Junctions 9

ARCADY 9 - Roundabout Module

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Filename: A44 Woodstock Rd_Rutten Ln_Sandy Ln_RevA No Redu_Two Lane Appr.j9
Path: P:\15000's\15291\Junction Assessments\Post App Option Two
Report generation date: 20/05/2015 15:36:34

Summary of junction performance

	AM				PM			
	Q (PCU)	Delay (s)	RFC	LOS	Q (PCU)	Delay (s)	RFC	LOS
	A1 - 2014 Base							
1 - Sandy Lane	0.1	3.38	0.13	A	0.2	3.68	0.16	A
2 - A44 Woodstock Road (S)	0.6	2.16	0.38	A	0.8	2.50	0.46	A
3 - Rutten Lane	0.5	8.52	0.34	A	0.6	11.23	0.39	B
4 - A44 Woodstock Road (N)	0.8	2.63	0.45	A	0.9	2.81	0.49	A
	A1 - 2031 Base							
1 - Sandy Lane	0.2	4.13	0.18	A	0.3	4.79	0.23	A
2 - A44 Woodstock Road (S)	0.9	2.55	0.46	A	1.3	3.22	0.57	A
3 - Rutten Lane	1.0	14.03	0.51	B	2.1	30.41	0.68	D
4 - A44 Woodstock Road (N)	1.2	3.27	0.55	A	1.5	3.69	0.61	A
	A1 - 2031 Base + Dev							
1 - Sandy Lane	0.3	4.72	0.20	A	0.3	5.31	0.25	A
2 - A44 Woodstock Road (S)	1.0	2.72	0.50	A	1.8	3.78	0.64	A
3 - Rutten Lane	1.2	17.11	0.56	C	7.0	106.16	0.89	F
4 - A44 Woodstock Road (N)	1.6	3.84	0.62	A	1.9	4.17	0.65	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 Av. delay per arriving vehicle.

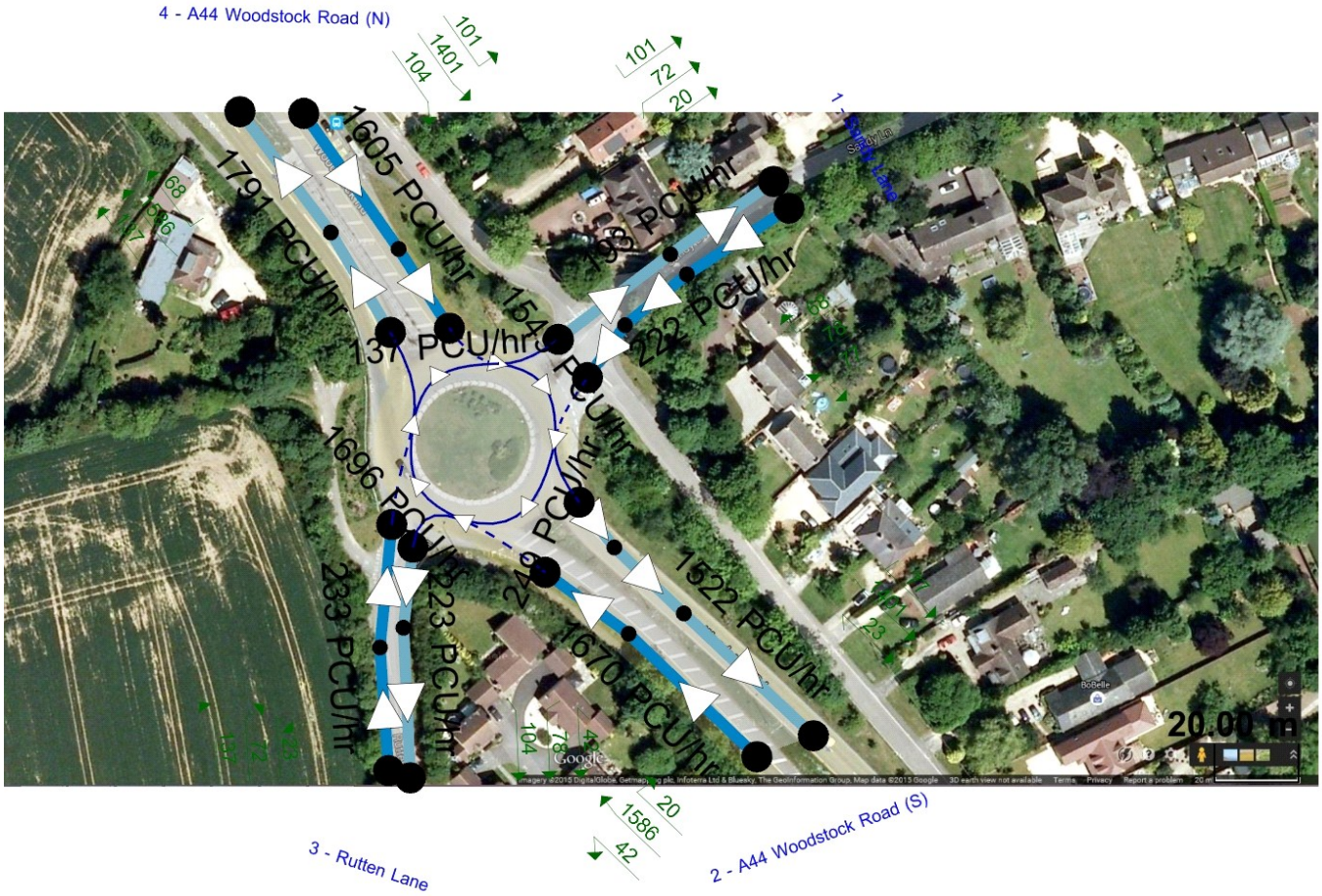
File summary

File Description

Title	A44 Woodstock Rd/ Rutten Ln/ Sandy Ln
Location	Woodstock
Site number	
Date	26/08/2014
Version	
Status	
Identifier	
Client	15291
Jobnumber	
Enumerator	DTA"arcady
Description	

Units

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



Showing modelled flow through junction (PCU/hr).
Time Segment: (16:45-17:00)

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Model time period length (min)	Time segment length (min)	Run automatically
2014 Base	AM	FLAT	07:45	09:15	90	15	✓
2014 Base	PM	FLAT	16:45	18:15	90	15	✓
2031 Base	AM	FLAT	07:45	09:15	90	15	✓
2031 Base	PM	FLAT	16:45	18:15	90	15	✓
2031 Base + Dev	AM	FLAT	07:45	09:15	90	15	✓
2031 Base + Dev	PM	FLAT	16:45	18:15	90	15	✓

(Default Analysis Set) - 2014 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A44 Woodstock Road (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A44 Woodstock Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1 - (untitled)	(untitled)	Standard Roundabout	1,2,3,4	3.01	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Sandy Lane	
2	A44 Woodstock Road (S)	
3	Rutten Lane	
4	A44 Woodstock Road (N)	

Capacity Options

Arm	Min Cap (PCU/hr)	Max Cap (PCU/hr)	Assume flat start profile	Initial queue (PCU)
1 - Sandy Lane	0.00	99999.00		0.00
2 - A44 Woodstock Road (S)	0.00	99999.00		0.00
3 - Rutten Lane	0.00	99999.00		0.00
4 - A44 Woodstock Road (N)	0.00	99999.00		0.00

Roundabout Geometry

Arm	V (m)	E (m)	l' (m)	R (m)	D (m)	PHI (deg)	Exit only
1 - Sandy Lane	4.23	8.66	11.9	18.7	49.0	22.7	
2 - A44 Woodstock Road (S)	4.50	8.75	50.8	14.4	48.1	19.7	
3 - Rutten Lane	3.03	7.27	2.9	16.6	47.5	17.1	
4 - A44 Woodstock Road (N)	4.29	7.75	39.7	16.3	48.2	18.7	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Sandy Lane	None		
2 - A44 Woodstock Road (S)	Direct		400.00
3 - Rutten Lane	None		
4 - A44 Woodstock Road (N)	Direct		400.00

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Sandy Lane	0.664	1935.947
2 - A44 Woodstock Road (S)	0.759	2818.920
3 - Rutten Lane	0.529	1182.527
4 - A44 Woodstock Road (N)	0.716	2578.970

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	Model start time (HH:mm)	Model finish time (HH:mm)	Model time period length (min)	Time segment length (min)	Run automatically
D1	2014 Base	AM	FLAT	07:45	09:15	90	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	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Sandy Lane		FLAT	✓	157.00	100.000
2 - A44 Woodstock Road (S)		FLAT	✓	999.00	100.000
3 - Rutten Lane		FLAT	✓	217.00	100.000
4 - A44 Woodstock Road (N)		FLAT	✓	1101.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Sandy Lane	2 - A44 Woodstock Road (S)	3 - Rutten Lane	4 - A44 Woodstock Road (N)
From	1 - Sandy Lane	0.000	30.000	86.000	41.000
	2 - A44 Woodstock Road (S)	45.000	22.000	14.000	918.000
	3 - Rutten Lane	61.000	27.000	0.000	129.000
	4 - A44 Woodstock Road (N)	74.000	948.000	79.000	0.000

Proportions

		To			
		1 - Sandy Lane	2 - A44 Woodstock Road (S)	3 - Rutten Lane	4 - A44 Woodstock Road (N)
From	1 - Sandy Lane	0.00	0.19	0.55	0.26
	2 - A44 Woodstock Road (S)	0.05	0.02	0.01	0.92
	3 - Rutten Lane	0.28	0.12	0.00	0.59
	4 - A44 Woodstock Road (N)	0.07	0.86	0.07	0.00

Vehicle Mix

Heavy Vehicle proportion

		To			
		1 - Sandy Lane	2 - A44 Woodstock Road (S)	3 - Rutten Lane	4 - A44 Woodstock Road (N)
From	1 - Sandy Lane	0	0	0	0
	2 - A44 Woodstock Road (S)	0	0	0	0
	3 - Rutten Lane	0	0	0	0
	4 - A44 Woodstock Road (N)	0	0	0	0

Av. PCU Per Veh

		To			
		1 - Sandy Lane	2 - A44 Woodstock Road (S)	3 - Rutten Lane	4 - A44 Woodstock Road (N)
From	1 - Sandy Lane	1.000	1.000	1.000	1.000
	2 - A44 Woodstock Road (S)	1.000	1.000	1.000	1.000
	3 - Rutten Lane	1.000	1.000	1.000	1.000
	4 - A44 Woodstock Road (N)	1.000	1.000	1.000	1.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Sandy Lane	0.13	3.38	0.1	A	157.00	235.50
2 - A44 Woodstock Road (S)	0.38	2.16	0.6	A	999.00	1498.50
3 - Rutten Lane	0.34	8.52	0.5	A	217.00	325.50
4 - A44 Woodstock Road (N)	0.45	2.63	0.8	A	1101.00	1651.50

Main Results for each time segment

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Sandy Lane	157.00	39.25	1072.71	1223.25	0.128	156.41	179.11	0.0	0.1	3.372	A
2 - A44 Woodstock Road (S)	999.00	249.75	205.30	2663.03	0.375	996.61	1023.83	0.0	0.6	2.158	A
3 - Rutten Lane	217.00	54.25	1023.49	640.87	0.339	214.98	178.42	0.0	0.5	8.414	A
4 - A44 Woodstock Road (N)	1101.00	275.25	154.02	2468.69	0.446	1097.80	1084.45	0.0	0.8	2.621	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Sandy Lane	157.00	39.25	1075.99	1221.07	0.129	157.00	179.99	0.1	0.1	3.382	A
2 - A44 Woodstock Road (S)	999.00	249.75	206.00	2662.50	0.375	998.99	1026.99	0.6	0.6	2.163	A
3 - Rutten Lane	217.00	54.25	1025.99	639.54	0.339	216.98	179.00	0.5	0.5	8.519	A
4 - A44 Woodstock Road (N)	1101.00	275.25	154.99	2468.00	0.446	1100.99	1087.98	0.8	0.8	2.632	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Sandy Lane	157.00	39.25	1076.00	1221.07	0.129	157.00	180.00	0.1	0.1	3.382	A
2 - A44 Woodstock Road (S)	999.00	249.75	206.00	2662.50	0.375	999.00	1027.00	0.6	0.6	2.163	A
3 - Rutten Lane	217.00	54.25	1026.00	639.54	0.339	216.99	179.00	0.5	0.5	8.519	A
4 - A44 Woodstock Road (N)	1101.00	275.25	155.00	2467.99	0.446	1101.00	1087.99	0.8	0.8	2.632	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Sandy Lane	157.00	39.25	1076.00	1221.06	0.129	157.00	180.00	0.1	0.1	3.382	A
2 - A44 Woodstock Road (S)	999.00	249.75	206.00	2662.50	0.375	999.00	1027.00	0.6	0.6	2.163	A
3 - Rutten Lane	217.00	54.25	1026.00	639.54	0.339	217.00	179.00	0.5	0.5	8.519	A
4 - A44 Woodstock Road (N)	1101.00	275.25	155.00	2467.99	0.446	1101.00	1088.00	0.8	0.8	2.632	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Sandy Lane	157.00	39.25	1076.00	1221.06	0.129	157.00	180.00	0.1	0.1	3.382	A
2 - A44 Woodstock Road (S)	999.00	249.75	206.00	2662.50	0.375	999.00	1027.00	0.6	0.6	2.163	A
3 - Rutten Lane	217.00	54.25	1026.00	639.54	0.339	217.00	179.00	0.5	0.5	8.519	A
4 - A44 Woodstock Road (N)	1101.00	275.25	155.00	2467.99	0.446	1101.00	1088.00	0.8	0.8	2.632	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Sandy Lane	157.00	39.25	1076.00	1221.06	0.129	157.00	180.00	0.1	0.1	3.382	A
2 - A44 Woodstock Road (S)	999.00	249.75	206.00	2662.50	0.375	999.00	1027.00	0.6	0.6	2.163	A
3 - Rutten Lane	217.00	54.25	1026.00	639.54	0.339	217.00	179.00	0.5	0.5	8.519	A
4 - A44 Woodstock Road (N)	1101.00	275.25	155.00	2467.99	0.446	1101.00	1088.00	0.8	0.8	2.632	A

(Default Analysis Set) - 2014 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A44 Woodstock Road (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A44 Woodstock Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1 - (untitled)	(untitled)	Standard Roundabout	1,2,3,4	3.34	A

Junction Network Options
[same as above]

Arms

Arms
[same as above]

Capacity Options
[same as above]

Roundabout Geometry
[same as above]

Slope / Intercept / Capacity
[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Model time period length (min)	Time segment length (min)	Run automatically
D2	2014 Base	PM	FLAT	16:45	18:15	90	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	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Sandy Lane		FLAT	✓	180.00	100.000
2 - A44 Woodstock Road (S)		FLAT	✓	1224.00	100.000
3 - Rutten Lane		FLAT	✓	203.00	100.000
4 - A44 Woodstock Road (N)		FLAT	✓	1216.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Sandy Lane	2 - A44 Woodstock Road (S)	3 - Rutten Lane	4 - A44 Woodstock Road (N)
From	1 - Sandy Lane	0.000	62.000	63.000	55.000
	2 - A44 Woodstock Road (S)	16.000	18.000	34.000	1156.000
	3 - Rutten Lane	63.000	20.000	0.000	120.000
	4 - A44 Woodstock Road (N)	82.000	1050.000	84.000	0.000

Proportions

		To			
		1 - Sandy Lane	2 - A44 Woodstock Road (S)	3 - Rutten Lane	4 - A44 Woodstock Road (N)
From	1 - Sandy Lane	0.00	0.34	0.35	0.31
	2 - A44 Woodstock Road (S)	0.01	0.01	0.03	0.94
	3 - Rutten Lane	0.31	0.10	0.00	0.59
	4 - A44 Woodstock Road (N)	0.07	0.86	0.07	0.00

Vehicle Mix

Heavy Vehicle proportion

		To			
		1 - Sandy Lane	2 - A44 Woodstock Road (S)	3 - Rutten Lane	4 - A44 Woodstock Road (N)
From	1 - Sandy Lane	0	0	0	0
	2 - A44 Woodstock Road (S)	0	0	0	0
	3 - Rutten Lane	0	0	0	0
	4 - A44 Woodstock Road (N)	0	0	0	0

Av. PCU Per Veh

		To			
		1 - Sandy Lane	2 - A44 Woodstock Road (S)	3 - Rutten Lane	4 - A44 Woodstock Road (N)
From	1 - Sandy Lane	1.000	1.000	1.000	1.000
	2 - A44 Woodstock Road (S)	1.000	1.000	1.000	1.000
	3 - Rutten Lane	1.000	1.000	1.000	1.000
	4 - A44 Woodstock Road (N)	1.000	1.000	1.000	1.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Sandy Lane	0.16	3.68	0.2	A	180.00	270.00
2 - A44 Woodstock Road (S)	0.46	2.50	0.8	A	1224.00	1836.00
3 - Rutten Lane	0.39	11.23	0.6	B	203.00	304.50
4 - A44 Woodstock Road (N)	0.49	2.81	0.9	A	1216.00	1824.00

Main Results for each time segment

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Sandy Lane	180.00	45.00	1168.18	1159.82	0.155	179.27	159.94	0.0	0.2	3.670	A
2 - A44 Woodstock Road (S)	1224.00	306.00	201.26	2666.10	0.459	1220.62	1146.19	0.0	0.8	2.486	A
3 - Rutten Lane	203.00	50.75	1241.49	525.49	0.386	200.53	180.39	0.0	0.6	10.998	B
4 - A44 Woodstock Road (N)	1216.00	304.00	115.90	2495.99	0.487	1212.22	1326.13	0.0	0.9	2.796	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Sandy Lane	180.00	45.00	1171.98	1157.29	0.156	180.00	160.99	0.2	0.2	3.682	A
2 - A44 Woodstock Road (S)	1224.00	306.00	202.00	2665.54	0.459	1223.99	1149.98	0.8	0.8	2.496	A
3 - Rutten Lane	203.00	50.75	1244.99	523.64	0.388	202.96	181.00	0.6	0.6	11.225	B
4 - A44 Woodstock Road (N)	1216.00	304.00	116.99	2495.21	0.487	1215.99	1330.97	0.9	0.9	2.813	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Sandy Lane	180.00	45.00	1172.00	1157.29	0.156	180.00	161.00	0.2	0.2	3.682	A
2 - A44 Woodstock Road (S)	1224.00	306.00	202.00	2665.53	0.459	1224.00	1150.00	0.8	0.8	2.496	A
3 - Rutten Lane	203.00	50.75	1245.00	523.64	0.388	202.99	181.00	0.6	0.6	11.227	B
4 - A44 Woodstock Road (N)	1216.00	304.00	117.00	2495.20	0.487	1216.00	1330.99	0.9	0.9	2.813	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Sandy Lane	180.00	45.00	1172.00	1157.28	0.156	180.00	161.00	0.2	0.2	3.682	A
2 - A44 Woodstock Road (S)	1224.00	306.00	202.00	2665.53	0.459	1224.00	1150.00	0.8	0.8	2.496	A
3 - Rutten Lane	203.00	50.75	1245.00	523.64	0.388	203.00	181.00	0.6	0.6	11.227	B
4 - A44 Woodstock Road (N)	1216.00	304.00	117.00	2495.20	0.487	1216.00	1331.00	0.9	0.9	2.813	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Sandy Lane	180.00	45.00	1172.00	1157.28	0.156	180.00	161.00	0.2	0.2	3.682	A
2 - A44 Woodstock Road (S)	1224.00	306.00	202.00	2665.53	0.459	1224.00	1150.00	0.8	0.8	2.496	A
3 - Rutten Lane	203.00	50.75	1245.00	523.64	0.388	203.00	181.00	0.6	0.6	11.227	B
4 - A44 Woodstock Road (N)	1216.00	304.00	117.00	2495.20	0.487	1216.00	1331.00	0.9	0.9	2.813	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Sandy Lane	180.00	45.00	1172.00	1157.28	0.156	180.00	161.00	0.2	0.2	3.682	A
2 - A44 Woodstock Road (S)	1224.00	306.00	202.00	2665.53	0.459	1224.00	1150.00	0.8	0.8	2.496	A
3 - Rutten Lane	203.00	50.75	1245.00	523.64	0.388	203.00	181.00	0.6	0.6	11.227	B
4 - A44 Woodstock Road (N)	1216.00	304.00	117.00	2495.20	0.487	1216.00	1331.00	0.9	0.9	2.813	A

(Default Analysis Set) - 2031 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A44 Woodstock Road (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A44 Woodstock Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1 - (untitled)	(untitled)	Standard Roundabout	1,2,3,4	3.97	A

Junction Network Options
[same as above]

Arms

Arms
[same as above]

Capacity Options
[same as above]

Roundabout Geometry
[same as above]

Slope / Intercept / Capacity
[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Model time period length (min)	Time segment length (min)	Run automatically
D9	2031 Base	AM	FLAT	07:45	09:15	90	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	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Sandy Lane		FLAT	✓	192.00	100.000
2 - A44 Woodstock Road (S)		FLAT	✓	1218.00	100.000
3 - Rutten Lane		FLAT	✓	264.00	100.000
4 - A44 Woodstock Road (N)		FLAT	✓	1342.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Sandy Lane	2 - A44 Woodstock Road (S)	3 - Rutten Lane	4 - A44 Woodstock Road (N)
From	1 - Sandy Lane	0.000	37.000	105.000	50.000
	2 - A44 Woodstock Road (S)	55.000	27.000	17.000	1119.000
	3 - Rutten Lane	74.000	33.000	0.000	157.000
	4 - A44 Woodstock Road (N)	90.000	1156.000	96.000	0.000

Proportions

		To			
		1 - Sandy Lane	2 - A44 Woodstock Road (S)	3 - Rutten Lane	4 - A44 Woodstock Road (N)
From	1 - Sandy Lane	0.00	0.19	0.55	0.26
	2 - A44 Woodstock Road (S)	0.05	0.02	0.01	0.92
	3 - Rutten Lane	0.28	0.13	0.00	0.59
	4 - A44 Woodstock Road (N)	0.07	0.86	0.07	0.00

Vehicle Mix

Heavy Vehicle proportion

		To			
		1 - Sandy Lane	2 - A44 Woodstock Road (S)	3 - Rutten Lane	4 - A44 Woodstock Road (N)
From	1 - Sandy Lane	0	0	0	0
	2 - A44 Woodstock Road (S)	0	0	0	0
	3 - Rutten Lane	0	0	0	0
	4 - A44 Woodstock Road (N)	0	0	0	0

Av. PCU Per Veh

		To			
		1 - Sandy Lane	2 - A44 Woodstock Road (S)	3 - Rutten Lane	4 - A44 Woodstock Road (N)
From	1 - Sandy Lane	1.000	1.000	1.000	1.000
	2 - A44 Woodstock Road (S)	1.000	1.000	1.000	1.000
	3 - Rutten Lane	1.000	1.000	1.000	1.000
	4 - A44 Woodstock Road (N)	1.000	1.000	1.000	1.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Sandy Lane	0.18	4.13	0.2	A	192.00	288.00
2 - A44 Woodstock Road (S)	0.46	2.55	0.9	A	1218.00	1827.00
3 - Rutten Lane	0.51	14.03	1.0	B	264.00	396.00
4 - A44 Woodstock Road (N)	0.55	3.27	1.2	A	1342.00	2013.00

Main Results for each time segment

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Sandy Lane	192.00	48.00	1306.92	1067.64	0.180	191.13	217.41	0.0	0.2	4.102	A
2 - A44 Woodstock Road (S)	1218.00	304.50	249.95	2629.12	0.463	1214.57	1248.10	0.0	0.9	2.538	A
3 - Rutten Lane	264.00	66.00	1247.39	522.37	0.505	260.04	217.13	0.0	1.0	13.529	B
4 - A44 Woodstock Road (N)	1342.00	335.50	187.16	2444.96	0.549	1337.17	1320.26	0.0	1.2	3.235	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Sandy Lane	192.00	48.00	1311.97	1064.29	0.180	191.99	218.97	0.2	0.2	4.126	A
2 - A44 Woodstock Road (S)	1218.00	304.50	250.99	2628.33	0.463	1217.99	1252.97	0.9	0.9	2.552	A
3 - Rutten Lane	264.00	66.00	1250.99	520.47	0.507	263.92	218.00	1.0	1.0	14.022	B
4 - A44 Woodstock Road (N)	1342.00	335.50	188.97	2443.67	0.549	1341.98	1325.94	1.2	1.2	3.266	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Sandy Lane	192.00	48.00	1311.99	1064.27	0.180	192.00	218.99	0.2	0.2	4.126	A
2 - A44 Woodstock Road (S)	1218.00	304.50	251.00	2628.33	0.463	1218.00	1252.99	0.9	0.9	2.552	A
3 - Rutten Lane	264.00	66.00	1251.00	520.46	0.507	263.98	218.00	1.0	1.0	14.030	B
4 - A44 Woodstock Road (N)	1342.00	335.50	188.99	2443.65	0.549	1341.99	1325.98	1.2	1.2	3.267	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Sandy Lane	192.00	48.00	1312.00	1064.27	0.180	192.00	219.00	0.2	0.2	4.126	A
2 - A44 Woodstock Road (S)	1218.00	304.50	251.00	2628.33	0.463	1218.00	1253.00	0.9	0.9	2.552	A
3 - Rutten Lane	264.00	66.00	1251.00	520.46	0.507	263.99	218.00	1.0	1.0	14.033	B
4 - A44 Woodstock Road (N)	1342.00	335.50	189.00	2443.65	0.549	1342.00	1325.99	1.2	1.2	3.267	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Sandy Lane	192.00	48.00	1312.00	1064.27	0.180	192.00	219.00	0.2	0.2	4.126	A
2 - A44 Woodstock Road (S)	1218.00	304.50	251.00	2628.33	0.463	1218.00	1253.00	0.9	0.9	2.552	A
3 - Rutten Lane	264.00	66.00	1251.00	520.46	0.507	263.99	218.00	1.0	1.0	14.033	B
4 - A44 Woodstock Road (N)	1342.00	335.50	189.00	2443.65	0.549	1342.00	1325.99	1.2	1.2	3.267	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Sandy Lane	192.00	48.00	1312.00	1064.27	0.180	192.00	219.00	0.2	0.2	4.126	A
2 - A44 Woodstock Road (S)	1218.00	304.50	251.00	2628.33	0.463	1218.00	1253.00	0.9	0.9	2.552	A
3 - Rutten Lane	264.00	66.00	1251.00	520.46	0.507	264.00	218.00	1.0	1.0	14.033	B
4 - A44 Woodstock Road (N)	1342.00	335.50	189.00	2443.65	0.549	1342.00	1326.00	1.2	1.2	3.267	A

(Default Analysis Set) - 2031 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A44 Woodstock Road (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A44 Woodstock Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1 - (untitled)	(untitled)	Standard Roundabout	1,2,3,4	5.48	A

Junction Network Options
[same as above]

Arms

Arms
[same as above]

Capacity Options
[same as above]

Roundabout Geometry
[same as above]

