
	Entry	2	1	(1, 2, 3, 4)	728			730	733	1.3	0.3	2.406	A
		Exit	1	1				646	660	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	10	2	917	494	0.020	10	11	0.0	0.0	7.899	A
				3	13	3	936	506	0.026	13	13	0.0	0.0	7.736	A
				4	10	3	926	500	0.021	10	11	0.0	0.0	6.895	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	53	13	765	624	0.086	53	53	0.0	0.1	6.447	A
				4	19	5	750	611	0.030	19	19	0.0	0.0	5.968	A
		2	2	1	0.59	0.15	129	105	0.006	0.59	0.71	0.0	0.0	7.182	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	144	36	765	627	0.229	143	150	0.0	0.4	7.710	A
3	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	484	121	1128	1061	0.456	485	485	0.0	0.9	6.892	A
		2	3	1	19	5	1128	1062	0.018	19	18	0.0	0.0	4.075	A
				2	146	37	1128	1062	0.138	148	141	0.0	0.1	4.095	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
4	Entry	1	1	1	3	0.65	522	489	0.005	2	3	0.0	0.0	6.663	A
				2	307	77	865	808	0.380	309	302	0.0	0.6	7.090	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	421	105	865	807	0.521	421	430	0.0	0.9	8.019	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
5	Entry	1	1	1	3	0.65	-	-	-	3	3	0.0	0.0	1.538	A
				2	310	77	-	-	-	307	304	0.0	0.3	1.884	A
				3	423	106	-	-	-	421	433	0.0	0.4	2.043	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	3	0.65	-	-	-	3	3	0.0	0.0	1.538	A
				2	310	77	-	-	-	307	304	0.0	0.3	1.884	A
				3	423	106	-	-	-	421	433	0.0	0.4	2.043	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	12	3	888	396	0.031	13	11	0.0	0.0	10.105	B
				3	15	4	945	420	0.036	15	14	0.0	0.0	9.222	A
				4	15	4	945	424	0.036	15	13	0.0	0.0	9.926	A
2	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	64	16	765	596	0.108	63	63	0.1	0.2	7.192	A
				4	24	6	765	596	0.040	24	25	0.0	0.0	6.860	A
		2	2	1	1	0.27	159	124	0.009	1	0.91	0.0	0.0	8.403	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	184	46	765	598	0.308	184	180	0.4	0.5	8.482	A
3	Entry	1	2	1	1	0.27	-	-	-	1	0.91	0.0	0.0	0.142	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	65	16	-	-	-	64	63	0.0	0.0	0.171	A
				4	208	52	-	-	-	208	205	0.0	0.0	0.337	A
		2	3	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	557	139	1128	1042	0.535	561	565	0.9	0.9	7.721	A
4	Entry	1	1	1	4	1	531	490	0.009	4	4	0.0	0.0	7.463	A
				2	362	91	865	796	0.455	364	367	0.6	0.9	7.997	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	511	128	865	797	0.641	510	510	0.9	1.5	9.317	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
5	Entry	2	1	1	5	1	-	-	-	4	4	0.0	0.0	6.516	A
				2	362	91	-	-	-	362	368	0.3	0.6	5.590	A
				3	513	128	-	-	-	511	512	0.4	1.0	5.913	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	16	4	907	299	0.053	16	15	0.0	0.0	14.560	B
				3	17	4	936	300	0.056	16	17	0.0	0.1	13.972	B
				4	18	4	945	309	0.057	18	17	0.0	0.0	13.634	B
2	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	80	20	765	558	0.143	82	81	0.2	0.1	8.024	A
				4	26	6	765	562	0.046	26	28	0.0	0.1	7.805	A
		2	2	1	0.83	0.21	144	107	0.008	0.83	0.87	0.0	0.0	8.915	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	216	54	765	558	0.388	215	212	0.5	0.7	9.911	A
3	Entry	1	2	1	0.83	0.21	-	-	0.83	0.87	0.0	0.0	0.0	0.079	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	80	20	-	-	80	80	0.0	0.0	0.0	0.451	A
				4	243	61	-	-	242	241	0.0	0.1	0.774	A	
		2	3	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	29	7	1128	1028	0.028	29	28	0.0	0.0	4.575	A