Slope / Intercept / Capacity
[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Model time period length (min)	Time segment length (min)	Run automatically
D10	2031 Base	PM	FLAT	16:45	18:15	90	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	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Sandy Lane		FLAT	✓	223.00	100.000
2 - A44 Woodstock Road (S)		FLAT	✓	1511.00	100.000
3 - Rutten Lane		FLAT	✓	251.00	100.000
4 - A44 Woodstock Road (N)		FLAT	✓	1501.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Sandy Lane	2 - A44 Woodstock Road (S)	3 - Rutten Lane	4 - A44 Woodstock Road (N)
From	1 - Sandy Lane	0.000	77.000	78.000	68.000
	2 - A44 Woodstock Road (S)	20.000	22.000	42.000	1427.000
	3 - Rutten Lane	78.000	25.000	0.000	148.000
	4 - A44 Woodstock Road (N)	101.000	1296.000	104.000	0.000

Proportions

		To			
		1 - Sandy Lane	2 - A44 Woodstock Road (S)	3 - Rutten Lane	4 - A44 Woodstock Road (N)
From	1 - Sandy Lane	0.00	0.35	0.35	0.30
	2 - A44 Woodstock Road (S)	0.01	0.01	0.03	0.94
	3 - Rutten Lane	0.31	0.10	0.00	0.59
	4 - A44 Woodstock Road (N)	0.07	0.86	0.07	0.00

Vehicle Mix

Heavy Vehicle proportion

		To			
		1 - Sandy Lane	2 - A44 Woodstock Road (S)	3 - Rutten Lane	4 - A44 Woodstock Road (N)
From	1 - Sandy Lane	0	0	0	0
	2 - A44 Woodstock Road (S)	0	0	0	0
	3 - Rutten Lane	0	0	0	0
	4 - A44 Woodstock Road (N)	0	0	0	0

Av. PCU Per Veh

		To			
		1 - Sandy Lane	2 - A44 Woodstock Road (S)	3 - Rutten Lane	4 - A44 Woodstock Road (N)
From	1 - Sandy Lane	1.000	1.000	1.000	1.000
	2 - A44 Woodstock Road (S)	1.000	1.000	1.000	1.000
	3 - Rutten Lane	1.000	1.000	1.000	1.000
	4 - A44 Woodstock Road (N)	1.000	1.000	1.000	1.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Sandy Lane	0.23	4.79	0.3	A	223.00	334.50
2 - A44 Woodstock Road (S)	0.57	3.22	1.3	A	1511.00	2266.50
3 - Rutten Lane	0.68	30.41	2.1	D	251.00	376.50
4 - A44 Woodstock Road (N)	0.61	3.69	1.5	A	1501.00	2251.50

Main Results for each time segment

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Sandy Lane	223.00	55.75	1440.49	978.90	0.228	221.83	196.17	0.0	0.3	4.749	A
2 - A44 Woodstock Road (S)	1511.00	377.75	248.81	2629.99	0.575	1505.64	1413.51	0.0	1.3	3.186	A
3 - Rutten Lane	251.00	62.75	1531.43	372.05	0.675	243.43	223.02	0.0	1.9	26.652	D
4 - A44 Woodstock Road (N)	1501.00	375.25	141.74	2477.48	0.606	1494.91	1633.12	0.0	1.5	3.642	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Sandy Lane	223.00	55.75	1446.91	974.63	0.229	222.99	198.85	0.3	0.3	4.789	A
2 - A44 Woodstock Road (S)	1511.00	377.75	249.99	2629.09	0.575	1510.97	1419.91	1.3	1.3	3.219	A
3 - Rutten Lane	251.00	62.75	1536.97	369.12	0.680	250.53	223.99	1.9	2.0	30.087	D
4 - A44 Woodstock Road (N)	1501.00	375.25	144.81	2475.29	0.606	1500.96	1642.69	1.5	1.5	3.694	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Sandy Lane	223.00	55.75	1446.97	974.59	0.229	223.00	198.95	0.3	0.3	4.789	A
2 - A44 Woodstock Road (S)	1511.00	377.75	250.00	2629.09	0.575	1510.99	1419.97	1.3	1.3	3.219	A
3 - Rutten Lane	251.00	62.75	1536.99	369.11	0.680	250.85	224.00	2.0	2.0	30.286	D
4 - A44 Woodstock Road (N)	1501.00	375.25	144.94	2475.20	0.606	1500.99	1642.90	1.5	1.5	3.694	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Sandy Lane	223.00	55.75	1446.99	974.58	0.229	223.00	198.98	0.3	0.3	4.789	A
2 - A44 Woodstock Road (S)	1511.00	377.75	250.00	2629.09	0.575	1511.00	1419.99	1.3	1.3	3.219	A
3 - Rutten Lane	251.00	62.75	1537.00	369.10	0.680	250.92	224.00	2.0	2.1	30.352	D
4 - A44 Woodstock Road (N)	1501.00	375.25	144.97	2475.17	0.606	1500.99	1642.95	1.5	1.5	3.694	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Sandy Lane	223.00	55.75	1446.99	974.58	0.229	223.00	198.99	0.3	0.3	4.789	A
2 - A44 Woodstock Road (S)	1511.00	377.75	250.00	2629.09	0.575	1511.00	1419.99	1.3	1.3	3.219	A
3 - Rutten Lane	251.00	62.75	1537.00	369.10	0.680	250.95	224.00	2.1	2.1	30.385	D
4 - A44 Woodstock Road (N)	1501.00	375.25	144.98	2475.16	0.606	1501.00	1642.97	1.5	1.5	3.694	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Sandy Lane	223.00	55.75	1446.99	974.58	0.229	223.00	198.99	0.3	0.3	4.789	A
2 - A44 Woodstock Road (S)	1511.00	377.75	250.00	2629.09	0.575	1511.00	1419.99	1.3	1.3	3.219	A
3 - Rutten Lane	251.00	62.75	1537.00	369.10	0.680	250.97	224.00	2.1	2.1	30.406	D
4 - A44 Woodstock Road (N)	1501.00	375.25	144.99	2475.16	0.606	1501.00	1642.98	1.5	1.5	3.694	A

(Default Analysis Set) - 2031 Base + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A44 Woodstock Road (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A44 Woodstock Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1 - (untitled)	(untitled)	Standard Roundabout	1,2,3,4	4.51	A

Junction Network Options
[same as above]

Arms

Arms
[same as above]

Capacity Options
[same as above]

Roundabout Geometry
[same as above]

Slope / Intercept / Capacity
[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Model time period length (min)	Time segment length (min)	Run automatically
D11	2031 Base + Dev	AM	FLAT	07:45	09:15	90	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	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Sandy Lane		FLAT	✓	192.00	100.000
2 - A44 Woodstock Road (S)		FLAT	✓	1305.00	100.000
3 - Rutten Lane		FLAT	✓	264.00	100.000
4 - A44 Woodstock Road (N)		FLAT	✓	1506.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Sandy Lane	2 - A44 Woodstock Road (S)	3 - Rutten Lane	4 - A44 Woodstock Road (N)
From	1 - Sandy Lane	0.000	37.000	105.000	50.000
	2 - A44 Woodstock Road (S)	55.000	27.000	17.000	1206.000
	3 - Rutten Lane	74.000	33.000	0.000	157.000
	4 - A44 Woodstock Road (N)	90.000	1320.000	96.000	0.000

Proportions

		To			
		1 - Sandy Lane	2 - A44 Woodstock Road (S)	3 - Rutten Lane	4 - A44 Woodstock Road (N)
From	1 - Sandy Lane	0.00	0.19	0.55	0.26
	2 - A44 Woodstock Road (S)	0.04	0.02	0.01	0.92
	3 - Rutten Lane	0.28	0.13	0.00	0.59
	4 - A44 Woodstock Road (N)	0.06	0.88	0.06	0.00

Vehicle Mix

Heavy Vehicle proportion

		To			
		1 - Sandy Lane	2 - A44 Woodstock Road (S)	3 - Rutten Lane	4 - A44 Woodstock Road (N)
From	1 - Sandy Lane	0	0	0	0
	2 - A44 Woodstock Road (S)	0	0	0	0
	3 - Rutten Lane	0	0	0	0
	4 - A44 Woodstock Road (N)	0	0	0	0

Av. PCU Per Veh

		To			
		1 - Sandy Lane	2 - A44 Woodstock Road (S)	3 - Rutten Lane	4 - A44 Woodstock Road (N)
From	1 - Sandy Lane	1.000	1.000	1.000	1.000
	2 - A44 Woodstock Road (S)	1.000	1.000	1.000	1.000
	3 - Rutten Lane	1.000	1.000	1.000	1.000
	4 - A44 Woodstock Road (N)	1.000	1.000	1.000	1.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Sandy Lane	0.20	4.72	0.3	A	192.00	288.00
2 - A44 Woodstock Road (S)	0.50	2.72	1.0	A	1305.00	1957.50
3 - Rutten Lane	0.56	17.11	1.2	C	264.00	396.00
4 - A44 Woodstock Road (N)	0.62	3.84	1.6	A	1506.00	2259.00

Main Results for each time segment

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Sandy Lane	192.00	48.00	1469.36	959.72	0.200	191.01	217.12	0.0	0.2	4.677	A
2 - A44 Woodstock Road (S)	1305.00	326.25	249.79	2629.24	0.496	1301.08	1410.57	0.0	1.0	2.703	A
3 - Rutten Lane	264.00	66.00	1333.87	476.60	0.554	259.23	217.00	0.0	1.2	16.231	C
4 - A44 Woodstock Road (N)	1506.00	376.50	186.82	2445.21	0.616	1499.66	1406.28	0.0	1.6	3.784	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Sandy Lane	192.00	48.00	1475.94	955.34	0.201	191.99	218.96	0.2	0.3	4.715	A
2 - A44 Woodstock Road (S)	1305.00	326.25	250.99	2628.33	0.497	1304.99	1416.94	1.0	1.0	2.719	A
3 - Rutten Lane	264.00	66.00	1337.98	474.43	0.556	263.87	217.99	1.2	1.2	17.071	C
4 - A44 Woodstock Road (N)	1506.00	376.50	188.95	2443.69	0.616	1505.96	1412.91	1.6	1.6	3.838	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Sandy Lane	192.00	48.00	1475.98	955.32	0.201	192.00	218.99	0.3	0.3	4.715	A
2 - A44 Woodstock Road (S)	1305.00	326.25	251.00	2628.33	0.497	1305.00	1416.98	1.0	1.0	2.719	A
3 - Rutten Lane	264.00	66.00	1338.00	474.42	0.556	263.96	218.00	1.2	1.2	17.091	C
4 - A44 Woodstock Road (N)	1506.00	376.50	188.98	2443.66	0.616	1505.99	1412.97	1.6	1.6	3.838	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Sandy Lane	192.00	48.00	1475.99	955.31	0.201	192.00	218.99	0.3	0.3	4.715	A
2 - A44 Woodstock Road (S)	1305.00	326.25	251.00	2628.33	0.497	1305.00	1416.99	1.0	1.0	2.719	A
3 - Rutten Lane	264.00	66.00	1338.00	474.42	0.556	263.98	218.00	1.2	1.2	17.098	C
4 - A44 Woodstock Road (N)	1506.00	376.50	188.99	2443.65	0.616	1505.99	1412.99	1.6	1.6	3.838	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Sandy Lane	192.00	48.00	1475.99	955.31	0.201	192.00	219.00	0.3	0.3	4.715	A
2 - A44 Woodstock Road (S)	1305.00	326.25	251.00	2628.33	0.497	1305.00	1417.00	1.0	1.0	2.719	A
3 - Rutten Lane	264.00	66.00	1338.00	474.42	0.556	263.99	218.00	1.2	1.2	17.101	C
4 - A44 Woodstock Road (N)	1506.00	376.50	189.00	2443.65	0.616	1506.00	1412.99	1.6	1.6	3.838	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Sandy Lane	192.00	48.00	1476.00	955.31	0.201	192.00	219.00	0.3	0.3	4.715	A
2 - A44 Woodstock Road (S)	1305.00	326.25	251.00	2628.33	0.497	1305.00	1417.00	1.0	1.0	2.719	A
3 - Rutten Lane	264.00	66.00	1338.00	474.42	0.556	263.99	218.00	1.2	1.2	17.105	C
4 - A44 Woodstock Road (N)	1506.00	376.50	189.00	2443.65	0.616	1506.00	1412.99	1.6	1.6	3.838	A

(Default Analysis Set) - 2031 Base + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - A44 Woodstock Road (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A44 Woodstock Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1 - (untitled)	(untitled)	Standard Roundabout	1,2,3,4	10.87	B

Junction Network Options
[same as above]

Arms

Arms
[same as above]

Capacity Options
[same as above]

Roundabout Geometry
[same as above]

Slope / Intercept / Capacity
[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Model time period length (min)	Time segment length (min)	Run automatically
D12	2031 Base + Dev	PM	FLAT	16:45	18:15	90	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	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Sandy Lane		FLAT	✓	223.00	100.000
2 - A44 Woodstock Road (S)		FLAT	✓	1677.00	100.000
3 - Rutten Lane		FLAT	✓	251.00	100.000
4 - A44 Woodstock Road (N)		FLAT	✓	1612.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Sandy Lane	2 - A44 Woodstock Road (S)	3 - Rutten Lane	4 - A44 Woodstock Road (N)
From	1 - Sandy Lane	0.000	77.000	78.000	68.000
	2 - A44 Woodstock Road (S)	20.000	22.000	42.000	1593.000
	3 - Rutten Lane	78.000	25.000	0.000	148.000
	4 - A44 Woodstock Road (N)	101.000	1407.000	104.000	0.000

Proportions

		To			
		1 - Sandy Lane	2 - A44 Woodstock Road (S)	3 - Rutten Lane	4 - A44 Woodstock Road (N)
From	1 - Sandy Lane	0.00	0.35	0.35	0.30
	2 - A44 Woodstock Road (S)	0.01	0.01	0.03	0.95
	3 - Rutten Lane	0.31	0.10	0.00	0.59
	4 - A44 Woodstock Road (N)	0.06	0.87	0.06	0.00

Vehicle Mix

Heavy Vehicle proportion

		To			
		1 - Sandy Lane	2 - A44 Woodstock Road (S)	3 - Rutten Lane	4 - A44 Woodstock Road (N)
From	1 - Sandy Lane	0	0	0	0
	2 - A44 Woodstock Road (S)	0	0	0	0
	3 - Rutten Lane	0	0	0	0
	4 - A44 Woodstock Road (N)	0	0	0	0

Av. PCU Per Veh

		To			
		1 - Sandy Lane	2 - A44 Woodstock Road (S)	3 - Rutten Lane	4 - A44 Woodstock Road (N)
From	1 - Sandy Lane	1.000	1.000	1.000	1.000
	2 - A44 Woodstock Road (S)	1.000	1.000	1.000	1.000
	3 - Rutten Lane	1.000	1.000	1.000	1.000
	4 - A44 Woodstock Road (N)	1.000	1.000	1.000	1.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Sandy Lane	0.25	5.31	0.3	A	223.00	334.50
2 - A44 Woodstock Road (S)	0.64	3.78	1.8	A	1677.00	2515.50
3 - Rutten Lane	0.89	106.16	7.0	F	251.00	376.50
4 - A44 Woodstock Road (N)	0.65	4.17	1.9	A	1612.00	2418.00

Main Results for each time segment

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Sandy Lane	223.00	55.75	1549.25	906.64	0.246	221.71	192.88	0.0	0.3	5.246	A
2 - A44 Woodstock Road (S)	1677.00	419.25	248.68	2630.09	0.638	1670.04	1522.28	0.0	1.7	3.723	A
3 - Rutten Lane	251.00	62.75	1695.82	285.05	0.881	233.07	222.90	0.0	4.5	57.580	F
4 - A44 Woodstock Road (N)	1612.00	403.00	137.47	2480.55	0.650	1604.67	1791.42	0.0	1.8	4.078	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Sandy Lane	223.00	55.75	1557.47	901.18	0.247	222.99	197.57	0.3	0.3	5.307	A
2 - A44 Woodstock Road (S)	1677.00	419.25	249.99	2629.10	0.638	1676.95	1530.47	1.7	1.8	3.780	A
3 - Rutten Lane	251.00	62.75	1702.95	281.27	0.892	246.41	223.99	4.5	5.6	87.542	F
4 - A44 Woodstock Road (N)	1612.00	403.00	143.12	2476.50	0.651	1611.93	1806.25	1.8	1.9	4.163	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Sandy Lane	223.00	55.75	1557.74	901.00	0.248	223.00	198.27	0.3	0.3	5.309	A
2 - A44 Woodstock Road (S)	1677.00	419.25	250.00	2629.09	0.638	1676.99	1530.74	1.8	1.8	3.780	A
3 - Rutten Lane	251.00	62.75	1702.99	281.26	0.892	248.66	224.00	5.6	6.2	96.278	F
4 - A44 Woodstock Road (N)	1612.00	403.00	144.04	2475.84	0.651	1611.98	1807.60	1.9	1.9	4.167	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Sandy Lane	223.00	55.75	1557.84	900.93	0.248	223.00	198.54	0.3	0.3	5.309	A
2 - A44 Woodstock Road (S)	1677.00	419.25	250.00	2629.09	0.638	1676.99	1530.84	1.8	1.8	3.780	A
3 - Rutten Lane	251.00	62.75	1702.99	281.25	0.892	249.53	224.00	6.2	6.6	100.994	F
4 - A44 Woodstock Road (N)	1612.00	403.00	144.40	2475.58	0.651	1611.99	1808.13	1.9	1.9	4.168	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Sandy Lane	223.00	55.75	1557.89	900.90	0.248	223.00	198.68	0.3	0.3	5.309	A
2 - A44 Woodstock Road (S)	1677.00	419.25	250.00	2629.09	0.638	1677.00	1530.89	1.8	1.8	3.780	A
3 - Rutten Lane	251.00	62.75	1703.00	281.25	0.892	249.98	224.00	6.6	6.8	104.026	F
4 - A44 Woodstock Road (N)	1612.00	403.00	144.58	2475.45	0.651	1611.99	1808.40	1.9	1.9	4.169	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Sandy Lane	223.00	55.75	1557.92	900.88	0.248	223.00	198.77	0.3	0.3	5.310	A
2 - A44 Woodstock Road (S)	1677.00	419.25	250.00	2629.09	0.638	1677.00	1530.92	1.8	1.8	3.780	A
3 - Rutten Lane	251.00	62.75	1703.00	281.25	0.892	250.25	224.00	6.8	7.0	106.164	F
4 - A44 Woodstock Road (N)	1612.00	403.00	144.69	2475.37	0.651	1612.00	1808.56	1.9	1.9	4.169	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.0.4211 []
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Filename: A44 Woodstock Rd_Spring Hill Rd_RevA_No Redu_A44 Two Lane App.j9
Path: P:\15000's\15291\Junction Assessments\Post App Option Two
Report generation date: 20/05/2015 14:29:36

»(Default Analysis Set) - 2014 Base, AM
»(Default Analysis Set) - 2014 Base, PM
»(Default Analysis Set) - 2031 Base, AM
»(Default Analysis Set) - 2031 Base, PM
»(Default Analysis Set) - 2031 Base + Dev, AM
»(Default Analysis Set) - 2031 Base + Dev, PM

Summary of junction performance

	AM				PM			
	Q (PCU)	Delay (s)	RFC	LOS	Q (PCU)	Delay (s)	RFC	LOS
	A1 - 2014 Base							
Arm 1	1.0	3.44	0.51	A	1.6	4.39	0.62	A
Arm 2	0.0	6.63	0.03	A	0.1	9.29	0.10	A
Arm 3	1.2	3.78	0.54	A	1.3	4.02	0.56	A
	A1 - 2031 Base							
Arm 1	1.7	4.53	0.62	A	3.3	7.23	0.77	A
Arm 2	0.1	8.88	0.05	A	0.3	17.70	0.22	C
Arm 3	2.0	5.14	0.66	A	2.3	5.88	0.70	A
	A1 - 2031 Base + Dev							
Arm 1	2.0	5.08	0.67	A	5.5	10.83	0.85	B
Arm 2	0.1	10.03	0.06	B	0.5	31.72	0.33	D
Arm 3	2.9	6.72	0.74	A	3.0	7.17	0.75	A

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

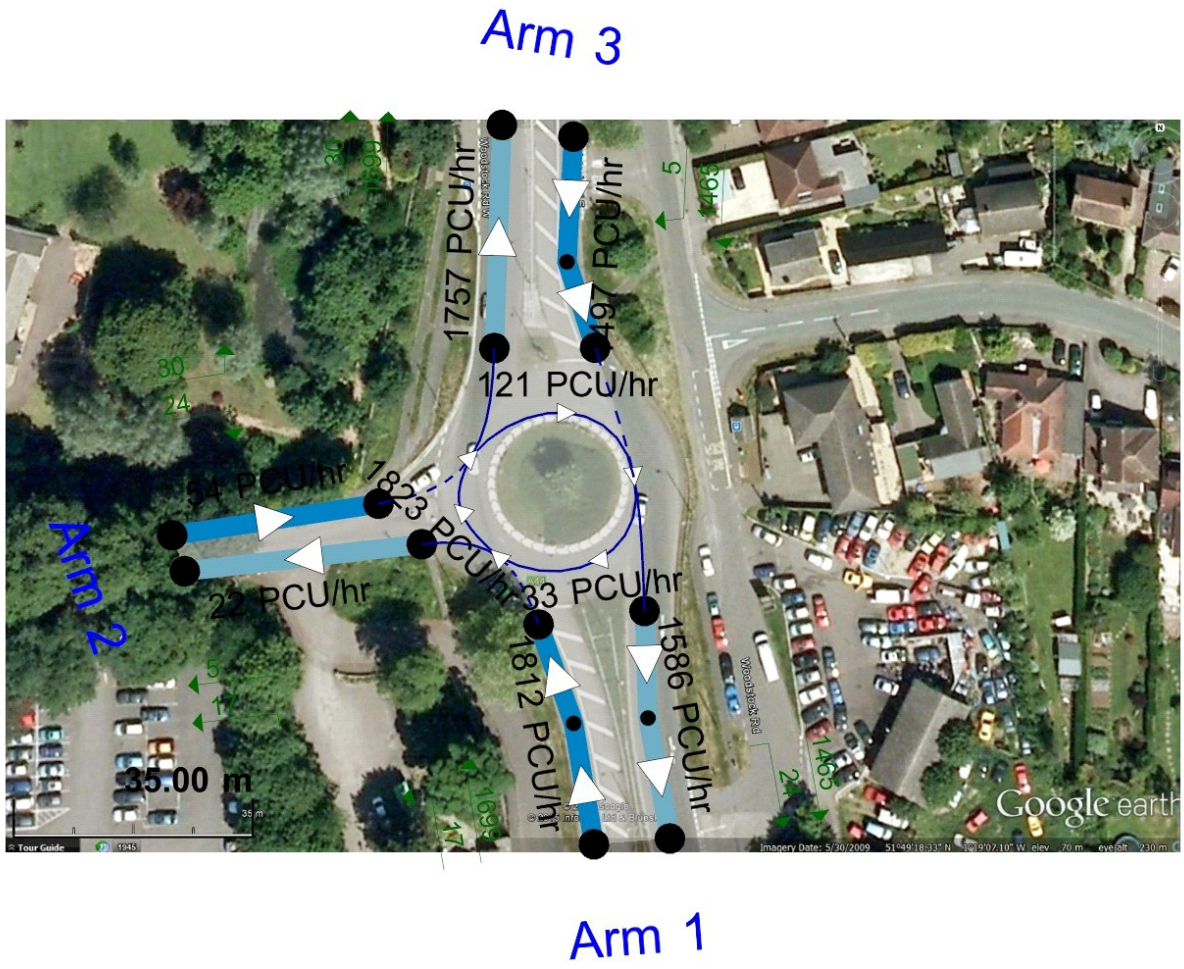
File summary

File Description

Title	A44/ Spring Hill Road
Location	Woodstock
Site number	
Date	26/08/2014
Version	
Status	
Identifier	
Client	
Jobnumber	15291
Enumerator	DTA"arcady
Description	

Units

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



Showing modelled flow through junction (PCU/hr).
Time Segment: (16:45-17:00)

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Model time period length (min)	Time segment length (min)	Run automatically
2014 Base	AM	FLAT	07:45	09:15	90	15	✓
2014 Base	PM	FLAT	16:45	18:15	90	15	✓
2031 Base	AM	FLAT	07:45	09:15	90	15	✓
2031 Base	PM	FLAT	16:45	18:15	90	15	✓
2031 Base + Dev	AM	FLAT	07:45	09:15	90	15	✓
2031 Base + Dev	PM	FLAT	16:45	18:15	90	15	✓

(Default Analysis Set) - 2014 Base, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout	1,2,3	3.64	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A44 Woodstock Road	
2	Spring Hill Road	
3	A44 Woodstock Road	

Capacity Options

Arm	Min Cap (PCU/hr)	Max Cap (PCU/hr)	Assume flat start profile	Initial queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00

Roundabout Geometry

Arm	V (m)	E (m)	I' (m)	R (m)	D (m)	PHI (deg)	Exit only
1	3.54	7.52	30.0	11.1	35.4	18.4	
2	2.88	5.69	4.8	11.1	36.4	18.8	
3	3.54	7.25	29.8	11.1	36.0	14.5	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1	Direct	to replicate observed throughput	266.15
2	None		
3	Direct		192.77

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.696	2187.787
2	0.542	1168.902
3	0.696	2096.717

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	Model start time (HH:mm)	Model finish time (HH:mm)	Model time period length (min)	Time segment length (min)	Run automatically
D1	2014 Base	AM	FLAT	07:45	09:15	90	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	Av. Demand (PCU/hr)	Scaling Factor (%)
1		FLAT	✓	1084.00	100.000
2		FLAT	✓	18.00	100.000
3		FLAT	✓	1125.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	19.000	18.000	1047.000
	2	11.000	0.000	7.000
	3	1041.000	28.000	56.000

Proportions

		To		
		1	2	3
From	1	0.02	0.02	0.97
	2	0.61	0.00	0.39
	3	0.93	0.02	0.05

Vehicle Mix

Heavy Vehicle proportion

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

Av. PCU Per Veh

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.51	3.44	1.0	A	1084.00	1626.00
2	0.03	6.63	0.0	A	18.00	27.00
3	0.54	3.78	1.2	A	1125.00	1687.50

Main Results for each time segment

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1084.00	271.00	83.65	2129.54	0.509	1079.88	1066.51	0.0	1.0	3.418	A
2	18.00	4.50	1117.72	563.06	0.032	17.87	45.81	0.0	0.0	6.601	A
3	1125.00	281.25	29.85	2075.95	0.542	1120.31	1105.74	0.0	1.2	3.749	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1084.00	271.00	84.00	2129.30	0.509	1083.98	1070.98	1.0	1.0	3.443	A
2	18.00	4.50	1121.98	560.75	0.032	18.00	46.00	0.0	0.0	6.632	A
3	1125.00	281.25	30.00	2075.85	0.542	1124.98	1109.98	1.2	1.2	3.785	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1084.00	271.00	84.00	2129.30	0.509	1083.99	1070.99	1.0	1.0	3.443	A
2	18.00	4.50	1121.99	560.75	0.032	18.00	46.00	0.0	0.0	6.632	A
3	1125.00	281.25	30.00	2075.85	0.542	1124.99	1109.99	1.2	1.2	3.785	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1084.00	271.00	84.00	2129.30	0.509	1084.00	1071.00	1.0	1.0	3.443	A
2	18.00	4.50	1122.00	560.75	0.032	18.00	46.00	0.0	0.0	6.632	A
3	1125.00	281.25	30.00	2075.85	0.542	1125.00	1110.00	1.2	1.2	3.785	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1084.00	271.00	84.00	2129.30	0.509	1084.00	1071.00	1.0	1.0	3.443	A
2	18.00	4.50	1122.00	560.75	0.032	18.00	46.00	0.0	0.0	6.632	A
3	1125.00	281.25	30.00	2075.85	0.542	1125.00	1110.00	1.2	1.2	3.785	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1084.00	271.00	84.00	2129.30	0.509	1084.00	1071.00	1.0	1.0	3.443	A
2	18.00	4.50	1122.00	560.74	0.032	18.00	46.00	0.0	0.0	6.632	A
3	1125.00	281.25	30.00	2075.85	0.542	1125.00	1110.00	1.2	1.2	3.785	A

(Default Analysis Set) - 2014 Base, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout	1,2,3	4.32	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Capacity Options

[same as above]

Roundabout Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Model time period length (min)	Time segment length (min)	Run automatically
D2	2014 Base	PM	FLAT	16:45	18:15	90	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	Av. Demand (PCU/hr)	Scaling Factor (%)
1		FLAT	✓	1350.00	100.000
2		FLAT	✓	45.00	100.000
3		FLAT	✓	1133.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	79.000	14.000	1257.000
	2	20.000	0.000	25.000
	3	1106.000	4.000	23.000

Proportions

		To		
		1	2	3
From	1	0.06	0.01	0.93
	2	0.44	0.00	0.56
	3	0.98	0.00	0.02

Vehicle Mix

Heavy Vehicle proportion

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

Av. PCU Per Veh

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.62	4.39	1.6	A	1350.00	2025.00
2	0.10	9.29	0.1	A	45.00	67.50
3	0.56	4.02	1.3	A	1133.00	1699.50

Main Results for each time segment

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1350.00	337.50	26.88	2169.07	0.622	1343.49	1199.52	0.0	1.6	4.327	A
2	45.00	11.25	1352.46	435.83	0.103	44.54	17.91	0.0	0.1	9.190	A
3	1133.00	283.25	98.42	2028.25	0.559	1127.99	1298.58	0.0	1.3	3.976	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1350.00	337.50	27.00	2168.99	0.622	1349.96	1204.97	1.6	1.6	4.395	A
2	45.00	11.25	1358.96	432.31	0.104	44.99	18.00	0.1	0.1	9.294	A
3	1133.00	283.25	98.99	2027.85	0.559	1132.97	1304.96	1.3	1.3	4.022	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1350.00	337.50	27.00	2168.99	0.622	1349.99	1204.99	1.6	1.6	4.395	A
2	45.00	11.25	1358.99	432.29	0.104	45.00	18.00	0.1	0.1	9.294	A
3	1133.00	283.25	99.00	2027.85	0.559	1132.99	1304.99	1.3	1.3	4.022	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1350.00	337.50	27.00	2168.99	0.622	1349.99	1205.00	1.6	1.6	4.395	A
2	45.00	11.25	1358.99	432.29	0.104	45.00	18.00	0.1	0.1	9.295	A
3	1133.00	283.25	99.00	2027.84	0.559	1133.00	1304.99	1.3	1.3	4.022	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1350.00	337.50	27.00	2168.99	0.622	1350.00	1205.00	1.6	1.6	4.395	A
2	45.00	11.25	1359.00	432.29	0.104	45.00	18.00	0.1	0.1	9.295	A
3	1133.00	283.25	99.00	2027.84	0.559	1133.00	1305.00	1.3	1.3	4.022	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1350.00	337.50	27.00	2168.99	0.622	1350.00	1205.00	1.6	1.6	4.395	A
2	45.00	11.25	1359.00	432.28	0.104	45.00	18.00	0.1	0.1	9.295	A
3	1133.00	283.25	99.00	2027.84	0.559	1133.00	1305.00	1.3	1.3	4.022	A

(Default Analysis Set) - 2031 Base, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout	1,2,3	4.87	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Capacity Options

[same as above]

Roundabout Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Model time period length (min)	Time segment length (min)	Run automatically
D9	2031 Base	AM	FLAT	07:45	09:15	90	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	Av. Demand (PCU/hr)	Scaling Factor (%)
1		FLAT	✓	1322.00	100.000
2		FLAT	✓	22.00	100.000
3		FLAT	✓	1371.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	23.000	22.000	1277.000
	2	13.000	0.000	9.000
	3	1269.000	34.000	68.000

Proportions

		To		
		1	2	3
From	1	0.02	0.02	0.97
	2	0.59	0.00	0.41
	3	0.93	0.02	0.05

Vehicle Mix

Heavy Vehicle proportion

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

Av. PCU Per Veh

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.62	4.53	1.7	A	1322.00	1983.00
2	0.05	8.88	0.1	A	22.00	33.00
3	0.66	5.14	2.0	A	1371.00	2056.50

Main Results for each time segment

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1322.00	330.50	101.43	2117.17	0.624	1315.44	1297.64	0.0	1.6	4.454	A
2	22.00	5.50	1361.16	431.11	0.051	21.79	55.70	0.0	0.1	8.790	A
3	1371.00	342.75	35.76	2071.84	0.662	1363.30	1347.19	0.0	1.9	5.027	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1322.00	330.50	102.00	2116.77	0.625	1321.95	1304.94	1.6	1.7	4.529	A
2	22.00	5.50	1367.95	427.43	0.051	22.00	56.00	0.1	0.1	8.879	A
3	1371.00	342.75	36.00	2071.67	0.662	1370.94	1353.95	1.9	1.9	5.137	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1322.00	330.50	102.00	2116.77	0.625	1321.98	1304.98	1.7	1.7	4.529	A
2	22.00	5.50	1367.98	427.41	0.051	22.00	56.00	0.1	0.1	8.879	A
3	1371.00	342.75	36.00	2071.67	0.662	1370.98	1353.98	1.9	1.9	5.137	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1322.00	330.50	102.00	2116.77	0.625	1321.99	1304.99	1.7	1.7	4.529	A
2	22.00	5.50	1367.99	427.41	0.051	22.00	56.00	0.1	0.1	8.879	A
3	1371.00	342.75	36.00	2071.67	0.662	1370.99	1353.99	1.9	1.9	5.137	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1322.00	330.50	102.00	2116.77	0.625	1322.00	1304.99	1.7	1.7	4.529	A
2	22.00	5.50	1368.00	427.41	0.051	22.00	56.00	0.1	0.1	8.879	A
3	1371.00	342.75	36.00	2071.67	0.662	1370.99	1354.00	1.9	2.0	5.137	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1322.00	330.50	102.00	2116.77	0.625	1322.00	1305.00	1.7	1.7	4.529	A
2	22.00	5.50	1368.00	427.41	0.051	22.00	56.00	0.1	0.1	8.879	A
3	1371.00	342.75	36.00	2071.67	0.662	1371.00	1354.00	2.0	2.0	5.137	A

(Default Analysis Set) - 2031 Base, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout	1,2,3	6.81	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Capacity Options

[same as above]

Roundabout Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Model time period length (min)	Time segment length (min)	Run automatically
D10	2031 Base	PM	FLAT	16:45	18:15	90	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	Av. Demand (PCU/hr)	Scaling Factor (%)
1		FLAT	✓	1667.00	100.000
2		FLAT	✓	56.00	100.000
3		FLAT	✓	1399.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	98.000	17.000	1552.000
	2	25.000	0.000	31.000
	3	1366.000	5.000	28.000

Proportions

		To		
		1	2	3
From	1	0.06	0.01	0.93
	2	0.45	0.00	0.55
	3	0.98	0.00	0.02

Vehicle Mix

Heavy Vehicle proportion

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

Av. PCU Per Veh

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.77	7.23	3.3	A	1667.00	2500.50
2	0.22	17.70	0.3	C	56.00	84.00
3	0.70	5.88	2.3	A	1399.00	2098.50

Main Results for each time segment

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1667.00	416.75	32.79	2164.96	0.770	1654.05	1479.05	0.0	3.2	6.884	A
2	56.00	14.00	1665.00	266.42	0.210	54.96	21.84	0.0	0.3	16.947	C
3	1399.00	349.75	121.77	2012.00	0.695	1390.06	1598.19	0.0	2.2	5.709	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1667.00	416.75	33.00	2164.81	0.770	1666.78	1488.87	3.2	3.3	7.219	A
2	56.00	14.00	1677.78	259.49	0.216	55.96	22.00	0.3	0.3	17.682	C
3	1399.00	349.75	122.97	2011.17	0.696	1398.90	1610.77	2.2	2.3	5.877	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1667.00	416.75	33.00	2164.81	0.770	1666.93	1488.96	3.3	3.3	7.225	A
2	56.00	14.00	1677.93	259.42	0.216	55.99	22.00	0.3	0.3	17.696	C
3	1399.00	349.75	122.99	2011.15	0.696	1398.97	1610.93	2.3	2.3	5.880	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1667.00	416.75	33.00	2164.81	0.770	1666.96	1488.98	3.3	3.3	7.227	A
2	56.00	14.00	1677.96	259.40	0.216	56.00	22.00	0.3	0.3	17.697	C
3	1399.00	349.75	123.00	2011.15	0.696	1398.98	1610.96	2.3	2.3	5.880	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1667.00	416.75	33.00	2164.81	0.770	1666.98	1488.99	3.3	3.3	7.227	A
2	56.00	14.00	1677.98	259.39	0.216	56.00	22.00	0.3	0.3	17.699	C
3	1399.00	349.75	123.00	2011.15	0.696	1398.99	1610.98	2.3	2.3	5.880	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1667.00	416.75	33.00	2164.81	0.770	1666.98	1488.99	3.3	3.3	7.230	A
2	56.00	14.00	1677.98	259.38	0.216	56.00	22.00	0.3	0.3	17.700	C
3	1399.00	349.75	123.00	2011.15	0.696	1398.99	1610.98	2.3	2.3	5.880	A

(Default Analysis Set) - 2031 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout	1,2,3	5.96	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Capacity Options

[same as above]

Roundabout Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Model time period length (min)	Time segment length (min)	Run automatically
D11	2031 Base + Dev	AM	FLAT	07:45	09:15	90	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	Av. Demand (PCU/hr)	Scaling Factor (%)
1		FLAT	✓	1408.00	100.000
2		FLAT	✓	22.00	100.000
3		FLAT	✓	1536.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	23.000	22.000	1363.000
	2	13.000	0.000	9.000
	3	1434.000	34.000	68.000

Proportions

		To		
		1	2	3
From	1	0.02	0.02	0.97
	2	0.59	0.00	0.41
	3	0.93	0.02	0.04

Vehicle Mix

Heavy Vehicle proportion

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

Av. PCU Per Veh

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.67	5.08	2.0	A	1408.00	2112.00
2	0.06	10.03	0.1	B	22.00	33.00
3	0.74	6.72	2.9	A	1536.00	2304.00

Main Results for each time segment

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1408.00	352.00	101.26	2117.28	0.665	1400.19	1459.32	0.0	2.0	4.968	A
2	22.00	5.50	1445.82	385.23	0.057	21.76	55.63	0.0	0.1	9.899	A
3	1536.00	384.00	35.73	2071.86	0.741	1524.85	1431.85	0.0	2.8	6.457	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1408.00	352.00	101.99	2116.77	0.665	1407.93	1469.85	2.0	2.0	5.078	A
2	22.00	5.50	1453.93	380.83	0.058	22.00	56.00	0.1	0.1	10.032	B
3	1536.00	384.00	36.00	2071.67	0.741	1535.84	1439.93	2.8	2.8	6.714	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1408.00	352.00	102.00	2116.77	0.665	1407.98	1469.95	2.0	2.0	5.078	A
2	22.00	5.50	1453.98	380.80	0.058	22.00	56.00	0.1	0.1	10.032	B
3	1536.00	384.00	36.00	2071.67	0.741	1535.95	1439.98	2.8	2.8	6.717	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1408.00	352.00	102.00	2116.77	0.665	1407.99	1469.97	2.0	2.0	5.078	A
2	22.00	5.50	1453.99	380.80	0.058	22.00	56.00	0.1	0.1	10.033	B
3	1536.00	384.00	36.00	2071.67	0.741	1535.97	1439.99	2.8	2.8	6.719	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1408.00	352.00	102.00	2116.77	0.665	1407.99	1469.98	2.0	2.0	5.078	A
2	22.00	5.50	1453.99	380.79	0.058	22.00	56.00	0.1	0.1	10.033	B
3	1536.00	384.00	36.00	2071.67	0.741	1535.98	1439.99	2.8	2.9	6.719	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1408.00	352.00	102.00	2116.77	0.665	1408.00	1469.99	2.0	2.0	5.078	A
2	22.00	5.50	1454.00	380.79	0.058	22.00	56.00	0.1	0.1	10.033	B
3	1536.00	384.00	36.00	2071.67	0.741	1535.99	1440.00	2.9	2.9	6.719	A

(Default Analysis Set) - 2031 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout	1,2,3	9.55	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Capacity Options

[same as above]

Roundabout Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Model time period length (min)	Time segment length (min)	Run automatically
D12	2031 Base + Dev	PM	FLAT	16:45	18:15	90	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	Av. Demand (PCU/hr)	Scaling Factor (%)
1		FLAT	✓	1833.00	100.000
2		FLAT	✓	56.00	100.000
3		FLAT	✓	1509.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	98.000	17.000	1718.000
	2	25.000	0.000	31.000
	3	1476.000	5.000	28.000

Proportions

		To		
		1	2	3
From	1	0.05	0.01	0.94
	2	0.45	0.00	0.55
	3	0.98	0.00	0.02

Vehicle Mix

Heavy Vehicle proportion

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

Av. PCU Per Veh

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.85	10.83	5.5	B	1833.00	2749.50
2	0.33	31.72	0.5	D	56.00	84.00
3	0.75	7.17	3.0	A	1509.00	2263.50

Main Results for each time segment

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1833.00	458.25	32.75	2164.99	0.847	1812.44	1585.76	0.0	5.1	9.712	A
2	56.00	14.00	1823.41	180.56	0.310	54.28	21.77	0.0	0.4	28.146	D
3	1509.00	377.25	121.13	2012.45	0.750	1497.37	1756.56	0.0	2.9	6.841	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1833.00	458.25	33.00	2164.81	0.847	1832.28	1598.69	5.1	5.3	10.764	B
2	56.00	14.00	1843.28	169.79	0.330	55.82	21.99	0.4	0.5	31.514	D
3	1509.00	377.25	122.88	2011.23	0.750	1508.80	1776.22	2.9	3.0	7.158	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1833.00	458.25	33.00	2164.81	0.847	1832.74	1598.91	5.3	5.4	10.804	B
2	56.00	14.00	1843.74	169.54	0.330	55.97	22.00	0.5	0.5	31.668	D
3	1509.00	377.25	122.97	2011.17	0.750	1508.93	1776.74	3.0	3.0	7.165	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1833.00	458.25	33.00	2164.81	0.847	1832.87	1598.95	5.4	5.4	10.819	B
2	56.00	14.00	1843.87	169.47	0.330	55.99	22.00	0.5	0.5	31.704	D
3	1509.00	377.25	122.99	2011.16	0.750	1508.97	1776.87	3.0	3.0	7.165	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1833.00	458.25	33.00	2164.81	0.847	1832.92	1598.97	5.4	5.4	10.825	B
2	56.00	14.00	1843.92	169.44	0.331	55.99	22.00	0.5	0.5	31.718	D
3	1509.00	377.25	122.99	2011.15	0.750	1508.98	1776.92	3.0	3.0	7.168	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1833.00	458.25	33.00	2164.81	0.847	1832.94	1598.98	5.4	5.5	10.829	B
2	56.00	14.00	1843.95	169.43	0.331	56.00	22.00	0.5	0.5	31.720	D
3	1509.00	377.25	122.99	2011.15	0.750	1508.99	1776.95	3.0	3.0	7.168	A

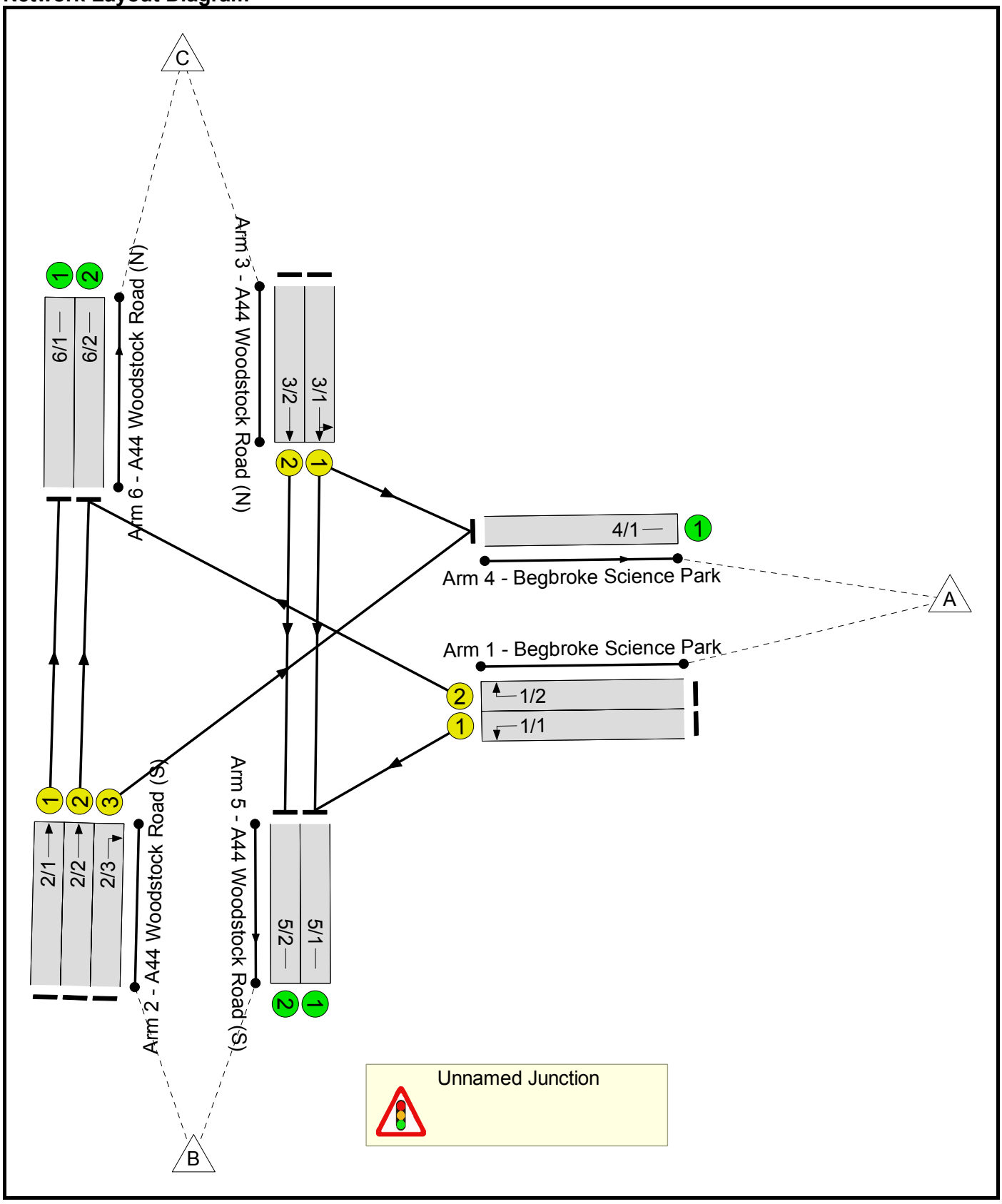
Full Input Data And Results

User and Project Details

Project:	**Woodstock East**
Title:	**A44_Begroke Science Park**
Location:	Oxford
File name:	A44_Begbroke Science Park_Option 2.lsg3x
Author:	NES/RMC
Company:	DTA
Address:	Henley-in-Arden
Notes:	

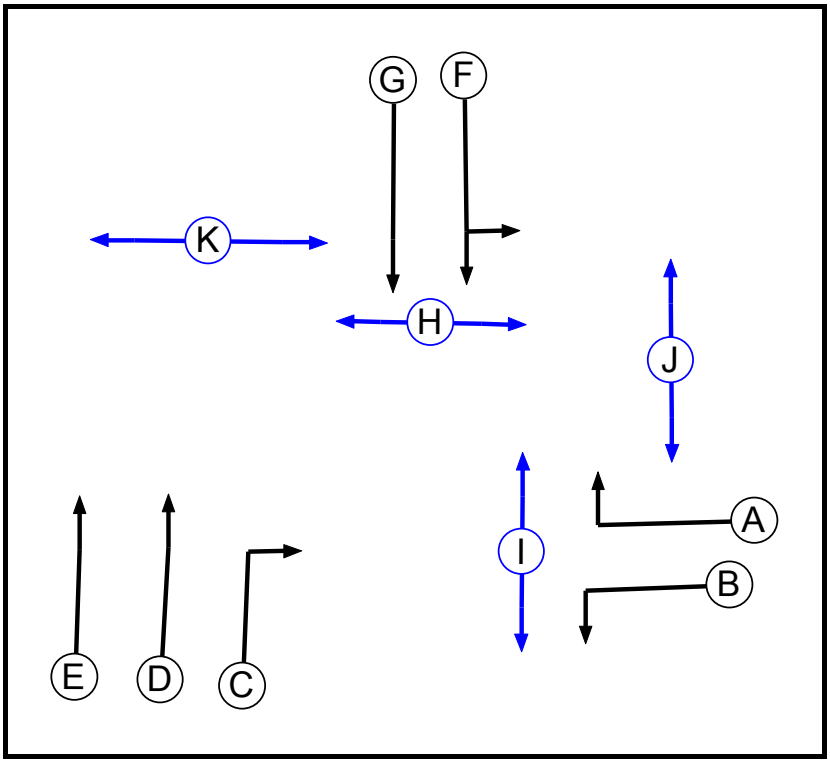
Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Traffic		7	7
H	Pedestrian		7	7
I	Pedestrian		7	7
J	Pedestrian		7	7
K	Pedestrian		7	7

Full Input Data And Results

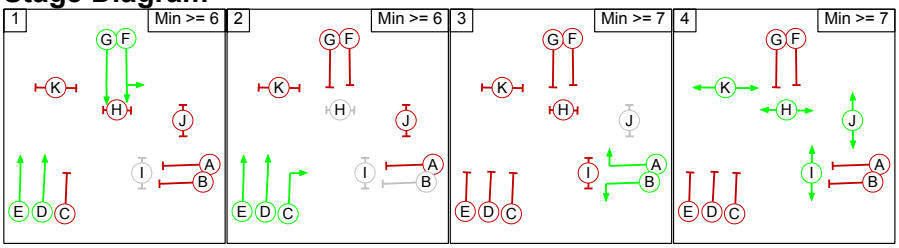
Phase Intergreens Matrix

		Starting Phase										
		A	B	C	D	E	F	G	H	I	J	K
Terminating Phase	A		-	5	6	6	5	5	6	5	-	6
	B	-		-	-	-	5	5	-	5	-	-
	C	5	-		-	-	5	5	-	-	6	-
	D	5	-	-		-	-	-	-	-	-	6
	E	5	-	-	-		-	-	-	-	-	6
	F	5	5	5	-	-		-	6	-	6	-
	G	5	5	5	-	-	-		6	-	-	-
	H	10	-	-	-	-	10	10		-	-	-
	I	10	10	-	-	-	-	-	-		-	-
	J	-	-	10	-	-	10	-	-	-		-
	K	10	-	-	10	10	-	-	-	-	-	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

		To Stage			
		1	2	3	4
From Stage	1		5	5	6
	2	5		5	6
	3	6	6		6
	4	10	10	10	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Unnamed Junction

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Begbroke Science Park)	U	B	2	3	60.0	Geom	-	3.00	0.00	N	Arm 5 Left	21.00
1/2 (Begbroke Science Park)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Right	31.00
2/1 (A44 Woodstock Road (S))	U	E	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Ahead	Inf
2/2 (A44 Woodstock Road (S))	U	D	2	3	60.0	Geom	-	3.00	0.00	N	Arm 6 Ahead	Inf
2/3 (A44 Woodstock Road (S))	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Right	21.00
3/1 (A44 Woodstock Road (N))	U	F	2	3	60.0	Geom	-	3.00	0.00	N	Arm 4 Left	21.00
											Arm 5 Ahead	Inf
3/2 (A44 Woodstock Road (N))	U	G	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
4/1 (Begbroke Science Park)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (A44 Woodstock Road (S))	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2 (A44 Woodstock Road (S))	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (A44 Woodstock Road (N))	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2 (A44 Woodstock Road (N))	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2014 Base AM'	08:00	09:00	01:00	
2: '2014 Base PM'	17:00	18:00	01:00	
3: '2031 Base AM'	08:00	09:00	01:00	
4: '2031 Base PM'	17:00	18:00	01:00	
5: '2031 Base + Dev AM'	08:00	09:00	01:00	
6: ' 2031 Base + Dev PM'	17:00	18:00	01:00	

Scenario 1: '2014 Base AM' (FG1: '2014 Base AM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	15	15	30
	B	82	0	1084	1166
	C	82	1041	0	1123
	Tot.	164	1056	1099	2319

Traffic Lane Flows

Lane	Scenario 1: 2014 Base AM
Junction: Unnamed Junction	
1/1	15
1/2	15
2/1	542
2/2	542
2/3	82
3/1	562
3/2	562
4/1	164
5/1	495
5/2	562
6/1	542
6/2	557

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Begbroke Science Park)	3.00	0.00	N	Arm 5 Left	21.00	100.0 %	1918	1918
1/2 (Begbroke Science Park)	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
2/1 (A44 Woodstock Road (S))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
2/2 (A44 Woodstock Road (S))	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/3 (A44 Woodstock Road (S))	3.00	0.00	Y	Arm 4 Right	21.00	100.0 %	1787	1787
3/1 (A44 Woodstock Road (N))	3.00	0.00	N	Arm 4 Left Arm 5 Ahead	21.00 Inf	14.6 % 85.4 %	2034	2034
3/2 (A44 Woodstock Road (N))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
4/1 (Begbroke Science Park Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A44 Woodstock Road (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A44 Woodstock Road (S) Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A44 Woodstock Road (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A44 Woodstock Road (N) Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2014 Base PM' (FG2: '2014 Base PM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	74	74	148
	B	2	0	1350	1352
	C	2	1106	0	1108
	Tot.	4	1180	1424	2608