				3	208	52	1128	1028	0.202	207	211	0.1	0.3	4.600	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
4	Entry	1	1	1	29	7	-	-	-	29	28	0.0	0.0	0.067	A
				2	208	52	-	-	-	208	212	0.0	0.0	0.078	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	698	174	-	-	-	698	700	0.0	0.0	0.087	A
		2	2	1	3	0.77	582	528	0.006	3	4	0.0	0.0	9.014	A
				2	454	113	865	784	0.579	452	437	0.9	1.2	9.088	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
5	Entry	1	2	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	636	159	865	784	0.811	636	615	1.5	1.8	10.835	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	3	0.80	-	-	-	3	4	0.0	0.0	17.137	C
				2	462	116	-	-	-	454	438	0.6	3.5	18.826	C
				3	636	159	-	-	-	636	617	1.0	4.0	18.602	C
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	14	3	945	318	0.043	13	14	0.0	0.0	14.328	B
				3	19	5	964	321	0.060	19	19	0.1	0.1	15.025	C
				4	16	4	926	314	0.051	16	16	0.0	0.1	13.976	B
2	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	73	18	765	567	0.129	73	74	0.1	0.2	8.199	A
				4	27	7	765	567	0.047	26	28	0.1	0.1	7.463	A
		2	2	1	1	0.33	197	146	0.009	1	1	0.0	0.0	10.800	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	219	55	765	563	0.389	219	218	0.7	0.7	10.470	B
3	Entry	1	2	1	1	0.33	-	-	-	1	1	0.0	0.0	0.656	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	73	18	-	-	-	73	75	0.0	0.0	0.590	A
				4	247	62	-	-	-	246	247	0.1	0.1	1.137	A
		2	3	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	695	174	1128	1027	0.676	688	688	1.9	2.6	11.818	B
		3	1	1	28	7	1128	1027	0.027	28	27	0.0	0.0	4.786	A
				2	213	53	1128	1027	0.208	213	211	0.3	0.3	4.453	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	28	7	-	-	-	28	27	0.0	0.0	0.605	A
				2	214	53	-	-	-	213	211	0.0	0.0	0.475	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	696	174	-	-	-	695	691	0.0	0.1	0.500	A
4	Entry	1	1	1	3	0.83	625	566	0.006	3	4	0.0	0.0	9.281	A
				2	423	106	865	782	0.541	427	439	1.2	0.9	9.382	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	619	155	865	782	0.791	615	617	1.8	2.1	11.271	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	3	0.86	-	-	-	3	4	0.0	0.1	36.640	E
				2	433	108	-	-	-	423	438	3.5	4.4	29.952	D
				3	634	159	-	-	-	619	619	4.0	6.5	30.431	D
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	12	3	879	379	0.033	13	12	0.0	0.0	10.261	B
				3	14	3	936	405	0.034	14	14	0.1	0.0	11.200	B
				4	15	4	926	405	0.036	15	13	0.1	0.0	9.961	A
2	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	63	16	765	597	0.106	62	66	0.2	0.2	6.900	A
				4	22	5	765	594	0.037	22	23	0.1	0.1	7.216	A
		2	2	1	0.59	0.15	182	138	0.004	0.59	1	0.0	0.0	9.157	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	172	43	765	598	0.287	169	175	0.7	0.5	8.628	A
3	Entry	1	2	1	0.59	0.15	-	-	-	0.59	1	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	63	16	-	-	-	63	66	0.0	0.0	0.203	A
				4	194	48	-	-	-	194	197	0.1	0.0	0.291	A
		2	3	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	22	5	1128	1048	0.021	22	22	0.0	0.0	4.305	A
				3	177	44	1128	1048	0.169	177	177	0.3	0.2	4.369	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
4	Entry	1	1	1	22	5	-	-	-	22	22	0.0	0.0	0.036	A
				2	177	44	-	-	-	177	176	0.0	0.0	0.023	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	563	141	-	-	-	563	561	0.1	0.0	0.031	A
		2	2	1	5	1	548	504	0.009	5	4	0.0	0.0	8.833	A