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2014 Base PM
Junction: Unnamed Junction	
1/1	74
1/2	74
2/1	675
2/2	675
2/3	2
3/1	554
3/2	554
4/1	4
5/1	626
5/2	554
6/1	675
6/2	749

Lane Saturation Flows

Junction: Unnamed Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Begbroke Science Park)	3.00	0.00	N	Arm 5 Left	21.00	100.0 %	1918	1918
1/2 (Begbroke Science Park)	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
2/1 (A44 Woodstock Road (S))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
2/2 (A44 Woodstock Road (S))	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/3 (A44 Woodstock Road (S))	3.00	0.00	Y	Arm 4 Right	21.00	100.0 %	1787	1787
3/1 (A44 Woodstock Road (N))	3.00	0.00	N	Arm 4 Left Arm 5 Ahead	21.00 Inf	0.4 % 99.6 %	2054	2054
3/2 (A44 Woodstock Road (N))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
4/1 (Begbroke Science Park Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A44 Woodstock Road (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A44 Woodstock Road (S) Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A44 Woodstock Road (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A44 Woodstock Road (N) Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2031 Base AM' (FG3: '2031 Base AM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	18	18	36
	B	100	0	1322	1422
	C	100	1269	0	1369
	Tot.	200	1287	1340	2827

Traffic Lane Flows

Lane	Scenario 3: 2031 Base AM
Junction: Unnamed Junction	
1/1	18
1/2	18
2/1	661
2/2	661
2/3	100
3/1	685
3/2	685
4/1	200
5/1	603
5/2	685
6/1	661
6/2	679

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Begbroke Science Park)	3.00	0.00	N	Arm 5 Left	21.00	100.0 %	1918	1918
1/2 (Begbroke Science Park)	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
2/1 (A44 Woodstock Road (S))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
2/2 (A44 Woodstock Road (S))	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/3 (A44 Woodstock Road (S))	3.00	0.00	Y	Arm 4 Right	21.00	100.0 %	1787	1787
3/1 (A44 Woodstock Road (N))	3.00	0.00	N	Arm 4 Left Arm 5 Ahead	21.00 Inf	14.6 % 85.4 %	2034	2034
3/2 (A44 Woodstock Road (N))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
4/1 (Begbroke Science Park Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A44 Woodstock Road (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A44 Woodstock Road (S) Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A44 Woodstock Road (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A44 Woodstock Road (N) Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2031 Base PM' (FG4: '2031 Base PM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	91	91	182
	B	2	0	1667	1669
	C	2	1366	0	1368
	Tot.	4	1457	1758	3219

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2031 Base PM
Junction: Unnamed Junction	
1/1	91
1/2	91
2/1	834
2/2	834
2/3	2
3/1	684
3/2	684
4/1	4
5/1	773
5/2	684
6/1	834
6/2	925

Lane Saturation Flows

Junction: Unnamed Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Begbroke Science Park)	3.00	0.00	N	Arm 5 Left	21.00	100.0 %	1918	1918
1/2 (Begbroke Science Park)	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
2/1 (A44 Woodstock Road (S))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
2/2 (A44 Woodstock Road (S))	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/3 (A44 Woodstock Road (S))	3.00	0.00	Y	Arm 4 Right	21.00	100.0 %	1787	1787
3/1 (A44 Woodstock Road (N))	3.00	0.00	N	Arm 4 Left Arm 5 Ahead	21.00 Inf	0.3 % 99.7 %	2055	2055
3/2 (A44 Woodstock Road (N))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
4/1 (Begbroke Science Park Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A44 Woodstock Road (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A44 Woodstock Road (S) Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A44 Woodstock Road (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A44 Woodstock Road (N) Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: '2031 Base + Dev AM' (FG5: '2031 Base + Dev AM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	18	18	36
	B	100	0	1408	1508
	C	100	1434	0	1534
	Tot.	200	1452	1426	3078

Traffic Lane Flows

Lane	Scenario 5: 2031 Base + Dev AM
Junction: Unnamed Junction	
1/1	18
1/2	18
2/1	671
2/2	737
2/3	100
3/1	795
3/2	739
4/1	200
5/1	713
5/2	739
6/1	671
6/2	755

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Begbroke Science Park)	3.00	0.00	N	Arm 5 Left	21.00	100.0 %	1918	1918
1/2 (Begbroke Science Park)	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
2/1 (A44 Woodstock Road (S))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
2/2 (A44 Woodstock Road (S))	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/3 (A44 Woodstock Road (S))	3.00	0.00	Y	Arm 4 Right	21.00	100.0 %	1787	1787
3/1 (A44 Woodstock Road (N))	3.00	0.00	N	Arm 4 Left Arm 5 Ahead	21.00 Inf	12.6 % 87.4 %	2037	2037
3/2 (A44 Woodstock Road (N))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
4/1 (Begbroke Science Park Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A44 Woodstock Road (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A44 Woodstock Road (S) Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A44 Woodstock Road (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A44 Woodstock Road (N) Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2031 Base + Dev PM' (FG6: ' 2031 Base + Dev PM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	91	91	182
	B	2	0	1822	1824
	C	2	1476	0	1478
	Tot.	4	1567	1913	3484

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2031 Base + Dev PM
Junction: Unnamed Junction	
1/1	91
1/2	91
2/1	872
2/2	950
2/3	2
3/1	771
3/2	707
4/1	4
5/1	860
5/2	707
6/1	872
6/2	1041

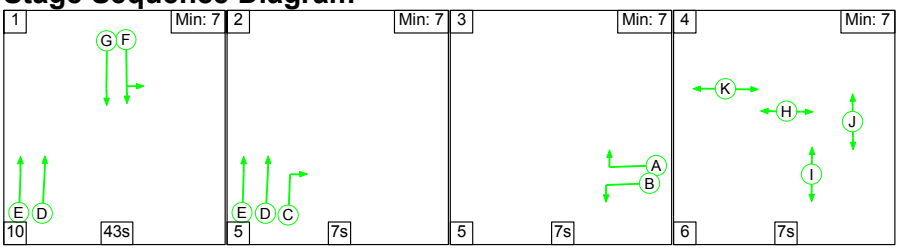
Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Begbroke Science Park)	3.00	0.00	N	Arm 5 Left	21.00	100.0 %	1918	1918
1/2 (Begbroke Science Park)	3.00	0.00	Y	Arm 6 Right	31.00	100.0 %	1827	1827
2/1 (A44 Woodstock Road (S))	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
2/2 (A44 Woodstock Road (S))	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/3 (A44 Woodstock Road (S))	3.00	0.00	Y	Arm 4 Right	21.00	100.0 %	1787	1787
3/1 (A44 Woodstock Road (N))	3.00	0.00	N	Arm 4 Left	21.00	0.3 %	2055	2055
				Arm 5 Ahead	Inf	99.7 %		
3/2 (A44 Woodstock Road (N))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
4/1 (Begbroke Science Park Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A44 Woodstock Road (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (A44 Woodstock Road (S) Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A44 Woodstock Road (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A44 Woodstock Road (N) Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: '2014 Base AM' (FG1: '2014 Base AM', Plan 1: 'Staging Plan No. 1')

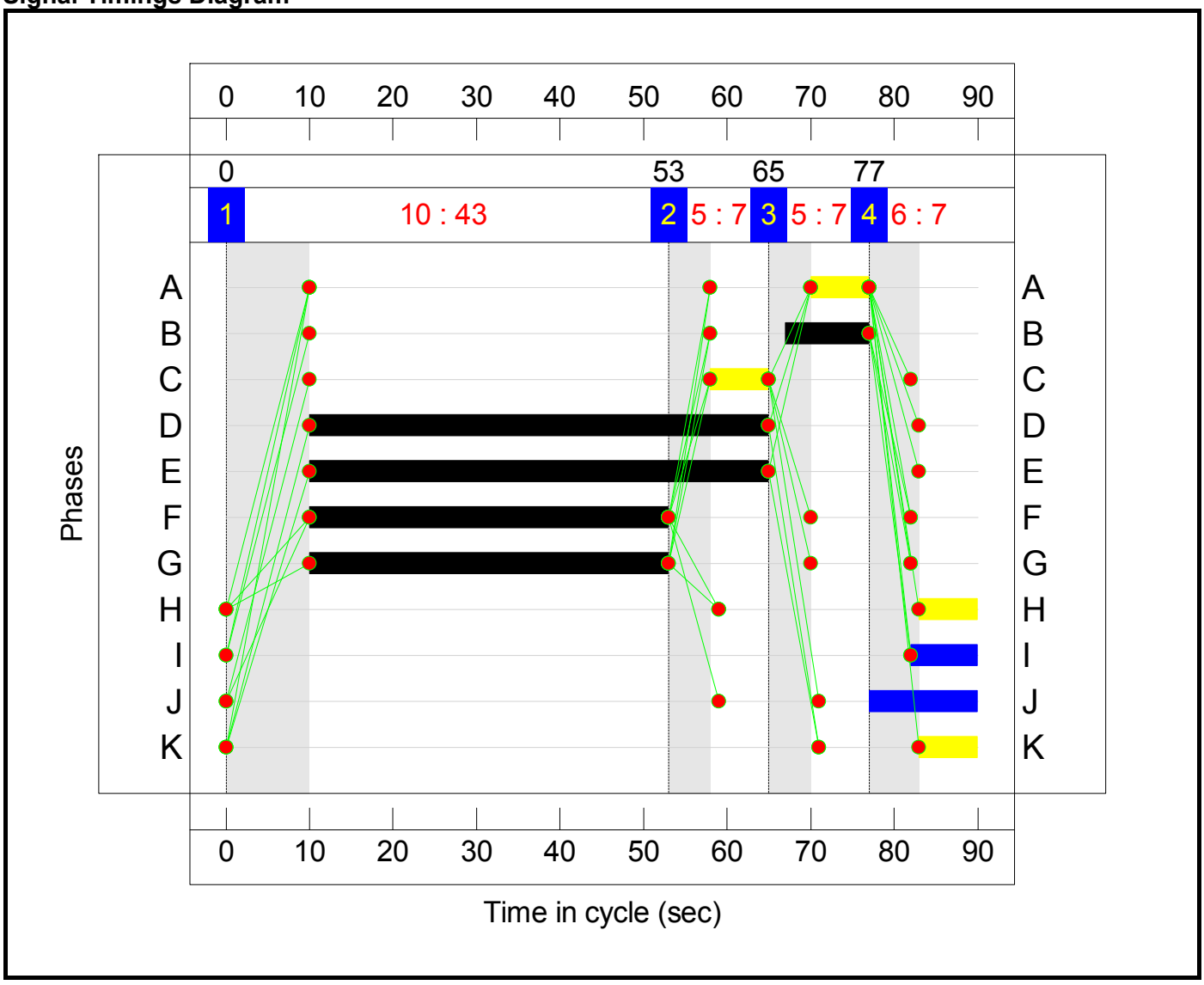
Stage Sequence Diagram



Stage Timings

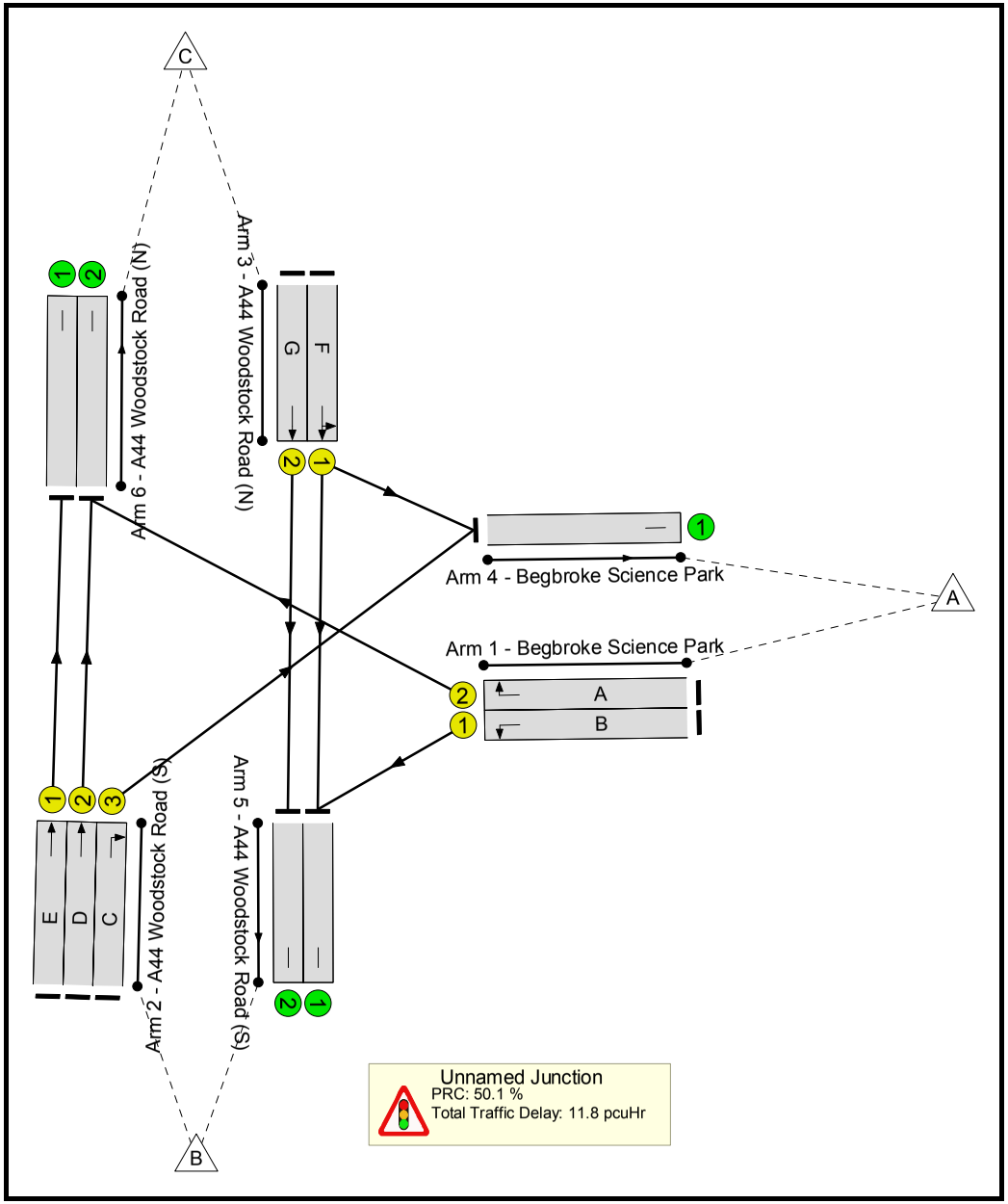
Stage	1	2	3	4
Duration	43	7	7	7
Change Point	0	53	65	77

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**60.0%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**60.0%**
1/1	Begbroke Science Park Left	U	N/A	N/A	B		1	10	-	15	1918	234	6.4%
1/2	Begbroke Science Park Right	U	N/A	N/A	A		1	7	-	15	1827	162	9.2%
2/1	A44 Woodstock Road (S) Ahead	U	N/A	N/A	E		1	55	-	542	1915	1192	45.5%
2/2	A44 Woodstock Road (S) Ahead	U	N/A	N/A	D		1	55	-	542	2055	1279	42.4%
2/3	A44 Woodstock Road (S) Right	U	N/A	N/A	C		1	7	-	82	1787	159	51.6%
3/1	A44 Woodstock Road (N) Left Ahead	U	N/A	N/A	F		1	43	-	562	2034	994	56.5%
3/2	A44 Woodstock Road (N) Ahead	U	N/A	N/A	G		1	43	-	562	1915	936	60.0%
4/1	Begbroke Science Park	U	N/A	N/A	-		-	-	-	164	Inf	Inf	0.0%
5/1	A44 Woodstock Road (S)	U	N/A	N/A	-		-	-	-	495	Inf	Inf	0.0%
5/2	A44 Woodstock Road (S)	U	N/A	N/A	-		-	-	-	562	Inf	Inf	0.0%
6/1	A44 Woodstock Road (N)	U	N/A	N/A	-		-	-	-	542	Inf	Inf	0.0%
6/2	A44 Woodstock Road (N)	U	N/A	N/A	-		-	-	-	557	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**9.0**	**2.8**	**0.0**	**11.8**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**9.0**	**2.8**	**0.0**	**11.8**	**-**	**-**	**-**	**-**
1/1	15	15	-	-	-	0.1	0.0	-	0.2	43.3	0.3	0.0	0.4
1/2	15	15	-	-	-	0.2	0.1	-	0.2	50.0	0.3	0.1	0.4
2/1	542	542	-	-	-	1.3	0.4	-	1.8	11.7	7.1	0.4	7.5
2/2	542	542	-	-	-	1.3	0.4	-	1.7	11.2	6.9	0.4	7.3
2/3	82	82	-	-	-	0.9	0.5	-	1.4	62.3	1.9	0.5	2.5
3/1	561	561	-	-	-	2.5	0.6	-	3.2	20.4	9.8	0.6	10.5
3/2	561	561	-	-	-	2.6	0.7	-	3.3	21.4	10.1	0.7	10.9
4/1	164	164	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	495	495	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	562	562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	542	542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	557	557	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

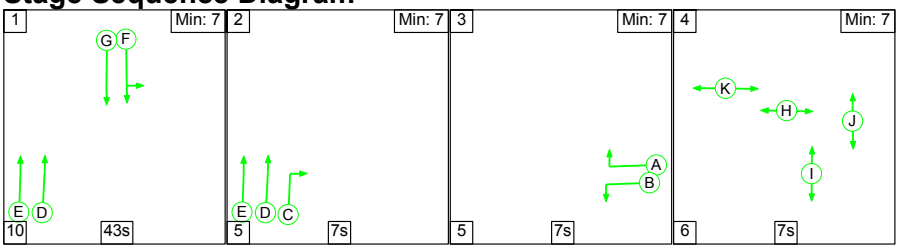
C1 PRC for Signalled Lanes (%): 50.1 Total Delay for Signalled Lanes (pcuHr): 11.77 Cycle Time (s): 90

PRC Over All Lanes (%): 50.1 Total Delay Over All Lanes(pcuHr): 11.77

Full Input Data And Results

Scenario 2: '2014 Base PM' (FG2: '2014 Base PM', Plan 1: 'Staging Plan No. 1')

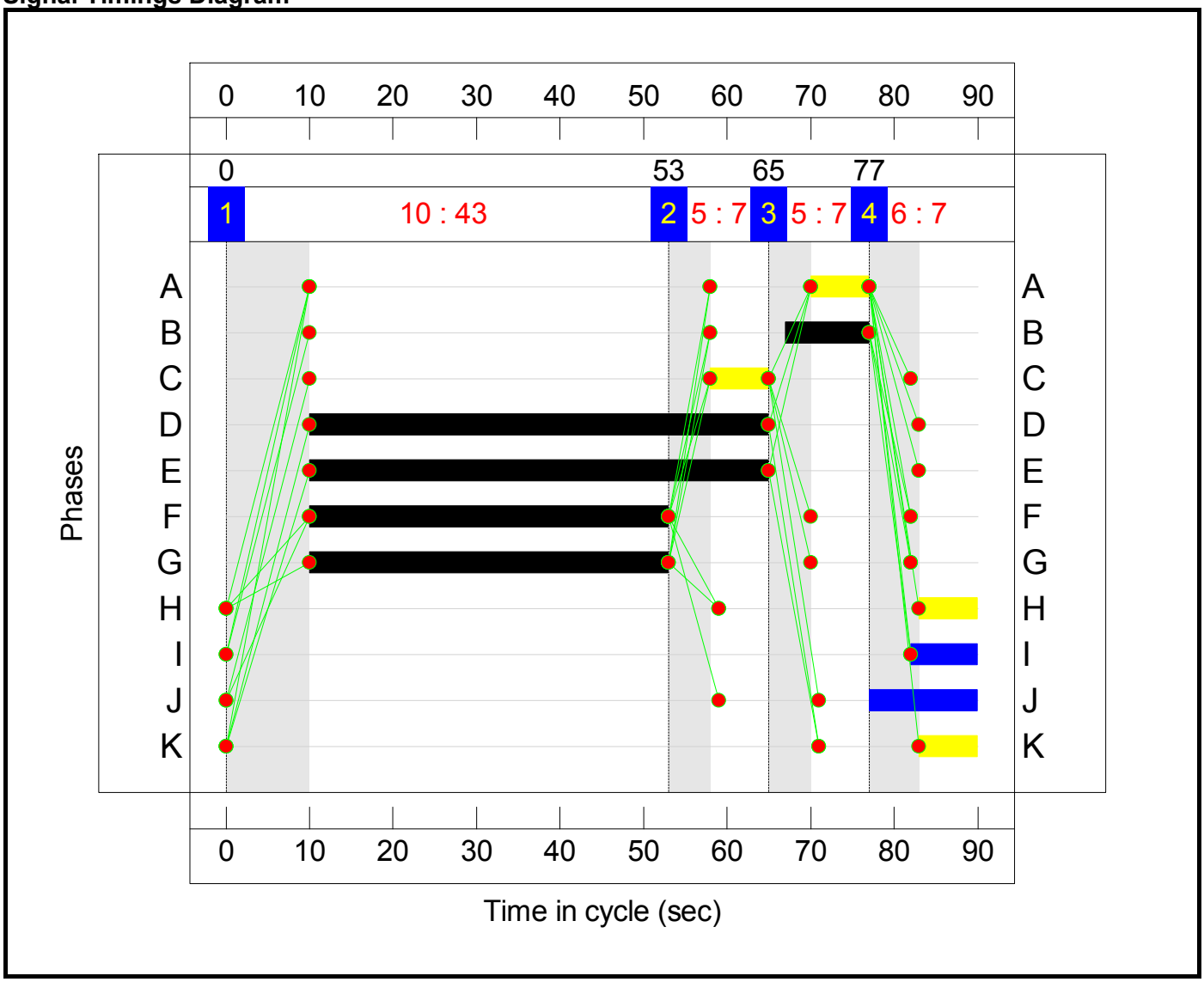
Stage Sequence Diagram



Stage Timings

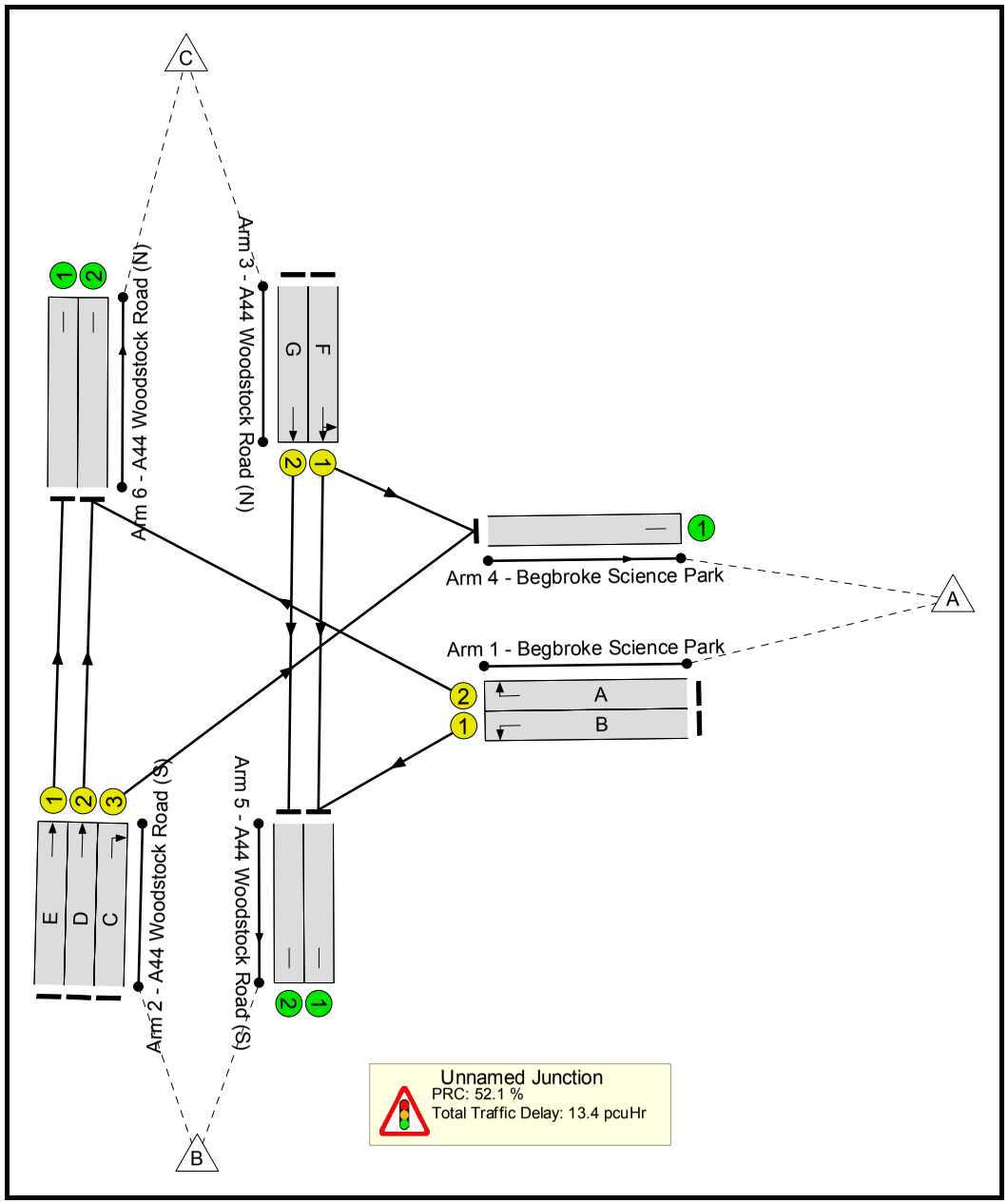
Stage	1	2	3	4
Duration	43	7	7	7
Change Point	0	53	65	77

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**59.2%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**59.2%**
1/1	Begbroke Science Park Left	U	N/A	N/A	B		1	10	-	74	1918	234	31.6%
1/2	Begbroke Science Park Right	U	N/A	N/A	A		1	7	-	74	1827	162	45.6%
2/1	A44 Woodstock Road (S) Ahead	U	N/A	N/A	E		1	55	-	675	1915	1192	56.6%
2/2	A44 Woodstock Road (S) Ahead	U	N/A	N/A	D		1	55	-	675	2055	1279	52.8%
2/3	A44 Woodstock Road (S) Right	U	N/A	N/A	C		1	7	-	2	1787	159	1.3%
3/1	A44 Woodstock Road (N) Left Ahead	U	N/A	N/A	F		1	43	-	554	2054	1004	55.2%
3/2	A44 Woodstock Road (N) Ahead	U	N/A	N/A	G		1	43	-	554	1915	936	59.2%
4/1	Begbroke Science Park	U	N/A	N/A	-		-	-	-	4	Inf	Inf	0.0%
5/1	A44 Woodstock Road (S)	U	N/A	N/A	-		-	-	-	626	Inf	Inf	0.0%
5/2	A44 Woodstock Road (S)	U	N/A	N/A	-		-	-	-	554	Inf	Inf	0.0%
6/1	A44 Woodstock Road (N)	U	N/A	N/A	-		-	-	-	675	Inf	Inf	0.0%
6/2	A44 Woodstock Road (N)	U	N/A	N/A	-		-	-	-	749	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**10.2**	**3.2**	**0.0**	**13.4**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**10.2**	**3.2**	**0.0**	**13.4**	**-**	**-**	**-**	**-**
1/1	74	74	-	-	-	0.7	0.2	-	1.0	47.3	1.7	0.2	1.9
1/2	74	74	-	-	-	0.8	0.4	-	1.2	59.1	1.7	0.4	2.2
2/1	675	675	-	-	-	1.9	0.7	-	2.5	13.4	9.8	0.7	10.4
2/2	675	675	-	-	-	1.8	0.6	-	2.4	12.5	9.4	0.6	9.9
2/3	2	2	-	-	-	0.0	0.0	-	0.0	49.3	0.0	0.0	0.1
3/1	554	554	-	-	-	2.5	0.6	-	3.1	20.1	9.5	0.6	10.2
3/2	554	554	-	-	-	2.5	0.7	-	3.3	21.2	9.8	0.7	10.6
4/1	4	4	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	626	626	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	675	675	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	749	749	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