				2	367	92	865	797	0.461	368	386	0.9	0.8	8.393	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
5	Entry	1	2	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	513	128	865	796	0.644	514	539	2.1	1.4	10.005	B
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
		2	1	1	5	1	-	-	-	5	4	0.1	0.0	14.907	B
				2	366	92	-	-	-	367	386	4.4	0.5	13.431	B
				3	509	127	-	-	-	513	536	6.5	0.8	13.486	B
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	9	2	879	464	0.020	9	10	0.0	0.0	6.836	A
				3	11	3	955	516	0.021	11	12	0.0	0.0	7.841	A
				4	12	3	926	498	0.024	12	11	0.0	0.0	7.777	A
2	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	52	13	765	628	0.083	51	53	0.2	0.2	6.476	A
				4	19	5	765	625	0.030	18	19	0.1	0.1	6.024	A
		2	2	1	0.83	0.21	121	98	0.008	0.83	0.71	0.0	0.0	9.186	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	148	37	765	629	0.236	152	153	0.5	0.3	7.932	A
3	Entry	1	2	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	465	116	1128	1058	0.439	465	478	1.2	0.8	6.204	A
		2	3	1	20	5	1117	1045	0.019	19	19	0.0	0.0	4.043	A
				2	140	35	1128	1058	0.132	141	145	0.2	0.1	3.927	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
4	Entry	1	1	1	3	0.71	360	336	0.008	3	2	0.0	0.0	7.144	A
				2	314	79	865	810	0.388	315	306	0.8	0.7	7.172	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	413	103	865	810	0.510	413	427	1.4	0.9	8.254	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
5	Entry	2	1	1	3	0.71	-	-	-	3	2	0.0	0.0	1.591	A
				2	314	78	-	-	-	314	306	0.5	0.1	2.261	A
				3	412	103	-	-	-	413	425	0.8	0.2	2.510	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A

2028 Base + Committed + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	39.86	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	39.86	E

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	42	100.000
2		ONE HOUR	✓	640	100.000
3		ONE HOUR	✓	927	100.000
4		ONE HOUR	✓	949	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	7	21	14
	2	15	0	161	464
	3	17	135	0	775
	4	18	317	614	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	3
	3	0	0	0	0
	4	0	10	0	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	11.27	0.2	B	39	58
2	37.52	7.5	E	590	885
3	42.51	12.6	E	847	1270
4	40.14	12.7	E	871	1307

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	32	8	794	32	34	38	0.0	0.1	6.613	A
2	481	120	481	479	476	345	0.0	1.7	10.840	B
3	697	174	369	698	694	592	0.0	1.6	8.106	A
4	705	176	126	706	708	940	0.0	1.8	9.933	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	37	9	948	38	37	45	0.1	0.1	7.770	A
2	581	145	578	583	577	408	1.7	2.2	14.663	B
3	835	209	452	834	826	709	1.6	3.3	12.356	B
4	842	210	150	843	837	1136	1.8	3.4	13.492	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	47	12	1170	47	45	56	0.1	0.2	10.605	B
2	711	178	713	707	687	504	2.2	7.2	30.283	D
3	1012	253	545	1000	989	875	3.3	10.4	29.242	D
4	1057	264	185	1041	1024	1360	3.4	10.7	29.113	D

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	45	11	1167	45	46	55	0.2	0.2	11.268	B
2	703	176	714	704	703	498	7.2	7.5	37.524	E
3	1017	254	536	1018	1012	882	10.4	12.6	42.512	E
4	1053	263	183	1038	1044	1371	10.7	12.7	40.140	E

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	38	9	956	37	39	44	0.2	0.1	9.013	A
2	576	144	580	583	598	413	7.5	2.5	21.470	C
3	820	205	450	825	865	713	12.6	3.1	20.761	C
4	856	214	149	851	895	1126	12.7	4.1	20.866	C

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	32	8	803	32	33	37	0.1	0.1	6.878	A
2	487	122	490	483	485	344	2.5	1.8	11.438	B
3	698	174	371	696	708	602	3.1	1.6	8.807	A
4	716	179	127	713	726	941	4.1	2.2	10.369	B

Lane Results

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

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1	Entry	1	1	1, 2, 3, 4	32	562	0.057	32	34	0.0	0.1	6.613	A
	Exit	1	1		38			38	39	0.0	0.0	0.000	A
2	Entry	1	1	3, (4)	162	616	0.264	162	163	0.0	0.4	7.763	A
			2	1, 2, 4	317	616	0.515	317	314	0.0	1.0	10.160	B
	Exit	2	1	(1, 2, 3, 4)	481			480	482	0.0	0.3	1.497	A
			1		345			345	344	0.0	0.0	0.000	A
3	Entry	1	2	4	582	986	0.590	582	579	0.0	1.4	8.876	A
			3	1, 2, 3	115	986	0.117	115	115	0.0	0.1	4.089	A
	Exit	2	1	(1, 2, 3, 4)	697			698	700	0.0	0.0	0.020	A
			1		592			592	593	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	251	822	0.305	251	251	0.0	0.5	6.708	A
			2	3, 4	456	822	0.555	455	457	0.0	1.1	8.229	A
	Exit	2	1	(1, 2, 3, 4)	705			707	714	0.0	0.3	2.208	A
			1		940			940	936	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1	Entry	1	1	1, 2, 3, 4	37	484	0.077	38	37	0.1	0.1	7.770	A
	Exit	1	1		45			45	44	0.0	0.0	0.000	A
2	Entry	1	1	3, (4)	204	586	0.348	205	202	0.4	0.5	8.585	A
			2	1, 2, 4	378	586	0.644	378	375	1.0	1.2	12.148	B
	Exit	2	1	(1, 2, 3, 4)	581			582	578	0.3	0.5	3.767	A
			1		408			408	405	0.0	0.0	0.000	A
3	Entry	1	2	4	699	955	0.732	698	690	1.4	3.0	13.420	B
			3	1, 2, 3	136	955	0.143	136	135	0.1	0.2	4.451	A
	Exit	2	1	(1, 2, 3, 4)	835			836	832	0.0	0.1	0.391	A
			1		709			709	706	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	296	813	0.364	297	293	0.5	0.6	7.151	A
			2	3, 4	546	813	0.671	546	544	1.1	1.5	9.284	A
	Exit	2	1	(1, 2, 3, 4)	842			842	839	0.3	1.4	4.906	A
			1		1136			1136	1122	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1	Entry	1	1	1, 2, 3, 4	47	371	0.126	47	45	0.1	0.2	10.605	B
	Exit	1	1		56			56	56	0.0	0.0	0.000	A
2	Entry	1	1	3, (4)	257	545	0.471	256	247	0.5	0.8	10.913	B
			2	1, 2, 4	453	545	0.831	452	440	1.2	2.2	15.590	C
	Exit	2	1	(1, 2, 3, 4)	711			709	692	0.5	4.2	16.323	C
			1		504			504	494	0.0	0.0	0.000	A
3	Entry	1	2	4	836	919	0.910	834	825	3.0	6.4	24.262	C
			3	1, 2, 3	167	919	0.182	166	164	0.2	0.3	4.866	A
	Exit	2	1	(1, 2, 3, 4)	1012			1004	1003	0.1	3.8	7.954	A
			1		875			875	858	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	367	801	0.458	367	361	0.6	0.8	8.105	A
			2	3, 4	675	801	0.842	673	663	1.5	2.2	11.145	B
	Exit	2	1	(1, 2, 3, 4)	1057			1042	1027	1.4	7.7	18.951	C
			1		1360			1360	1336	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1	Entry	1	1	1, 2, 3, 4	45	373	0.121	45	46	0.2	0.2	11.268	B
	Exit	1	1		55			55	56	0.0	0.0	0.000	A
2	Entry	1	1	3, (4)	254	544	0.466	255	253	0.8	0.8	11.603	B
			2	1, 2, 4	449	544	0.825	449	450	2.2	2.1	16.455	C
	Exit	2	1	(1, 2, 3, 4)	703			702	703	4.2	4.6	22.839	C
			1	1				498	502	0.0	0.0	0.000	A
3	Entry	1	2	4	854	922	0.926	853	846	6.4	7.2	29.351	D
			3	1, 2, 3	165	922	0.178	165	166	0.3	0.2	4.988	A
	Exit	2	1	(1, 2, 3, 4)	1017			1019	1015	3.8	5.2	17.075	C
			1	1				882	878	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	362	802	0.452	362	368	0.8	0.8	8.256	A
			2	3, 4	678	802	0.846	677	676	2.2	2.2	11.447	B
	Exit	2	1	(1, 2, 3, 4)	1053			1040	1044	7.7	9.7	29.743	D