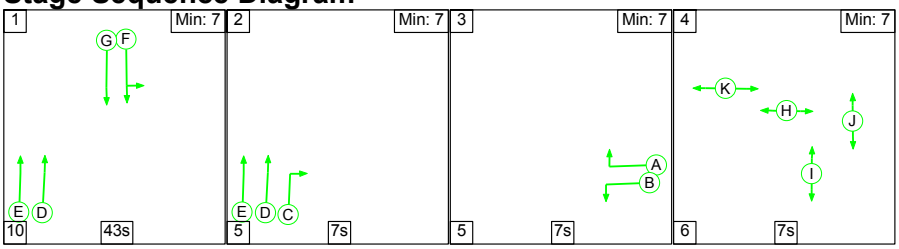
C1 PRC for Signalled Lanes (%): 52.1 Total Delay for Signalled Lanes (pcuHr): 13.44 Cycle Time (s): 90

PRC Over All Lanes (%): 52.1 Total Delay Over All Lanes(pcuHr): 13.44

Full Input Data And Results

Scenario 3: '2031 Base AM' (FG3: '2031 Base AM', Plan 1: 'Staging Plan No. 1')

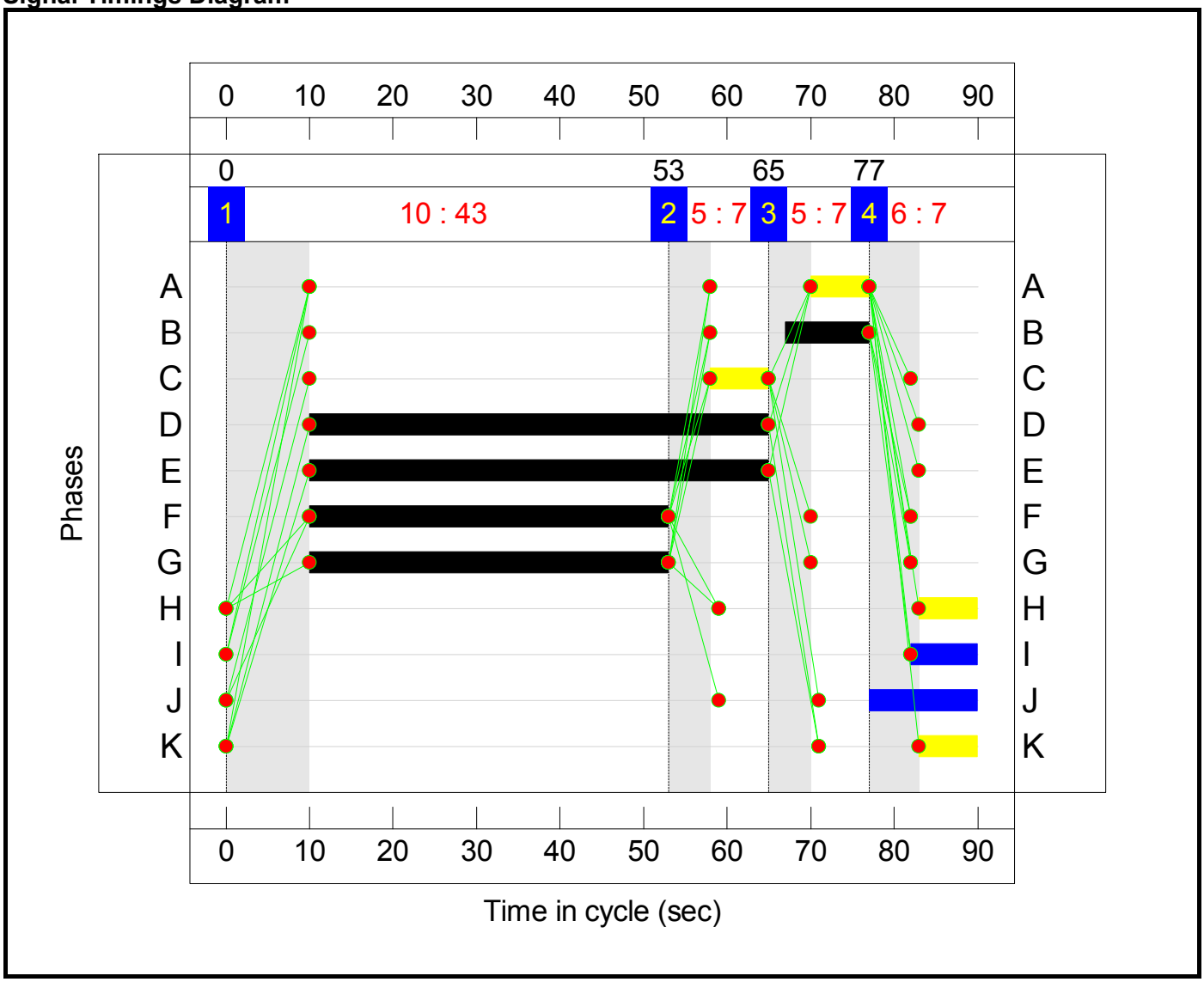
Stage Sequence Diagram



Stage Timings

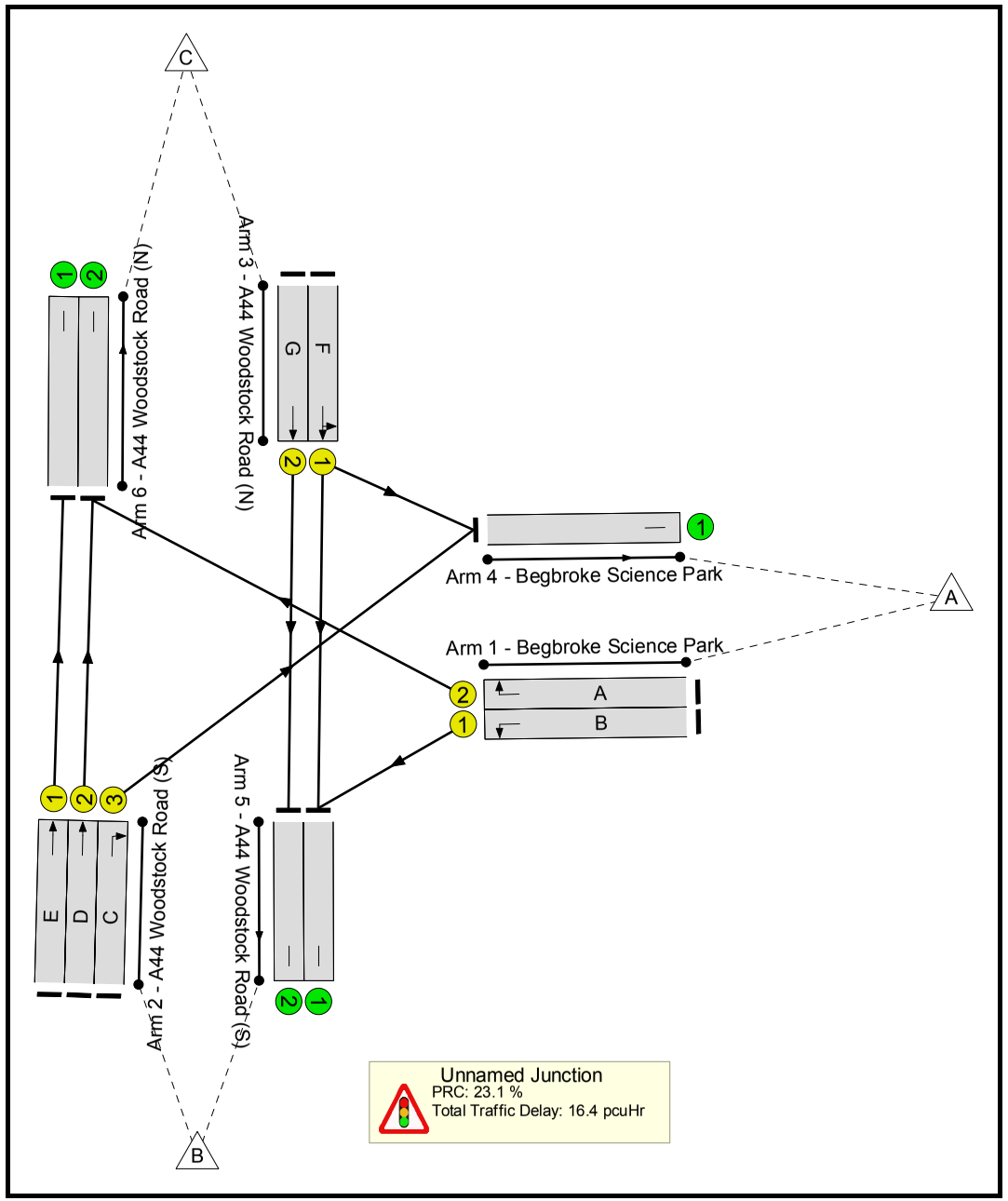
Stage	1	2	3	4
Duration	43	7	7	7
Change Point	0	53	65	77

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**73.1%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**73.1%**
1/1	Begbroke Science Park Left	U	N/A	N/A	B		1	10	-	18	1918	234	7.7%
1/2	Begbroke Science Park Right	U	N/A	N/A	A		1	7	-	18	1827	162	11.1%
2/1	A44 Woodstock Road (S) Ahead	U	N/A	N/A	E		1	55	-	661	1915	1192	55.5%
2/2	A44 Woodstock Road (S) Ahead	U	N/A	N/A	D		1	55	-	661	2055	1279	51.7%
2/3	A44 Woodstock Road (S) Right	U	N/A	N/A	C		1	7	-	100	1787	159	63.0%
3/1	A44 Woodstock Road (N) Left Ahead	U	N/A	N/A	F		1	43	-	685	2034	994	68.8%
3/2	A44 Woodstock Road (N) Ahead	U	N/A	N/A	G		1	43	-	685	1915	936	73.1%
4/1	Begbroke Science Park	U	N/A	N/A	-		-	-	-	200	Inf	Inf	0.0%
5/1	A44 Woodstock Road (S)	U	N/A	N/A	-		-	-	-	603	Inf	Inf	0.0%
5/2	A44 Woodstock Road (S)	U	N/A	N/A	-		-	-	-	685	Inf	Inf	0.0%
6/1	A44 Woodstock Road (N)	U	N/A	N/A	-		-	-	-	661	Inf	Inf	0.0%
6/2	A44 Woodstock Road (N)	U	N/A	N/A	-		-	-	-	679	Inf	Inf	0.0%

Full Input Data And Results

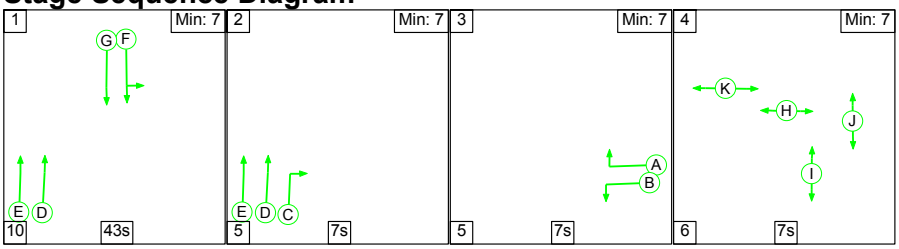
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**11.9**	**4.5**	**0.0**	**16.4**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**11.9**	**4.5**	**0.0**	**16.4**	**-**	**-**	**-**	**-**
1/1	18	18	-	-	-	0.2	0.0	-	0.2	43.4	0.4	0.0	0.4
1/2	18	18	-	-	-	0.2	0.1	-	0.3	50.3	0.4	0.1	0.5
2/1	661	661	-	-	-	1.8	0.6	-	2.4	13.2	9.4	0.6	10.0
2/2	661	661	-	-	-	1.7	0.5	-	2.3	12.4	9.2	0.5	9.7
2/3	100	100	-	-	-	1.1	0.8	-	1.9	69.3	2.4	0.8	3.2
3/1	685	685	-	-	-	3.4	1.1	-	4.5	23.5	13.1	1.1	14.2
3/2	685	685	-	-	-	3.5	1.3	-	4.8	25.4	13.5	1.3	14.8
4/1	200	200	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	603	603	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	685	685	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	661	661	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	679	679	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 23.1 Total Delay for Signalled Lanes (pcuHr): 16.38 Cycle Time (s): 90
PRC Over All Lanes (%): 23.1 Total Delay Over All Lanes(pcuHr): 16.38

Full Input Data And Results

Scenario 4: '2031 Base PM' (FG4: '2031 Base PM', Plan 1: 'Staging Plan No. 1')

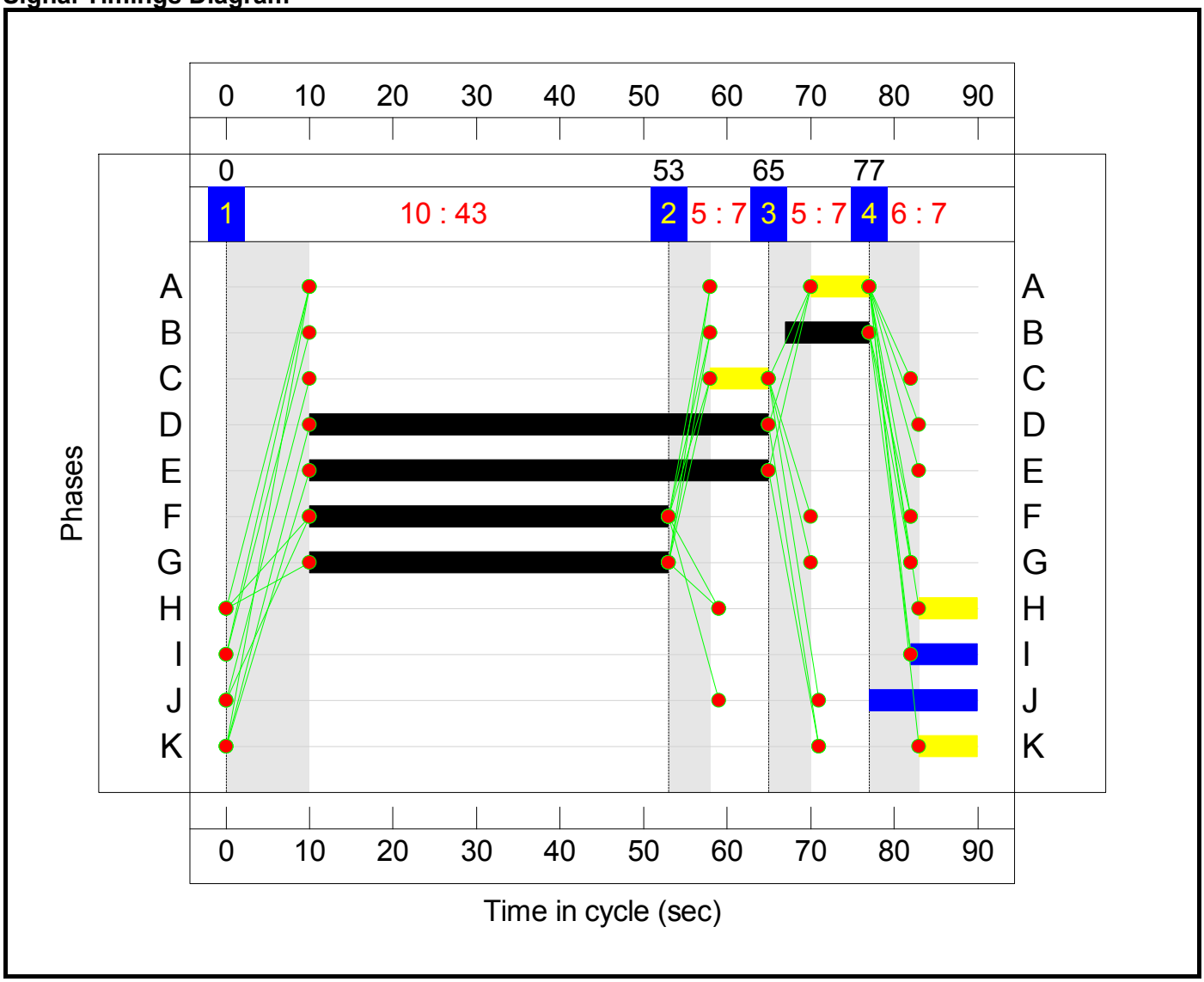
Stage Sequence Diagram



Stage Timings

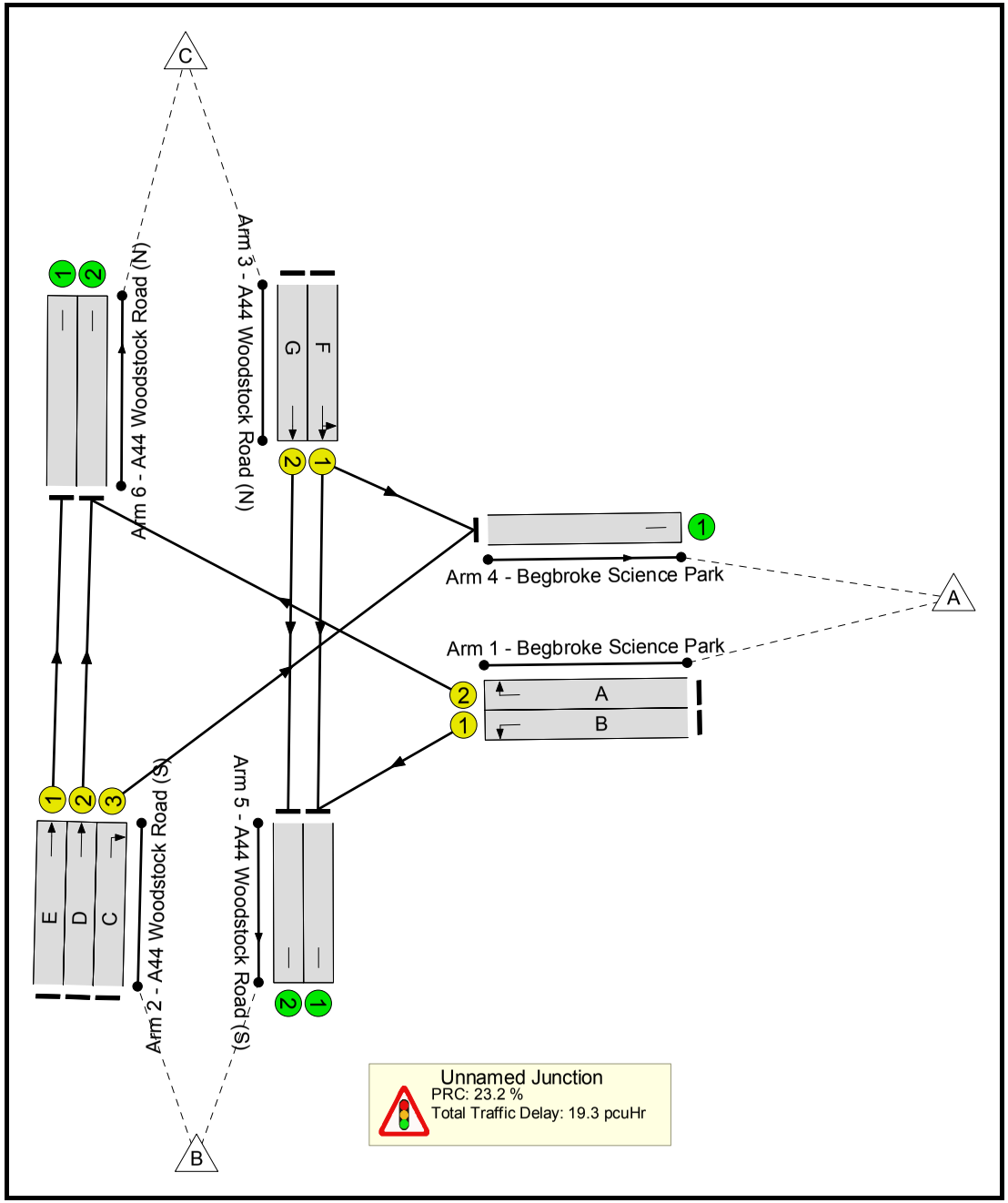
Stage	1	2	3	4
Duration	43	7	7	7
Change Point	0	53	65	77

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**73.1%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**73.1%**
1/1	Begbroke Science Park Left	U	N/A	N/A	B		1	10	-	91	1918	234	38.8%
1/2	Begbroke Science Park Right	U	N/A	N/A	A		1	7	-	91	1827	162	56.0%
2/1	A44 Woodstock Road (S) Ahead	U	N/A	N/A	E		1	55	-	834	1915	1192	70.0%
2/2	A44 Woodstock Road (S) Ahead	U	N/A	N/A	D		1	55	-	834	2055	1279	65.2%
2/3	A44 Woodstock Road (S) Right	U	N/A	N/A	C		1	7	-	2	1787	159	1.3%
3/1	A44 Woodstock Road (N) Left Ahead	U	N/A	N/A	F		1	43	-	684	2055	1005	68.1%
3/2	A44 Woodstock Road (N) Ahead	U	N/A	N/A	G		1	43	-	684	1915	936	73.1%
4/1	Begbroke Science Park	U	N/A	N/A	-		-	-	-	4	Inf	Inf	0.0%
5/1	A44 Woodstock Road (S)	U	N/A	N/A	-		-	-	-	773	Inf	Inf	0.0%
5/2	A44 Woodstock Road (S)	U	N/A	N/A	-		-	-	-	684	Inf	Inf	0.0%
6/1	A44 Woodstock Road (N)	U	N/A	N/A	-		-	-	-	834	Inf	Inf	0.0%
6/2	A44 Woodstock Road (N)	U	N/A	N/A	-		-	-	-	925	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**13.9**	**5.4**	**0.0**	**19.3**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**13.9**	**5.4**	**0.0**	**19.3**	**-**	**-**	**-**	**-**
1/1	91	91	-	-	-	0.9	0.3	-	1.2	48.9	2.1	0.3	2.4
1/2	91	91	-	-	-	1.0	0.6	-	1.6	64.1	2.2	0.6	2.8
2/1	834	834	-	-	-	2.6	1.2	-	3.8	16.4	13.9	1.2	15.0
2/2	834	834	-	-	-	2.5	0.9	-	3.4	14.8	13.2	0.9	14.1
2/3	2	2	-	-	-	0.0	0.0	-	0.0	49.3	0.0	0.0	0.1
3/1	684	684	-	-	-	3.3	1.1	-	4.4	23.2	12.9	1.1	14.0
3/2	684	684	-	-	-	3.5	1.3	-	4.8	25.4	13.5	1.3	14.8
4/1	4	4	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	773	773	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	684	684	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	834	834	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	925	925	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 23.2
PRC Over All Lanes (%): 23.2

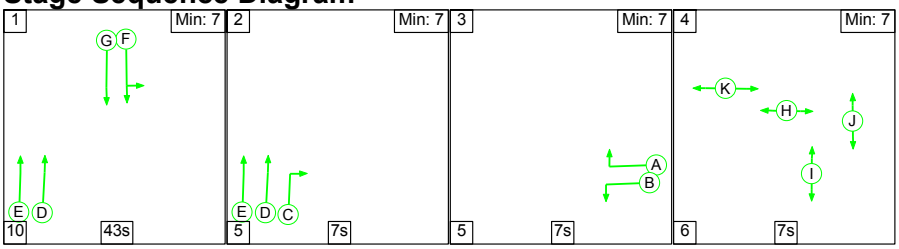
Total Delay for Signalled Lanes (pcuHr): 19.33
Total Delay Over All Lanes(pcuHr): 19.33

Cycle Time (s): 90

Full Input Data And Results

Scenario 5: '2031 Base + Dev AM' (FG5: '2031 Base + Dev AM', Plan 1: 'Staging Plan No. 1')