			1	1				1371	1368	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1	Entry	1	1	1, 2, 3, 4	38	480	0.078	37	39	0.2	0.1	9.013	A
	Exit	1	1		44			44	47	0.0	0.0	0.000	A
2	Entry	1	1	3, (4)	203	586	0.347	205	210	0.8	0.5	9.723	A
			2	1, 2, 4	378	586	0.645	378	388	2.1	1.4	13.398	B
	Exit	2	1	(1, 2, 3, 4)	576			581	594	4.6	0.6	9.499	A
			1	1				413	428	0.0	0.0	0.000	A
3	Entry	1	2	4	688	955	0.721	690	725	7.2	2.8	18.511	C
			3	1, 2, 3	135	955	0.142	135	140	0.2	0.2	4.617	A
	Exit	2	1	(1, 2, 3, 4)	820			824	847	5.2	0.1	5.045	A
			1	1				713	749	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	300	814	0.369	301	315	0.8	0.6	7.683	A
			2	3, 4	552	814	0.679	549	580	2.2	1.7	10.048	B
	Exit	2	1	(1, 2, 3, 4)	856			853	892	9.7	1.8	11.684	B
			1	1				1126	1173	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1	Entry	1	1	1, 2, 3, 4	32	557	0.058	32	33	0.1	0.1	6.878	A
	Exit	1	1		37			37	37	0.0	0.0	0.000	A
2	Entry	1	1	3, (4)	168	614	0.273	166	166	0.5	0.4	7.826	A
			2	1, 2, 4	318	614	0.518	317	319	1.4	1.1	10.603	B
	Exit	2	1	(1, 2, 3, 4)	487			485	484	0.6	0.3	1.847	A
			1	1				344	351	0.0	0.0	0.000	A
3	Entry	1	2	4	582	986	0.591	581	594	2.8	1.4	9.655	A
			3	1, 2, 3	115	986	0.117	116	114	0.2	0.2	4.161	A
	Exit	2	1	(1, 2, 3, 4)	698			698	702	0.1	0.0	0.058	A
			1	1				602	606	0.0	0.0	0.000	A
4	Entry	1	1	1, 2	249	821	0.304	250	257	0.6	0.5	6.725	A
			2	3, 4	465	821	0.566	464	468	1.7	1.2	8.421	A
	Exit	2	1	(1, 2, 3, 4)	716			715	723	1.8	0.5	2.554	A
			1	1				941	958	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	6	1	747	436	0.013	6	6	0.0	0.0	6.703	A
				3	16	4	961	553	0.029	16	17	0.0	0.0	6.599	A
				4	10	3	897	519	0.020	10	11	0.0	0.0	6.588	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	121	30	765	616	0.197	121	119	0.0	0.3	7.956	A
				4	41	10	765	617	0.067	41	44	0.0	0.1	7.218	A
		2	2	1	11	3	731	589	0.019	11	11	0.0	0.0	10.685	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	306	77	765	616	0.497	306	303	0.0	1.0	10.141	B
		2	1	1	11	3	-	-	-	11	11	0.0	0.0	1.593	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	121	30	-	-	-	121	120	0.0	0.0	1.070	A
				4	349	87	-	-	-	348	351	0.0	0.3	1.645	A
3	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	582	146	1128	987	0.590	582	579	0.0	1.4	8.876	A
		3	3	1	13	3	1068	932	0.014	13	13	0.0	0.0	4.111	A
				2	102	25	1128	986	0.103	102	101	0.0	0.1	4.086	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	13	3	-	-	-	13	14	0.0	0.0	0.000	A
				2	102	25	-	-	-	102	102	0.0	0.0	0.014	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	582	146	-	-	-	582	585	0.0	0.0	0.022	A
4	Entry	1	1	1	14	3	847	803	0.017	14	14	0.0	0.0	6.469	A
				2	237	59	865	821	0.289	237	237	0.0	0.4	6.724	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	456	114	865	821	0.555	455	457	0.0	1.1	8.229	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	14	3	-	-	-	14	14	0.0	0.0	1.938	A
				2	237	59	-	-	-	237	238	0.0	0.1	2.037	A
				3	455	114	-	-	-	456	461	0.0	0.2	2.297	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	6	2	798	407	0.015	6	6	0.0	0.0	7.508	A
				3	19	5	961	482	0.040	20	19	0.0	0.0	7.697	A
				4	12	3	901	456	0.026	12	12	0.0	0.0	8.018	A
2	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	143	36	765	587	0.243	143	144	0.3	0.3	8.765	A
				4	62	15	765	587	0.105	62	58	0.1	0.1	8.126	A
		2	2	1	14	3	737	564	0.025	14	14	0.0	0.0	12.059	B