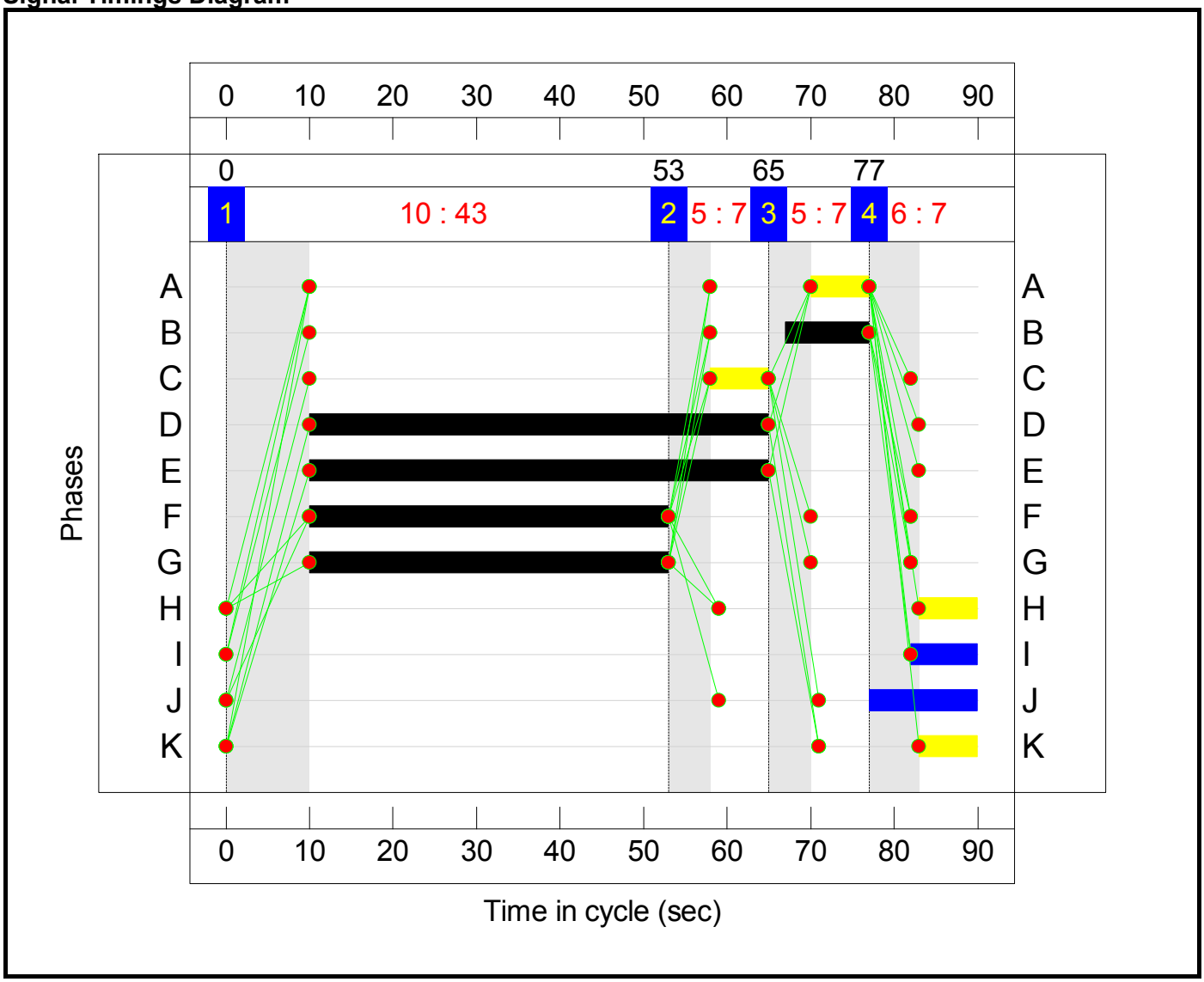
Stage Sequence Diagram



Stage Timings

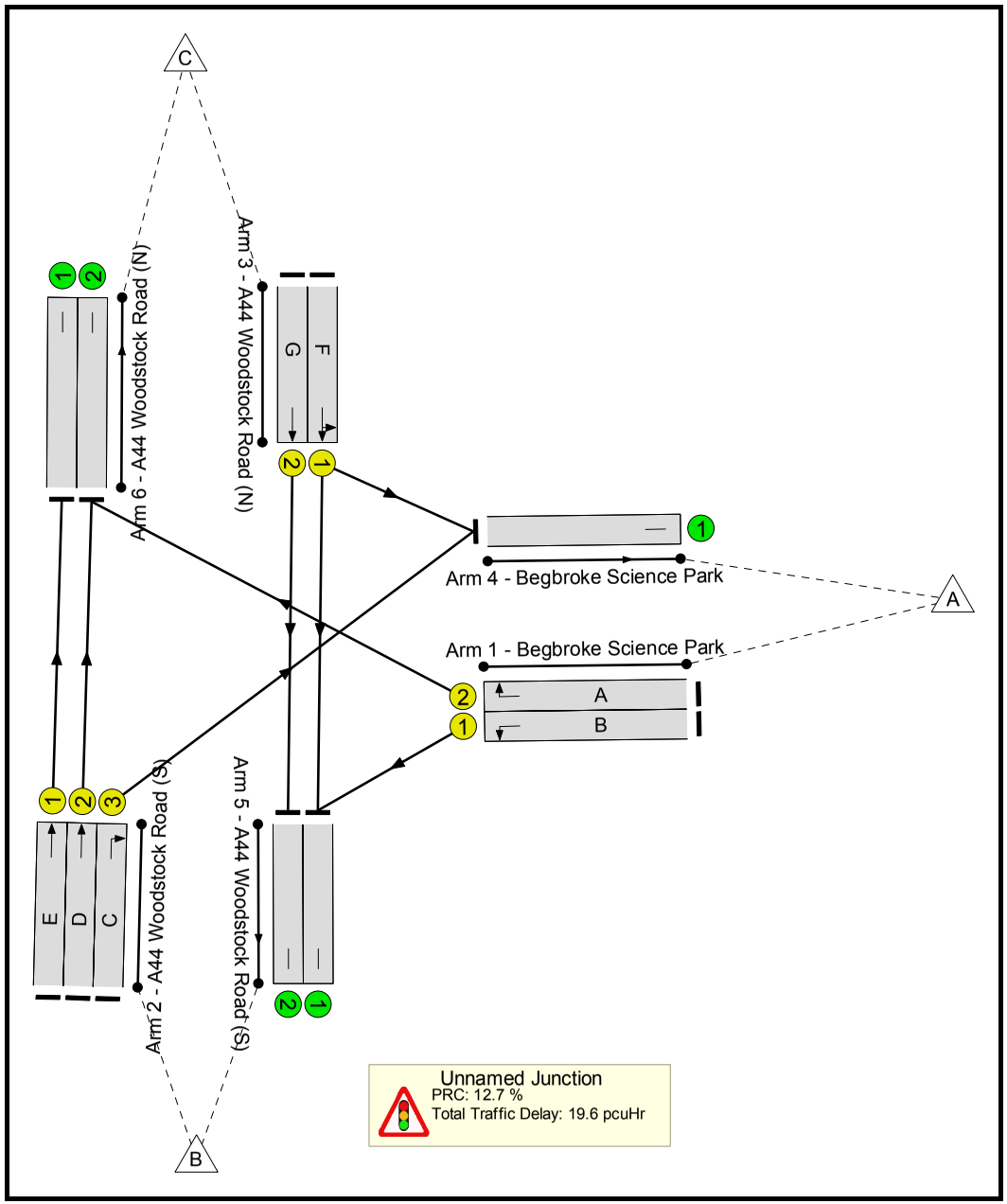
Stage	1	2	3	4
Duration	43	7	7	7
Change Point	0	53	65	77

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.8%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.8%**
1/1	Begbroke Science Park Left	U	N/A	N/A	B		1	10	-	18	1918	234	7.7%
1/2	Begbroke Science Park Right	U	N/A	N/A	A		1	7	-	18	1827	162	11.1%
2/1	A44 Woodstock Road (S) Ahead	U	N/A	N/A	E		1	55	-	671	1915	1192	56.3%
2/2	A44 Woodstock Road (S) Ahead	U	N/A	N/A	D		1	55	-	737	2055	1279	57.6%
2/3	A44 Woodstock Road (S) Right	U	N/A	N/A	C		1	7	-	100	1787	159	63.0%
3/1	A44 Woodstock Road (N) Left Ahead	U	N/A	N/A	F		1	43	-	795	2037	996	79.8%
3/2	A44 Woodstock Road (N) Ahead	U	N/A	N/A	G		1	43	-	739	1915	936	78.9%
4/1	Begbroke Science Park	U	N/A	N/A	-		-	-	-	200	Inf	Inf	0.0%
5/1	A44 Woodstock Road (S)	U	N/A	N/A	-		-	-	-	713	Inf	Inf	0.0%
5/2	A44 Woodstock Road (S)	U	N/A	N/A	-		-	-	-	739	Inf	Inf	0.0%
6/1	A44 Woodstock Road (N)	U	N/A	N/A	-		-	-	-	671	Inf	Inf	0.0%
6/2	A44 Woodstock Road (N)	U	N/A	N/A	-		-	-	-	755	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**13.5**	**6.0**	**0.0**	**19.6**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**13.5**	**6.0**	**0.0**	**19.6**	**-**	**-**	**-**	**-**
1/1	18	18	-	-	-	0.2	0.0	-	0.2	43.4	0.4	0.0	0.4
1/2	18	18	-	-	-	0.2	0.1	-	0.3	50.3	0.4	0.1	0.5
2/1	671	671	-	-	-	1.8	0.6	-	2.5	13.3	9.7	0.6	10.3
2/2	737	737	-	-	-	2.0	0.7	-	2.7	13.3	10.9	0.7	11.5
2/3	100	100	-	-	-	1.1	0.8	-	1.9	69.3	2.4	0.8	3.2
3/1	795	795	-	-	-	4.3	1.9	-	6.2	28.1	16.6	1.9	18.5
3/2	739	739	-	-	-	3.9	1.8	-	5.8	28.1	15.2	1.8	17.0
4/1	200	200	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	713	713	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	739	739	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	671	671	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	755	755	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 12.7
PRC Over All Lanes (%): 12.7

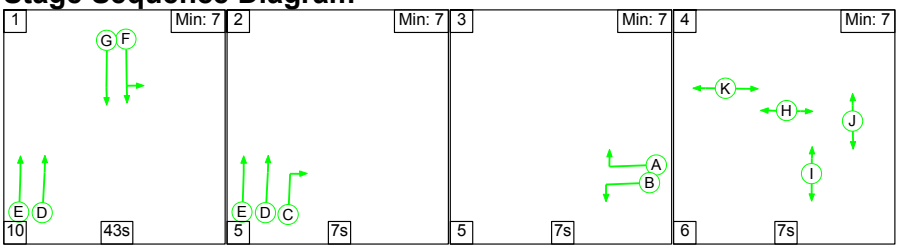
Total Delay for Signalled Lanes (pcuHr): 19.58
Total Delay Over All Lanes(pcuHr): 19.58

Cycle Time (s): 90

Full Input Data And Results

Scenario 6: '2031 Base + Dev PM' (FG6: ' 2031 Base + Dev PM', Plan 1: 'Staging Plan No. 1')

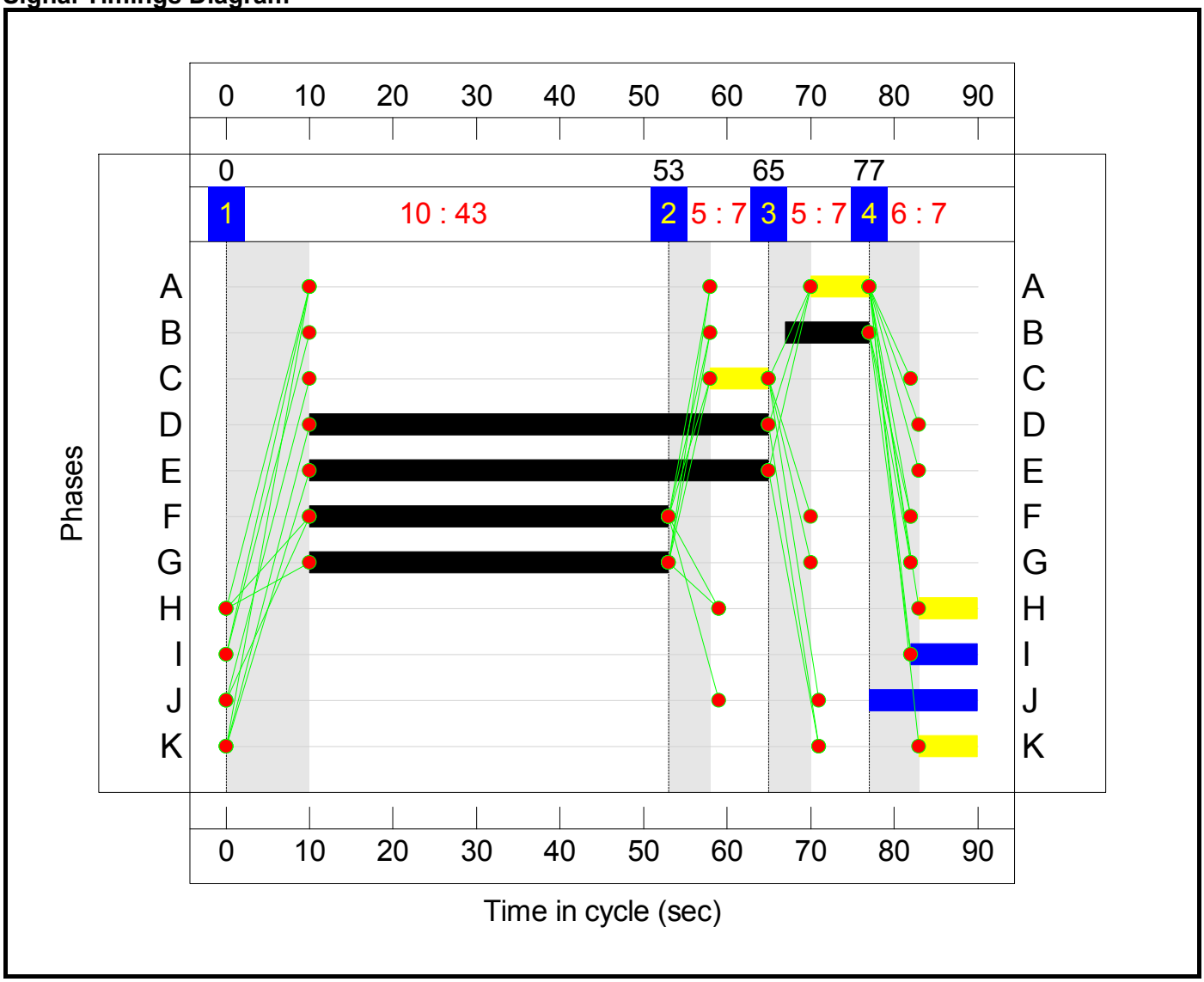
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	43	7	7	7
Change Point	0	53	65	77

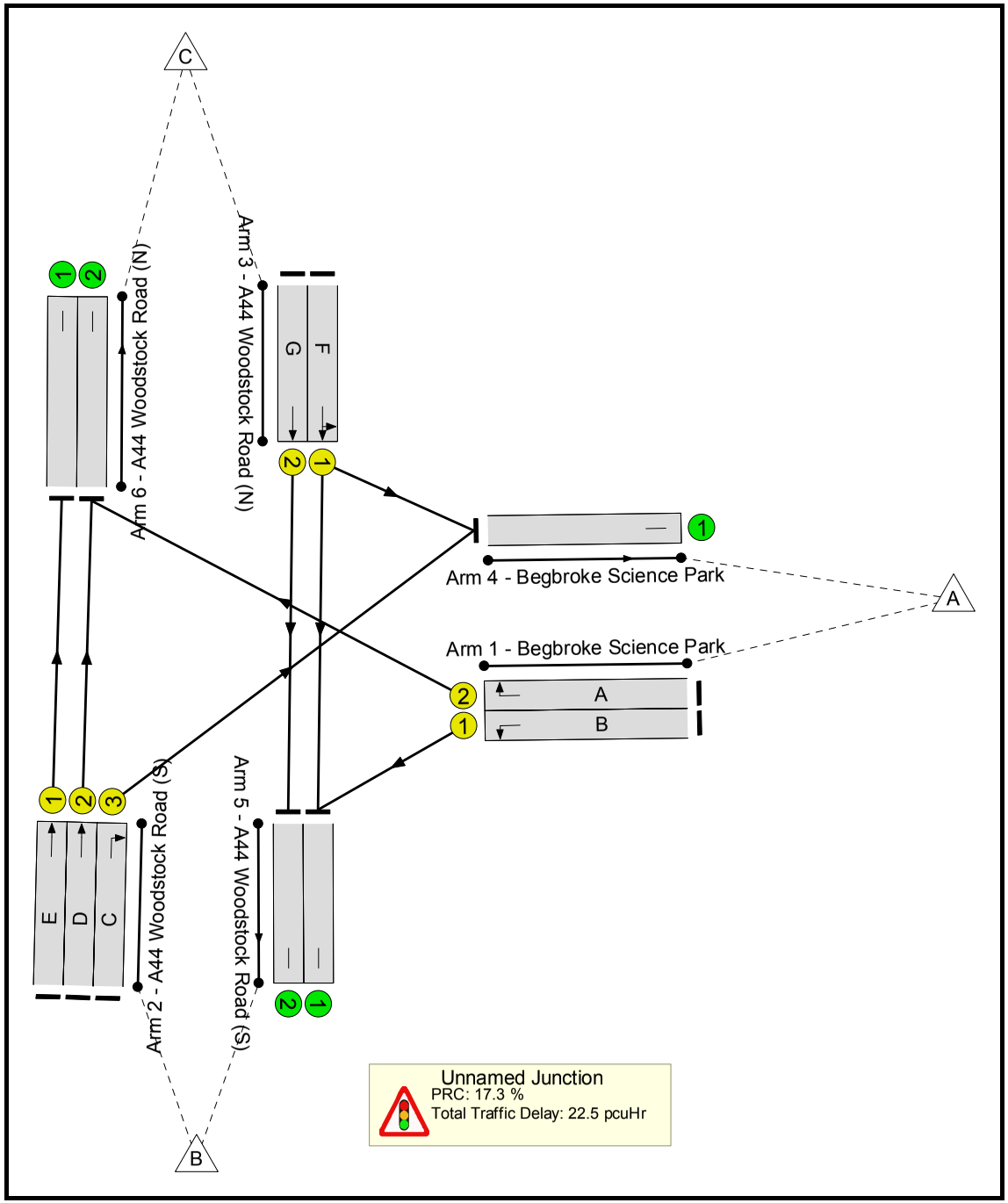
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**76.7%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**76.7%**
1/1	Begbroke Science Park Left	U	N/A	N/A	B		1	10	-	91	1918	234	38.8%
1/2	Begbroke Science Park Right	U	N/A	N/A	A		1	7	-	91	1827	162	56.0%
2/1	A44 Woodstock Road (S) Ahead	U	N/A	N/A	E		1	55	-	872	1915	1192	73.2%
2/2	A44 Woodstock Road (S) Ahead	U	N/A	N/A	D		1	55	-	950	2055	1279	74.3%
2/3	A44 Woodstock Road (S) Right	U	N/A	N/A	C		1	7	-	2	1787	159	1.3%
3/1	A44 Woodstock Road (N) Left Ahead	U	N/A	N/A	F		1	43	-	771	2055	1005	76.7%
3/2	A44 Woodstock Road (N) Ahead	U	N/A	N/A	G		1	43	-	707	1915	936	75.5%
4/1	Begbroke Science Park	U	N/A	N/A	-		-	-	-	4	Inf	Inf	0.0%
5/1	A44 Woodstock Road (S)	U	N/A	N/A	-		-	-	-	860	Inf	Inf	0.0%
5/2	A44 Woodstock Road (S)	U	N/A	N/A	-		-	-	-	707	Inf	Inf	0.0%
6/1	A44 Woodstock Road (N)	U	N/A	N/A	-		-	-	-	872	Inf	Inf	0.0%
6/2	A44 Woodstock Road (N)	U	N/A	N/A	-		-	-	-	1041	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**15.6**	**6.9**	**0.0**	**22.5**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**15.6**	**6.9**	**0.0**	**22.5**	**-**	**-**	**-**	**-**
1/1	91	91	-	-	-	0.9	0.3	-	1.2	48.9	2.1	0.3	2.4
1/2	91	91	-	-	-	1.0	0.6	-	1.6	64.1	2.2	0.6	2.8
2/1	872	872	-	-	-	2.9	1.4	-	4.2	17.4	15.0	1.4	16.4
2/2	950	950	-	-	-	3.2	1.4	-	4.6	17.4	16.6	1.4	18.1
2/3	2	2	-	-	-	0.0	0.0	-	0.0	49.3	0.0	0.0	0.1
3/1	771	771	-	-	-	4.0	1.6	-	5.7	26.4	15.6	1.6	17.3
3/2	707	707	-	-	-	3.7	1.5	-	5.2	26.4	14.1	1.5	15.7
4/1	4	4	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	860	860	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	707	707	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	872	872	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	1041	1041	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 17.3
PRC Over All Lanes (%): 17.3

Total Delay for Signalled Lanes (pcuHr): 22.52
Total Delay Over All Lanes(pcuHr): 22.52

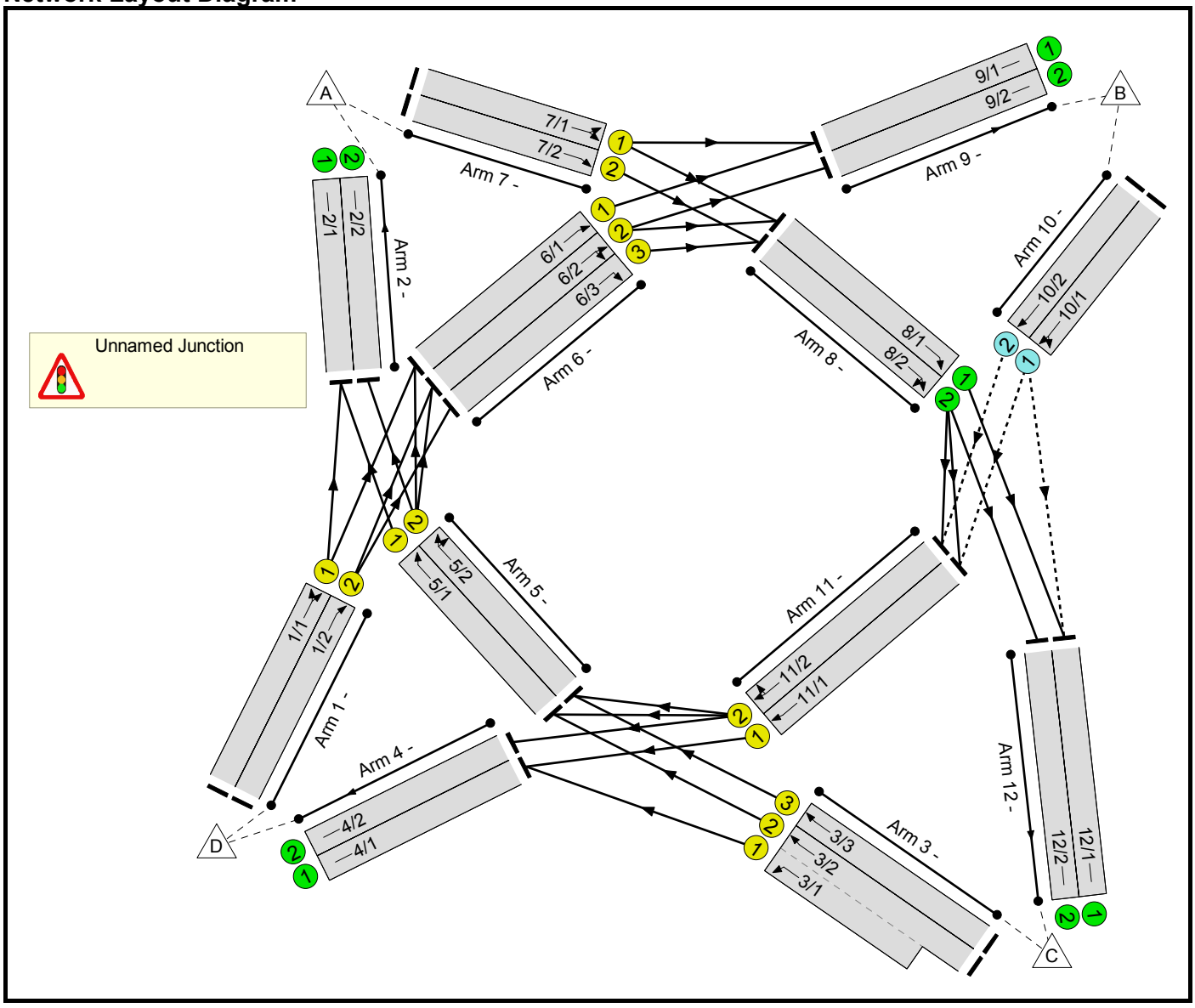
Cycle Time (s): 90

Full Input Data And Results

User and Project Details

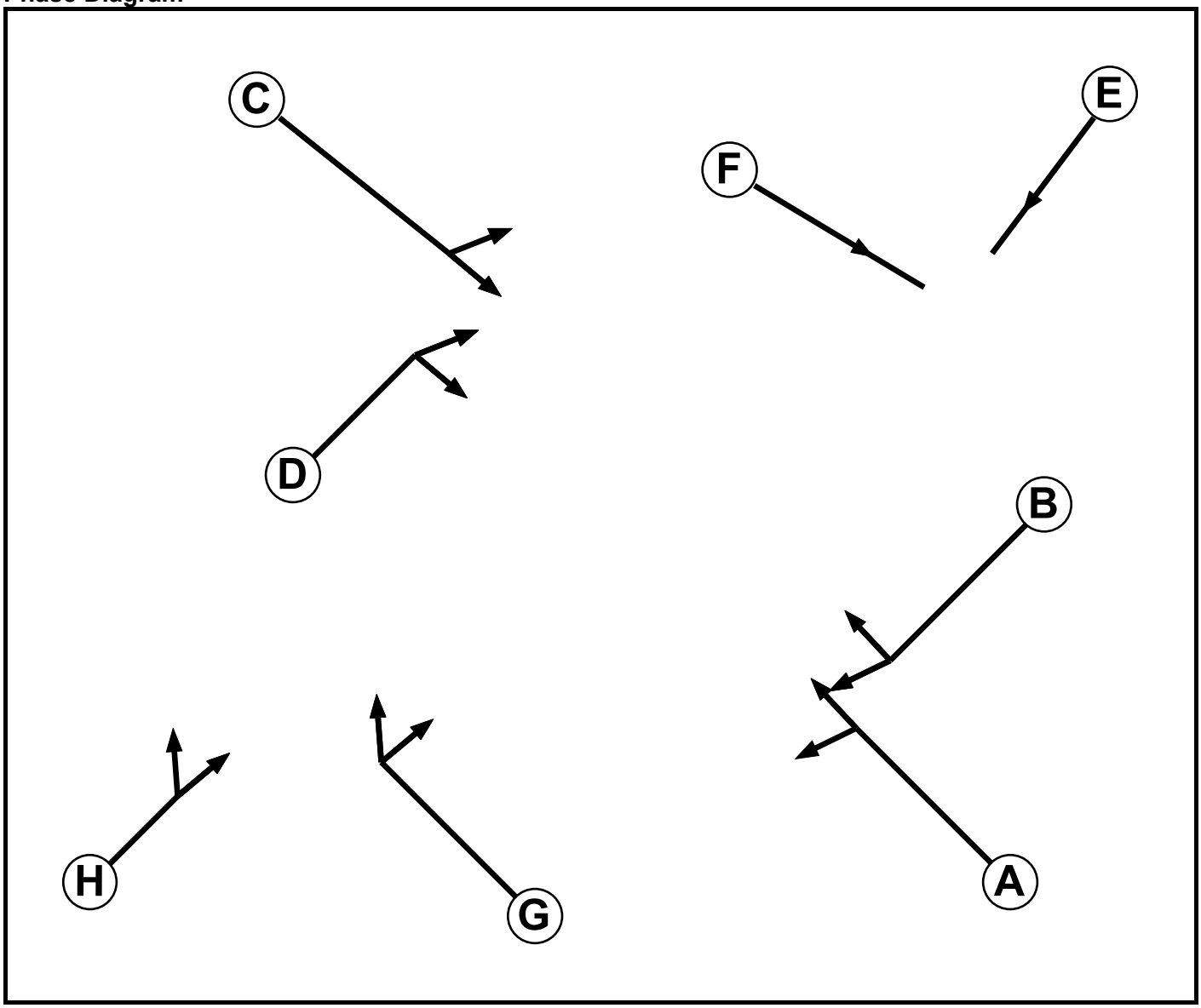
Project:	**Woodstock East**
Title:	**Bladon Roundabout_Proposed Signal Arrangement**
Location:	Woodstock
File name:	bladon3_Option 2.lsg3x
Author:	NS/RMC
Company:	DTA
Address:	Henley-in-Arden
Notes:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7
E	Traffic	3		7	7
F	Traffic	3		7	7
G	Traffic	4		7	7
H	Traffic	4		7	7