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	364	91	765	587	0.620	364	361	1.0	1.2	12.151	B
3	Entry	1	2	1	14	3	-	-	-	14	14	0.0	0.0	4.963	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	142	36	-	-	-	143	144	0.0	0.1	3.172	A
				4	424	106	-	-	-	425	420	0.3	0.4	3.936	A
		2	3	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	699	175	1128	954	0.733	698	690	1.4	3.0	13.420	B
		3	1	1	15	4	1077	912	0.016	15	14	0.0	0.0	4.378	A
				2	122	30	1128	954	0.127	121	121	0.1	0.2	4.459	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
		2	1	1	15	4	-	-	-	15	14	0.0	0.0	0.239	A
				2	121	30	-	-	-	122	122	0.0	0.0	0.361	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	699	175	-	-	-	699	696	0.0	0.1	0.399	A
4	Entry	1	1	1	16	4	843	792	0.020	16	16	0.0	0.0	6.480	A
				2	280	70	865	813	0.344	281	277	0.4	0.6	7.193	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	546	136	865	813	0.671	546	544	1.1	1.5	9.284	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
		2	1	1	16	4	-	-	-	16	16	0.0	0.0	4.632	A
				2	280	70	-	-	-	280	278	0.1	0.4	4.634	A
				3	546	136	-	-	-	546	545	0.2	0.9	5.040	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	8	2	830	333	0.023	7	8	0.0	0.0	9.411	A
				3	24	6	961	371	0.066	24	22	0.0	0.1	10.857	B
				4	15	4	941	367	0.041	15	15	0.0	0.0	10.850	B
2	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	178	44	765	544	0.327	177	173	0.3	0.6	11.119	B
				4	79	20	765	545	0.144	78	74	0.1	0.2	10.412	B
		2	2	1	19	5	753	536	0.035	19	18	0.0	0.1	15.739	C
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	434	108	765	545	0.797	433	423	1.2	2.1	15.583	C
3	Entry	1	2	1	19	5	-	-	-	19	18	0.0	0.1	16.835	C
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	180	45	-	-	-	178	174	0.1	1.0	15.425	C
				4	512	128	-	-	-	512	500	0.4	3.0	16.626	C
		2	3	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	836	209	1128	919	0.910	834	825	3.0	6.4	24.262	C
		2	1	1	18	5	1119	915	0.020	18	19	0.0	0.0	4.841	A
				2	149	37	1128	919	0.162	148	145	0.2	0.3	4.869	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
4	Entry	1	1	1	19	5	854	792	0.024	19	19	0.0	0.1	7.558	A
				2	348	87	865	801	0.434	348	341	0.6	0.7	8.140	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	675	169	865	801	0.842	673	663	1.5	2.2	11.145	B
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
		2	1	1	19	5	-	-	-	19	20	0.0	0.1	19.500	C
				2	354	88	-	-	-	348	342	0.4	2.6	18.599	C
				3	683	171	-	-	-	675	666	0.9	4.9	19.100	C
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	8	2	779	298	0.025	8	7	0.0	0.0	11.173	B
				3	24	6	961	366	0.065	24	24	0.1	0.1	11.261	B
				4	14	4	949	366	0.038	14	15	0.0	0.1	11.325	B
2	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	180	45	765	545	0.331	182	179	0.6	0.6	11.692	B
				4	73	18	765	546	0.134	73	75	0.2	0.2	11.385	B
		2	2	1	18	5	756	540	0.034	18	17	0.1	0.0	16.242	C
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	431	108	765	544	0.792	431	433	2.1	2.1	16.464	C
3	Entry	1	2	1	18	5	-	-	-	18	17	0.1	0.1	24.346	C
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	180	45	-	-	-	180	179	1.0	1.2	21.897	C
				4	505	126	-	-	-	504	507	3.0	3.3	23.131	C
		2	3	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	854	214	1128	922	0.926	853	846	6.4	7.2	29.351	D
		2	1	1	17	4	1114	912	0.018	17	19	0.0	0.0	5.109	A