Full Input Data And Results

Phase Intergreens Matrix

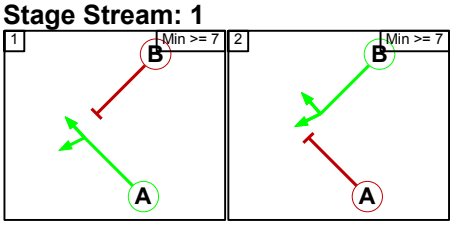
		Starting Phase							
		A	B	C	D	E	F	G	H
Terminating Phase	A		5	-	-	-	-	-	-
	B	5		-	-	-	-	-	-
	C	-	-		5	-	-	-	-
	D	-	-	5		-	-	-	-
	E	-	-	-	-		5	-	-
	F	-	-	-	-	5		-	-
	G	-	-	-	-	-	-		5
	H	-	-	-	-	-	-	5	

Phases in Stage

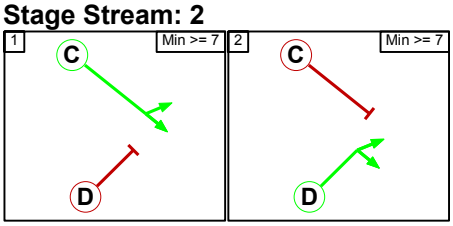
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D
3	1	E
3	2	F
4	1	H
4	2	G

Stage Diagram

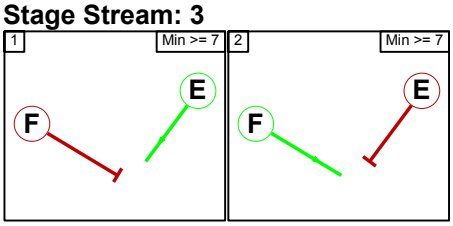
Stage Stream: 1



Stage Stream: 2

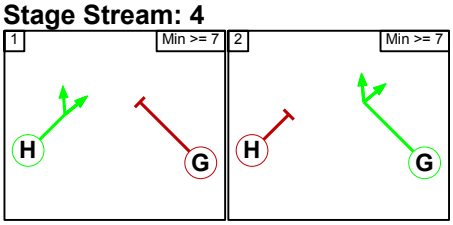


Stage Stream: 3



Full Input Data And Results

Stage Stream: 4



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Stage Stream: 3

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

Stage Stream: 4

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

Prohibited Stage Change

Stage Stream: 1

From Stage \ To Stage	1	2
1		5
2	5	

Stage Stream: 2

From Stage \ To Stage	1	2
1		5
2	5	

Stage Stream: 3

From Stage \ To Stage	1	2
1		5
2	5	

Full Input Data And Results

Stage Stream: 4

From Stage	To Stage		
		1	2
	1		5
	2	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
10/1	11/1 (Ahead)	1000	0	8/1	0.33	All	-	-	-	-	-
				8/2	0.33	All					
	12/1 (Left)	1000	0	8/1	0.33	All					
10/2	11/2 (Ahead)	1000	0	8/1	0.33	All	-	-	-	-	-
				8/2	0.33	All					

Full Input Data And Results

Lane Input Data

Junction: Unnamed Junction

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1	U	H	2	3	60.0	User	1950	-	-	-	-	-
1/2	U	H	2	3	60.0	User	1950	-	-	-	-	-
2/1	U		2	3	60.0	Inf	-	-	-	-	-	-
2/2	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1	U	A	2	3	12.0	User	1950	-	-	-	-	-
3/2	U	A	2	3	60.0	User	1950	-	-	-	-	-
3/3	U	A	2	3	60.0	User	1950	-	-	-	-	-
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
4/2	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U	G	2	3	13.9	User	1950	-	-	-	-	-
5/2	U	G	2	3	13.9	User	1950	-	-	-	-	-
6/1	U	D	2	3	13.9	User	1950	-	-	-	-	-
6/2	U	D	2	3	13.9	User	1950	-	-	-	-	-
6/3	U	D	2	3	13.9	User	1950	-	-	-	-	-
7/1	U	C	2	3	60.0	User	1950	-	-	-	-	-
7/2	U	C	2	3	60.0	User	1950	-	-	-	-	-
8/1	U		2	3	13.9	User	1950	-	-	-	-	-
8/2	U		2	3	13.9	User	1950	-	-	-	-	-
9/1	U		2	3	60.0	Inf	-	-	-	-	-	-
9/2	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1	O		2	3	60.0	User	1950	-	-	-	-	-
10/2	O		2	3	60.0	User	1950	-	-	-	-	-
11/1	U	B	2	3	13.9	User	1950	-	-	-	-	-
11/2	U	B	2	3	13.9	User	1950	-	-	-	-	-
12/1	U		2	3	60.0	Inf	-	-	-	-	-	-
12/2	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2031 Base + Dev AM'	08:00	09:00	01:00	
2: '2031 Base + Dev PM'	17:00	18:00	01:00	

Scenario 1: 'Scenario 1' (FG1: '2031 Base + Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	40	845	277	1162
	B	204	0	362	234	800
	C	348	367	0	224	939
	D	61	390	751	0	1202
	Tot.	613	797	1958	735	4103

Traffic Lane Flows

Lane	Scenario 1: Scenario 1
Junction: Unnamed Junction	
1/1	451
1/2	751
2/1	519
2/2	94
3/1 (short)	224
3/2 (with short)	572(In) 348(Out)
3/3	367
4/1	606
4/2	129
5/1	458
5/2	461
6/1	529
6/2	497
6/3	482
7/1	587
7/2	575
8/1	816
8/2	1057
9/1	569
9/2	228
10/1	474
10/2	326
11/1	382
11/2	333
12/1	1178
12/2	780

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						1950	1950
1/2	This lane uses a directly entered Saturation Flow						1950	1950
2/1	Infinite Saturation Flow						Inf	Inf
2/2	Infinite Saturation Flow						Inf	Inf
3/1	This lane uses a directly entered Saturation Flow						1950	1950
3/2	This lane uses a directly entered Saturation Flow						1950	1950
3/3	This lane uses a directly entered Saturation Flow						1950	1950
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1	This lane uses a directly entered Saturation Flow						1950	1950
5/2	This lane uses a directly entered Saturation Flow						1950	1950
6/1	This lane uses a directly entered Saturation Flow						1950	1950
6/2	This lane uses a directly entered Saturation Flow						1950	1950
6/3	This lane uses a directly entered Saturation Flow						1950	1950
7/1	This lane uses a directly entered Saturation Flow						1950	1950
7/2	This lane uses a directly entered Saturation Flow						1950	1950
8/1	This lane uses a directly entered Saturation Flow						1950	1950
8/2	This lane uses a directly entered Saturation Flow						1950	1950
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1	This lane uses a directly entered Saturation Flow						1950	1950
10/2	This lane uses a directly entered Saturation Flow						1950	1950
11/1	This lane uses a directly entered Saturation Flow						1950	1950
11/2	This lane uses a directly entered Saturation Flow						1950	1950
12/1	Infinite Saturation Flow						Inf	Inf
12/2	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'New Scenario' (FG2: '2031 Base + Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	47	484	335	866
	B	194	0	259	324	777
	C	846	568	0	707	2121
	D	107	251	515	0	873
	Tot.	1147	866	1258	1366	4637

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: New Scenario
Junction: Unnamed Junction	
1/1	358
1/2	515
2/1	916
2/2	231
3/1 (short)	707
3/2 (with short)	1439(In) 732(Out)
3/3	682
4/1	1140
4/2	226
5/1	809
5/2	799
6/1	500
6/2	425
6/3	409
7/1	442
7/2	424
8/1	501
8/2	833
9/1	547
9/2	319
10/1	437
10/2	340
11/1	433
11/2	420
12/1	760
12/2	498

Full Input Data And Results

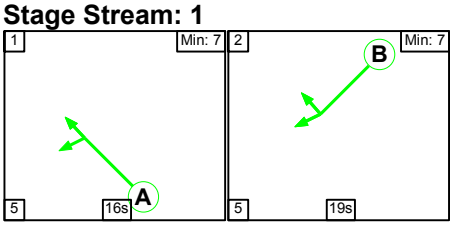
Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	This lane uses a directly entered Saturation Flow						1950	1950
1/2	This lane uses a directly entered Saturation Flow						1950	1950
2/1	Infinite Saturation Flow						Inf	Inf
2/2	Infinite Saturation Flow						Inf	Inf
3/1	This lane uses a directly entered Saturation Flow						1950	1950
3/2	This lane uses a directly entered Saturation Flow						1950	1950
3/3	This lane uses a directly entered Saturation Flow						1950	1950
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1	This lane uses a directly entered Saturation Flow						1950	1950
5/2	This lane uses a directly entered Saturation Flow						1950	1950
6/1	This lane uses a directly entered Saturation Flow						1950	1950
6/2	This lane uses a directly entered Saturation Flow						1950	1950
6/3	This lane uses a directly entered Saturation Flow						1950	1950
7/1	This lane uses a directly entered Saturation Flow						1950	1950
7/2	This lane uses a directly entered Saturation Flow						1950	1950
8/1	This lane uses a directly entered Saturation Flow						1950	1950
8/2	This lane uses a directly entered Saturation Flow						1950	1950
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1	This lane uses a directly entered Saturation Flow						1950	1950
10/2	This lane uses a directly entered Saturation Flow						1950	1950
11/1	This lane uses a directly entered Saturation Flow						1950	1950
11/2	This lane uses a directly entered Saturation Flow						1950	1950
12/1	Infinite Saturation Flow						Inf	Inf
12/2	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'Scenario 1' (FG1: '2031 Base + Dev AM', Plan 1: 'Network Control Plan 1')

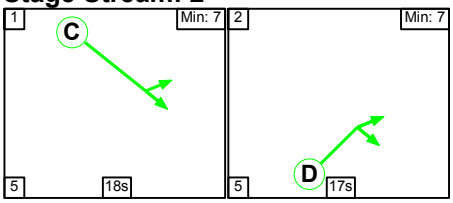
Stage Sequence Diagram

Stage Stream: 1

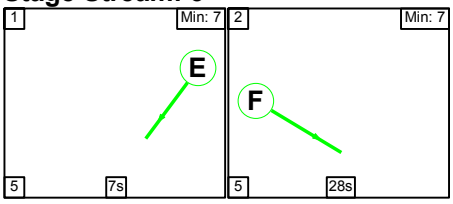


Full Input Data And Results

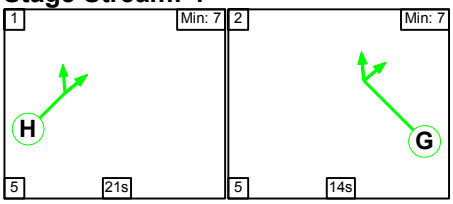
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	16	19
Change Point	17	38

Stage Stream: 2

Stage	1	2
Duration	18	17
Change Point	20	43

Stage Stream: 3

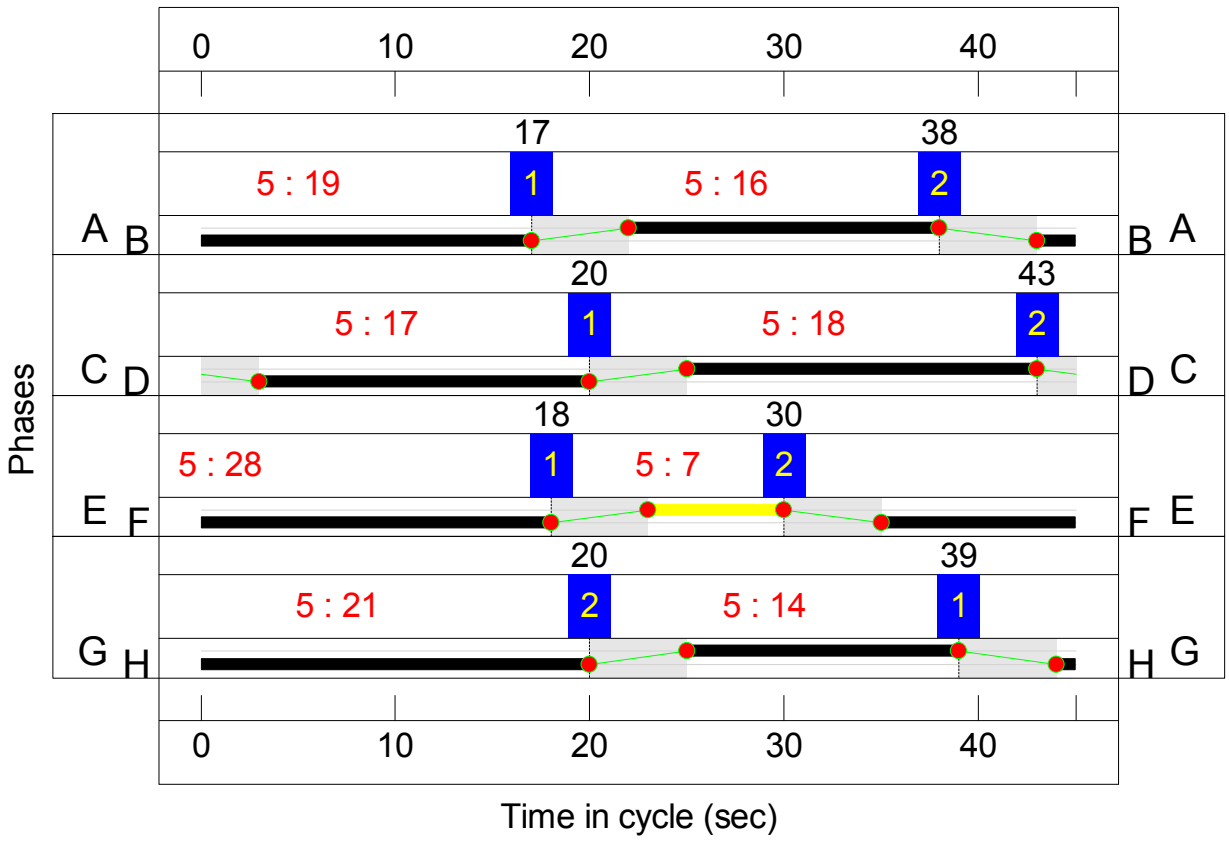
Stage	1	2
Duration	7	28
Change Point	18	30

Stage Stream: 4

Stage	1	2
Duration	21	14
Change Point	39	20

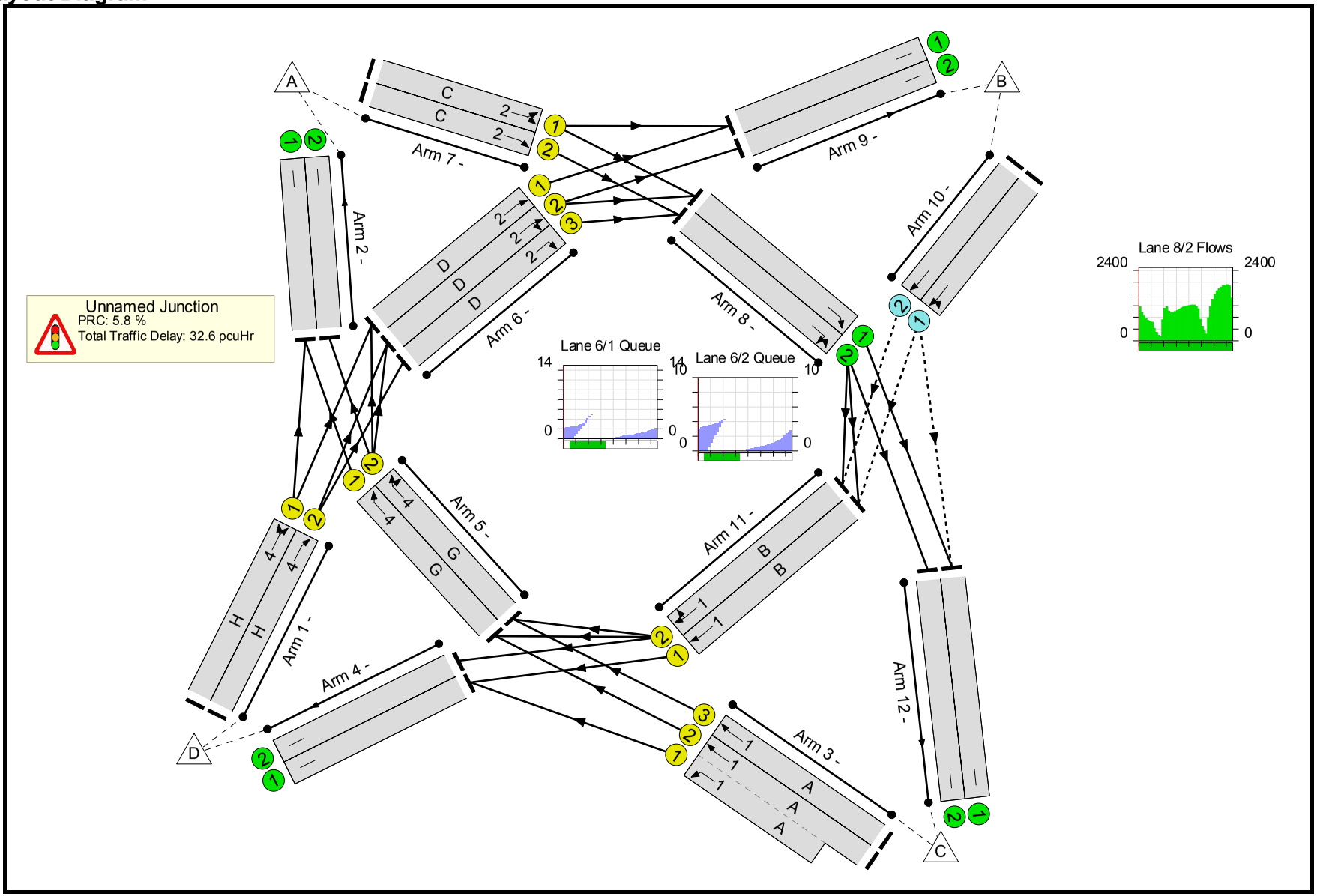
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.1%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.1%**
1/1	Ahead Ahead2	U	4	N/A	H		1	21	-	451	1950	953	47.3%
1/2	Ahead	U	4	N/A	H		1	21	-	751	1950	953	78.8%
2/1		U	N/A	N/A	-		-	-	-	519	Inf	Inf	0.0%
2/2		U	N/A	N/A	-		-	-	-	94	Inf	Inf	0.0%
3/2+3/1	Left Ahead	U	1	N/A	A		1	16	-	572	1950:1950	737+474	47.2 : 47.2%
3/3	Ahead	U	1	N/A	A		1	16	-	367	1950	737	49.8%
4/1		U	N/A	N/A	-		-	-	-	606	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	129	Inf	Inf	0.0%
5/1	Ahead	U	4	N/A	G		1	14	-	458	1950	650	70.5%
5/2	Ahead Right	U	4	N/A	G		1	14	-	461	1950	650	70.9%
6/1	Ahead	U	2	N/A	D		1	17	-	529	1950	780	67.8%
6/2	Right Ahead	U	2	N/A	D		1	17	-	497	1950	780	63.7%
6/3	Right	U	2	N/A	D		1	17	-	482	1950	780	61.8%
7/1	Ahead Ahead2	U	2	N/A	C		1	18	-	587	1950	823	71.3%
7/2	Ahead	U	2	N/A	C		1	18	-	575	1950	823	69.8%
8/1	Ahead	U	N/A	N/A	-		-	-	-	816	1950	1950	41.8%
8/2	Right Ahead	U	N/A	N/A	-		-	-	-	1057	1950	1950	54.2%
9/1		U	N/A	N/A	-		-	-	-	569	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	228	Inf	Inf	0.0%
10/1	Ahead Left	O	N/A	N/A	-		-	-	-	474	1950	557	85.1%
10/2	Ahead	O	N/A	N/A	-		-	-	-	326	1950	409	79.7%
11/1	Ahead	U	1	N/A	B		1	19	-	382	1950	867	44.1%

Full Input Data And Results

11/2	Ahead Right	U	1	N/A	B		1	19	-	333	1950	867	38.4%
12/1		U	N/A	N/A	-		-	-	-	1178	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	780	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**800**	**0**	**0**	**15.7**	**16.9**	**0.0**	**32.6**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**800**	**0**	**0**	**15.7**	**16.9**	**0.0**	**32.6**	**-**	**-**	**-**	**-**
1/1	451	451	-	-	-	1.0	0.4	-	1.4	11.2	3.6	0.4	4.1
1/2	751	751	-	-	-	2.0	1.8	-	3.8	18.3	7.7	1.8	9.5
2/1	519	519	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	94	94	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	572	572	-	-	-	1.6	0.4	-	2.1	13.1	3.3	0.4	3.7
3/3	367	367	-	-	-	1.1	0.5	-	1.6	15.6	3.5	0.5	4.0
4/1	606	606	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	129	129	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	458	458	-	-	-	0.9	1.2	-	2.1	16.3	2.3	1.2	3.5
5/2	461	461	-	-	-	0.9	1.2	-	2.1	16.1	2.0	1.2	3.2
6/1	529	529	-	-	-	0.9	1.0	-	2.0	13.6	5.0	1.0	6.0
6/2	497	497	-	-	-	1.2	0.9	-	2.0	14.8	4.4	0.9	5.3
6/3	482	482	-	-	-	0.7	0.8	-	1.5	11.3	1.3	0.8	2.1
7/1	587	587	-	-	-	1.8	1.2	-	3.0	18.3	6.0	1.2	7.3
7/2	575	575	-	-	-	1.7	1.1	-	2.8	17.8	5.7	1.1	6.9
8/1	816	816	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
8/2	1057	1057	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
9/1	569	569	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	228	228	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	474	474	474	0	0	0.4	2.7	-	3.1	23.3	3.4	2.7	6.1
10/2	326	326	326	0	0	0.3	1.9	-	2.1	23.6	2.0	1.9	3.9
11/1	382	382	-	-	-	0.4	0.4	-	0.8	7.7	2.7	0.4	3.1
11/2	333	333	-	-	-	0.9	0.3	-	1.2	12.7	2.5	0.3	2.8
12/1	1178	1178	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/2	780	780	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

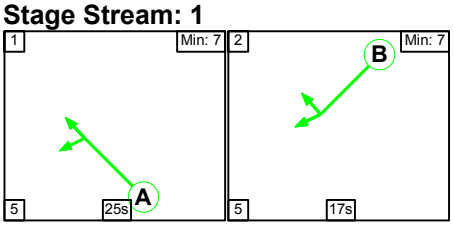
C1	Stream: 1 PRC for Signalled Lanes (%):	80.7	Total Delay for Signalled Lanes (pcuHr):	5.67	Cycle Time (s):	45
C1	Stream: 2 PRC for Signalled Lanes (%):	26.2	Total Delay for Signalled Lanes (pcuHr):	11.38	Cycle Time (s):	45
C1	Stream: 3 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	45
C1	Stream: 4 PRC for Signalled Lanes (%):	14.2	Total Delay for Signalled Lanes (pcuHr):	9.37	Cycle Time (s):	45
	PRC Over All Lanes (%):	5.8	Total Delay Over All Lanes(pcuHr):	32.57		

Full Input Data And Results

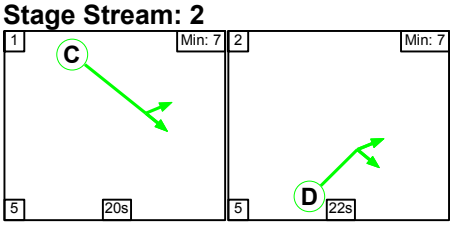
Scenario 2: 'New Scenario' (FG2: '2031 Base + Dev PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

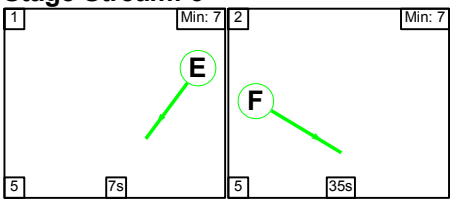
Stage Stream: 1



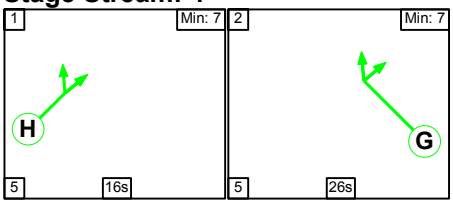
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	25	17
Change Point	0	30

Stage Stream: 2

Stage	1	2
Duration	20	22
Change Point	9	34

Stage Stream: 3

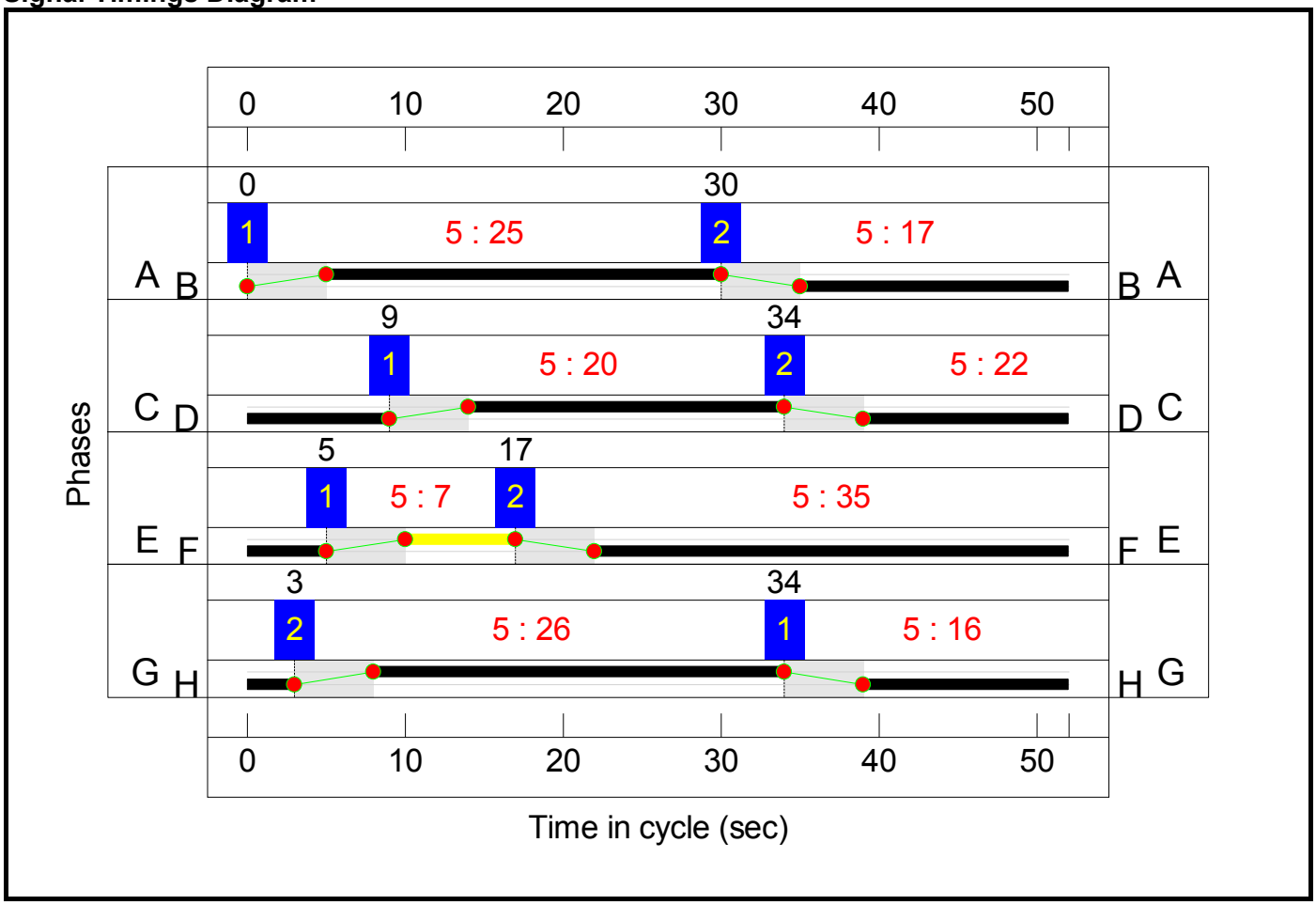
Stage	1	2
Duration	7	35
Change Point	5	17