				2	148	37	1128	922	0.160	148	147	0.3	0.2	4.972	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
4	Entry	1	1	1	20	5	854	792	0.025	20	20	0.1	0.1	8.395	A
				2	342	86	865	802	0.427	342	348	0.7	0.8	8.248	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	678	170	865	802	0.846	677	676	2.2	2.2	11.447	B
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
		2	1	1	20	5	-	-	-	20	20	0.1	0.2	30.873	D
				2	347	87	-	-	-	342	348	2.6	3.2	29.469	D
				3	685	171	-	-	-	678	676	4.9	6.3	29.838	D
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	6	2	751	352	0.018	7	6	0.0	0.0	8.289	A
				3	18	4	953	463	0.038	18	20	0.1	0.0	9.103	A
				4	13	3	945	452	0.030	13	13	0.1	0.0	9.217	A
2	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	145	36	765	585	0.248	145	149	0.6	0.3	9.920	A
				4	59	15	765	585	0.100	59	61	0.2	0.1	9.221	A
		2	2	1	14	3	734	554	0.025	14	14	0.0	0.1	13.608	B
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	364	91	765	586	0.622	365	374	2.1	1.3	13.390	B
3	Entry	1	2	1	14	3	-	-	-	14	14	0.1	0.0	10.453	B
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	143	36	-	-	-	145	148	1.2	0.1	8.537	A
				4	419	105	-	-	-	423	431	3.3	0.5	9.806	A
		2	3	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	688	172	1128	955	0.721	690	725	7.2	2.8	18.511	C
		2	1	1	14	3	1109	939	0.015	13	15	0.0	0.0	4.556	A
				2	122	30	1128	955	0.127	122	125	0.2	0.1	4.624	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
4	Entry	1	1	1	17	4	850	799	0.021	17	18	0.1	0.0	7.131	A
				2	284	71	865	814	0.349	285	297	0.8	0.6	7.718	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	552	138	865	814	0.679	549	580	2.2	1.7	10.048	B
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
		2	1	1	17	4	-	-	-	17	17	0.2	0.0	10.672	B
				2	283	71	-	-	-	284	297	3.2	0.5	11.247	B
				3	556	139	-	-	-	552	578	6.3	1.3	11.919	B
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalled level of service
1	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	5	1	727	413	0.013	5	5	0.0	0.0	6.957	A
				3	16	4	949	544	0.030	16	17	0.0	0.0	7.033	A
				4	10	3	905	519	0.020	10	11	0.0	0.0	6.599	A
2	Entry	1	1	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	123	31	765	614	0.200	122	121	0.3	0.3	8.086	A
				4	45	11	765	615	0.072	44	45	0.1	0.1	7.114	A
		2	2	1	11	3	731	585	0.019	11	11	0.1	0.0	10.655	B
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	307	77	765	614	0.500	306	308	1.3	1.0	10.601	B
3	Entry	1	2	1	11	3	-	-	-	11	11	0.0	0.0	2.235	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	123	31	-	-	-	123	121	0.1	0.1	1.481	A
				4	353	88	-	-	-	351	352	0.5	0.3	1.964	A
		2	3	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	582	146	1128	986	0.591	581	594	2.8	1.4	9.655	A
		2	1	1	12	3	1068	932	0.013	12	13	0.0	0.0	4.397	A
				2	103	26	1128	986	0.105	103	101	0.1	0.1	4.131	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
4	Entry	1	1	1	14	3	840	797	0.018	14	13	0.0	0.0	6.176	A
				2	235	59	865	821	0.287	236	244	0.6	0.5	6.757	A
				3	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				2	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				3	465	116	865	821	0.566	464	468	1.7	1.2	8.421	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
		2	1	1	14	4	-	-	-	14	13	0.0	0.0	2.505	A
				2	236	59	-	-	-	235	244	0.5	0.2	2.364	A
				3	466	116	-	-	-	465	466	1.3	0.3	2.646	A
				4	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A