Stage Stream: 4

Stage	1	2
Duration	16	26
Change Point	34	3

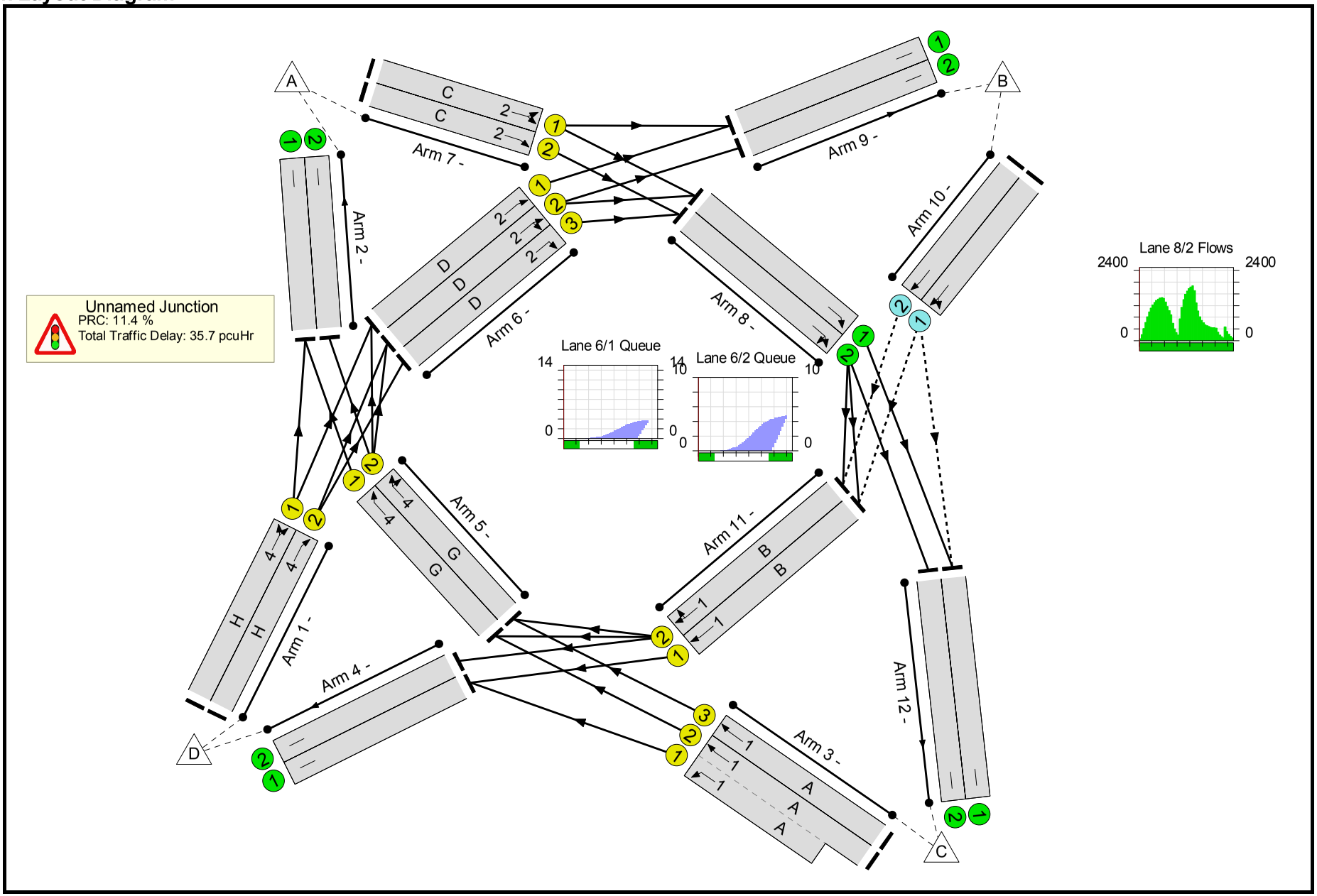
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.8%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.8%**
1/1	Ahead Ahead2	U	4	N/A	H		1	16	-	358	1950	637	56.2%
1/2	Ahead	U	4	N/A	H		1	16	-	515	1950	637	80.8%
2/1		U	N/A	N/A	-		-	-	-	916	Inf	Inf	0.0%
2/2		U	N/A	N/A	-		-	-	-	231	Inf	Inf	0.0%
3/2+3/1	Left Ahead	U	1	N/A	A		1	25	-	1439	1950:1950	907+876	80.7 : 80.7%
3/3	Ahead	U	1	N/A	A		1	25	-	682	1950	975	69.9%
4/1		U	N/A	N/A	-		-	-	-	1140	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	226	Inf	Inf	0.0%
5/1	Ahead	U	4	N/A	G		1	26	-	809	1950	1013	79.9%
5/2	Ahead Right	U	4	N/A	G		1	26	-	799	1950	1013	78.9%
6/1	Ahead	U	2	N/A	D		1	22	-	500	1950	862	58.0%
6/2	Right Ahead	U	2	N/A	D		1	22	-	425	1950	862	49.3%
6/3	Right	U	2	N/A	D		1	22	-	409	1950	862	47.4%
7/1	Ahead Ahead2	U	2	N/A	C		1	20	-	442	1950	788	56.1%
7/2	Ahead	U	2	N/A	C		1	20	-	424	1950	788	53.8%
8/1	Ahead	U	N/A	N/A	-		-	-	-	501	1950	1950	25.7%
8/2	Right Ahead	U	N/A	N/A	-		-	-	-	833	1950	1950	42.7%
9/1		U	N/A	N/A	-		-	-	-	547	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	319	Inf	Inf	0.0%
10/1	Ahead Left	O	N/A	N/A	-		-	-	-	437	1950	666	65.6%
10/2	Ahead	O	N/A	N/A	-		-	-	-	340	1950	571	59.5%
11/1	Ahead	U	1	N/A	B		1	17	-	433	1950	675	64.1%

Full Input Data And Results

11/2	Ahead Right	U	1	N/A	B		1	17	-	420	1950	675	62.2%
12/1		U	N/A	N/A	-		-	-	-	760	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	498	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**777**	**0**	**0**	**19.3**	**16.5**	**0.0**	**35.7**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**777**	**0**	**0**	**19.3**	**16.5**	**0.0**	**35.7**	**-**	**-**	**-**	**-**
1/1	358	358	-	-	-	1.4	0.6	-	2.1	20.8	4.2	0.6	4.8
1/2	515	515	-	-	-	2.3	2.0	-	4.3	30.2	6.7	2.0	8.8
2/1	916	916	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	231	231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	1439	1439	-	-	-	4.1	2.1	-	6.2	15.5	8.3	2.1	10.4
3/3	682	682	-	-	-	1.9	1.2	-	3.0	16.1	7.4	1.2	8.5
4/1	1140	1140	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	226	226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	809	809	-	-	-	0.7	2.0	-	2.6	11.6	2.0	2.0	3.9
5/2	799	799	-	-	-	0.8	1.8	-	2.6	11.9	3.3	1.8	5.2
6/1	500	500	-	-	-	1.0	0.7	-	1.7	12.4	3.9	0.7	4.5
6/2	425	425	-	-	-	1.3	0.5	-	1.8	15.4	4.8	0.5	5.3
6/3	409	409	-	-	-	0.2	0.5	-	0.6	5.6	0.4	0.5	0.8
7/1	442	442	-	-	-	1.5	0.6	-	2.1	17.1	4.9	0.6	5.5
7/2	424	424	-	-	-	1.4	0.6	-	2.0	16.8	4.6	0.6	5.2
8/1	501	501	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
8/2	833	833	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
9/1	547	547	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	319	319	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	437	437	437	0	0	0.2	0.9	-	1.1	9.1	2.2	0.9	3.1
10/2	340	340	340	0	0	0.1	0.7	-	0.9	9.1	1.7	0.7	2.4
11/1	433	433	-	-	-	1.0	0.9	-	1.9	15.8	5.1	0.9	6.0
11/2	420	420	-	-	-	1.4	0.8	-	2.2	18.7	4.4	0.8	5.2
12/1	760	760	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/2	498	498	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

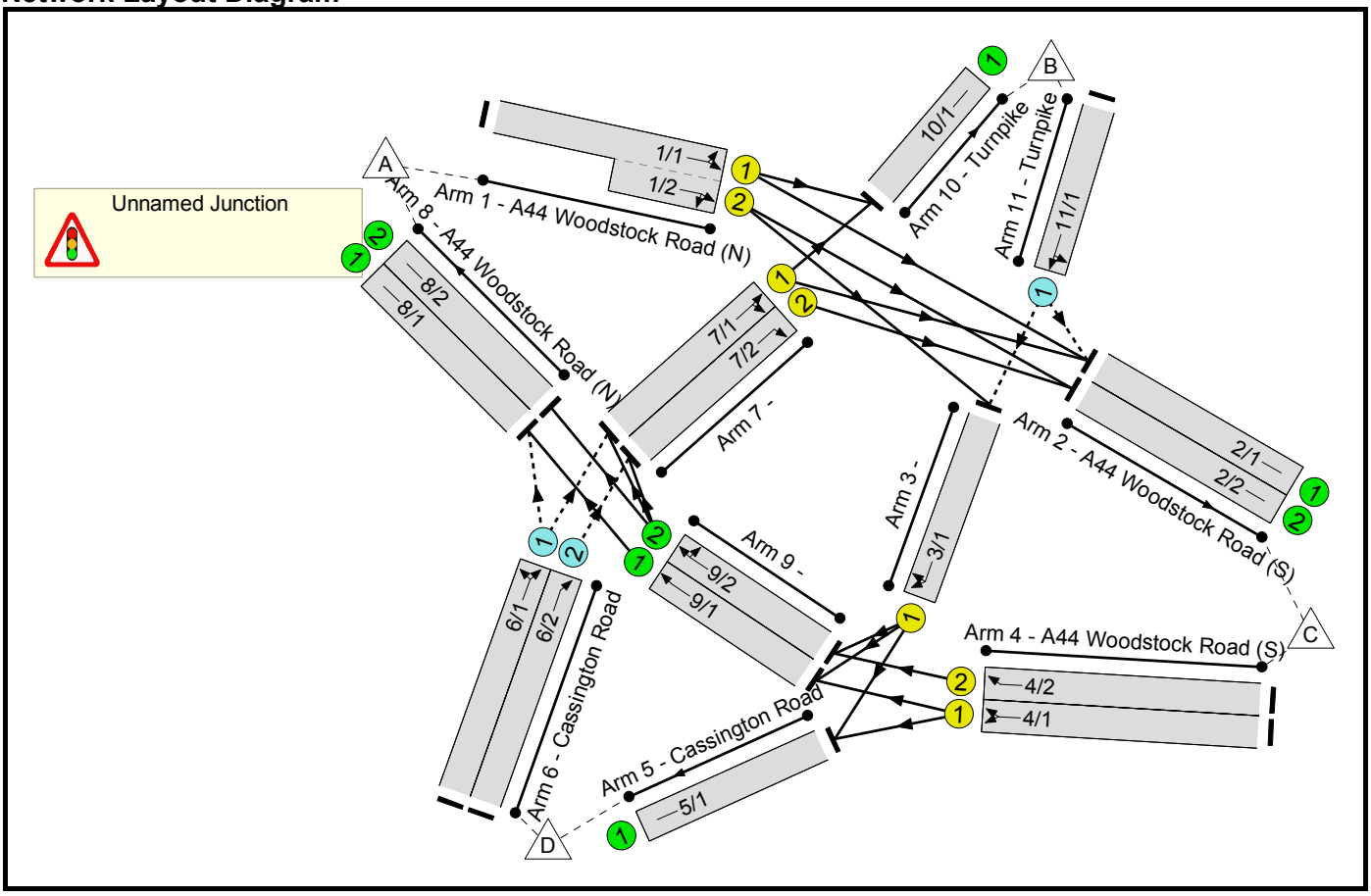
C1	Stream: 1	PRC for Signalled Lanes (%):	11.5	Total Delay for Signalled Lanes (pcuHr):	13.32	Cycle Time (s):	52
C1	Stream: 2	PRC for Signalled Lanes (%):	55.2	Total Delay for Signalled Lanes (pcuHr):	8.26	Cycle Time (s):	52
C1	Stream: 3	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	52
C1	Stream: 4	PRC for Signalled Lanes (%):	11.4	Total Delay for Signalled Lanes (pcuHr):	11.66	Cycle Time (s):	52
		PRC Over All Lanes (%):	11.4	Total Delay Over All Lanes(pcuHr):	35.75		

Full Input Data And Results

User and Project Details

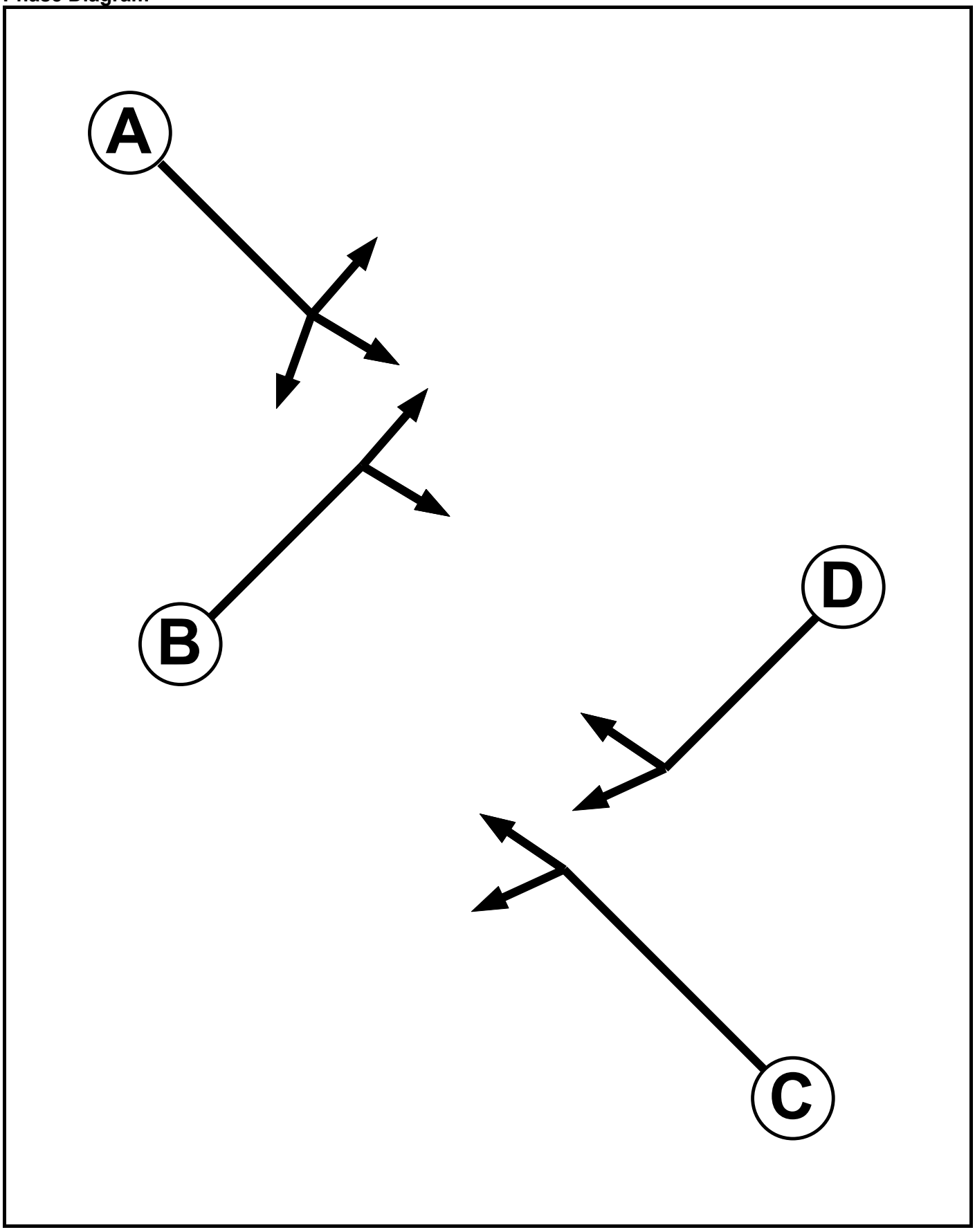
Project:	**Woodstock East**
Title:	**Cassington Roundabout**
Location:	Oxford
File name:	CassingtonRB_Option 2.lsg3x
Author:	NES/RMCC
Company:	DTA
Address:	Henley-in-Arden
Notes:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7

Phase Intergreens Matrix

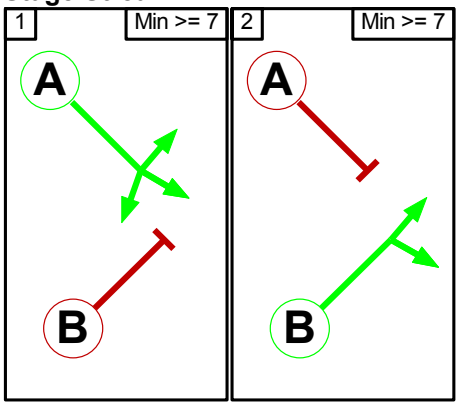
Terminating Phase \ Starting Phase	A	B	C	D
A		5	-	-
B	5		-	-
C	-	-		5
D	-	-	5	

Phases in Stage

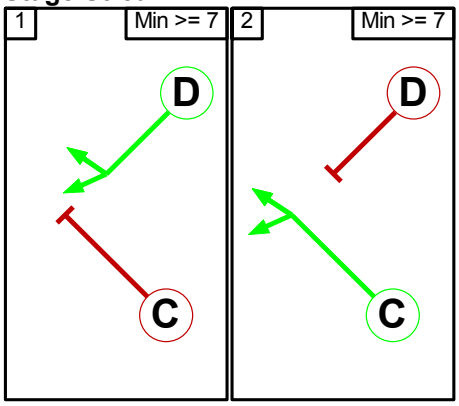
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	D
2	2	C

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Full Input Data And Results

Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

		To Stage	
		1	2
From Stage	1		5
	2	5	

Stage Stream: 2

		To Stage	
		1	2
From Stage	1		5
	2	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
6/1 (Cassington Road)	7/1 (Ahead)	1000	0	9/1	0.33	All	-	-	-	-	-
				9/2	0.33	All					
	8/1 (Left)	1000	0	9/1	0.33	All					
				9/2	0.33	All					
6/2 (Cassington Road)	7/2 (Ahead)	1000	0	9/1	0.33	All	-	-	-	-	-
				9/2	0.33	All					
11/1 (Turnpike)	2/1 (Left)	1000	0	1/1	0.33	All	-	-	-	-	-
				1/2	0.33	All					
				7/1	0.33	All					
				7/2	0.33	All					
	3/1 (Ahead)	1000	0	1/1	0.33	All					
				1/2	0.33	All					
				7/1	0.33	All					
				7/2	0.33	All					

Full Input Data And Results

Lane Input Data

Junction: Unnamed Junction

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A44 Woodstock Road (N))	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 2 Ahead Arm 10 Left	Inf Inf
1/2 (A44 Woodstock Road (N))	U	A	2	3	5.0	Geom	-	3.25	0.00	Y	Arm 2 Ahead Arm 3 Right	Inf Inf
2/1 (A44 Woodstock Road (S))	U		2	3	60.0	Inf	-	-	-	-	-	-
2/2 (A44 Woodstock Road (S))	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1	U	D	2	3	7.8	Geom	-	3.25	0.00	Y	Arm 5 Right Arm 9 Right	Inf Inf
4/1 (A44 Woodstock Road (S))	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 5 Ahead Arm 9 Ahead	Inf Inf
4/2 (A44 Woodstock Road (S))	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 9 Ahead	Inf
5/1 (Cassington Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Cassington Road)	O		2	3	60.0	Geom	-	3.25	0.00	Y	Arm 7 Ahead Arm 8 Left	Inf Inf
6/2 (Cassington Road)	O		2	3	60.0	Geom	-	3.25	0.00	Y	Arm 7 Ahead	Inf
7/1	U	B	2	3	5.2	Geom	-	3.25	0.00	Y	Arm 2 Right Arm 10 Ahead	Inf Inf
7/2	U	B	2	3	5.2	Geom	-	3.25	0.00	Y	Arm 2 Right	Inf
8/1 (A44 Woodstock Road (N))	U		2	3	60.0	Inf	-	-	-	-	-	-

8/2 (A44 Woodstock Road (N))	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1	U		2	3	4.3	Inf	-	-	-	-	-	-
9/2	U		2	3	4.3	Inf	-	-	-	-	-	-
10/1 (Turnpike)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1 (Turnpike)	O		2	3	60.0	Geom	-	3.25	0.00	Y	Arm 2 Left Arm 3 Ahead	Inf Inf

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2031 Base + Dev AM'	08:00	09:00	01:00	
2: '2031 Base + Dev PM'	17:00	18:00	01:00	

Scenario 1: '2031 Design AM' (FG2: '2031 Base + Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	48	0	1473	32	1553
	B	5	0	6	1	12
	C	1701	2	6	340	2049
	D	73	0	331	0	404
	Tot.	1827	2	1816	373	4018

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2031 Design AM
Junction: Unnamed Junction	
1/1 (with short)	1456(In) 728(Out)
1/2 (short)	728
2/1	876
2/2	840
3/1	55
4/1	725
4/2	725
5/1	231
6/1	250
6/2	167
7/1	148
7/2	167
8/1	642
8/2	734
9/1	537
9/2	737
10/1	1
11/1	1

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A44 Woodstock Road (N))	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
				Arm 10 Left	Inf	0.0 %		
1/2 (A44 Woodstock Road (N))	3.25	0.00	Y	Arm 2 Ahead	Inf	92.4 %	1940	1940
				Arm 3 Right	Inf	7.6 %		
2/1 (A44 Woodstock Road (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (A44 Woodstock Road (S) Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1	3.25	0.00	Y	Arm 5 Right	Inf	58.2 %	1940	1940
				Arm 9 Right	Inf	41.8 %		
4/1 (A44 Woodstock Road (S))	3.25	0.00	Y	Arm 5 Ahead	Inf	27.4 %	1940	1940
				Arm 9 Ahead	Inf	72.6 %		
4/2 (A44 Woodstock Road (S))	3.25	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1940	1940
5/1 (Cassington Road Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Cassington Road)	3.25	0.00	Y	Arm 7 Ahead	Inf	58.0 %	1940	1940
				Arm 8 Left	Inf	42.0 %		
6/2 (Cassington Road)	3.25	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1940	1940
7/1	3.25	0.00	Y	Arm 2 Right	Inf	99.3 %	1940	1940
				Arm 10 Ahead	Inf	0.7 %		
7/2	3.25	0.00	Y	Arm 2 Right	Inf	100.0 %	1940	1940
8/1 (A44 Woodstock Road (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A44 Woodstock Road (N) Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1 (Turnpike Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (Turnpike)	3.25	0.00	Y	Arm 2 Left	Inf	100.0 %	1940	1940
				Arm 3 Ahead	Inf	0.0 %		

Full Input Data And Results

Scenario 2: '2031 Design PM' (FG2: '2031 Base + Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	48	0	1473	32	1553
	B	5	0	6	1	12
	C	1701	2	6	340	2049
	D	73	0	331	0	404
	Tot.	1827	2	1816	373	4018

Traffic Lane Flows

Lane	Scenario 2: 2031 Design PM
Junction: Unnamed Junction	
1/1 (with short)	1553(In) 776(Out)
1/2 (short)	777
2/1	939
2/2	877
3/1	86
4/1	1024
4/2	1025
5/1	373
6/1	224
6/2	180
7/1	159
7/2	180
8/1	783
8/2	1044
9/1	710
9/2	1052
10/1	2
11/1	12

Full Input Data And Results

Lane Saturation Flows

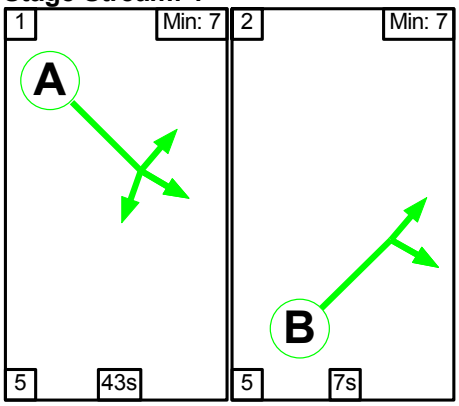
Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A44 Woodstock Road (N))	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
				Arm 10 Left	Inf	0.0 %		
1/2 (A44 Woodstock Road (N))	3.25	0.00	Y	Arm 2 Ahead	Inf	89.7 %	1940	1940
				Arm 3 Right	Inf	10.3 %		
2/1 (A44 Woodstock Road (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (A44 Woodstock Road (S) Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1	3.25	0.00	Y	Arm 5 Right	Inf	38.4 %	1940	1940
				Arm 9 Right	Inf	61.6 %		
4/1 (A44 Woodstock Road (S))	3.25	0.00	Y	Arm 5 Ahead	Inf	33.2 %	1940	1940
				Arm 9 Ahead	Inf	66.8 %		
4/2 (A44 Woodstock Road (S))	3.25	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1940	1940
5/1 (Cassington Road Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Cassington Road)	3.25	0.00	Y	Arm 7 Ahead	Inf	67.4 %	1940	1940
				Arm 8 Left	Inf	32.6 %		
6/2 (Cassington Road)	3.25	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1940	1940
7/1	3.25	0.00	Y	Arm 2 Right	Inf	98.7 %	1940	1940
				Arm 10 Ahead	Inf	1.3 %		
7/2	3.25	0.00	Y	Arm 2 Right	Inf	100.0 %	1940	1940
8/1 (A44 Woodstock Road (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (A44 Woodstock Road (N) Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1 (Turnpike Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (Turnpike)	3.25	0.00	Y	Arm 2 Left	Inf	50.0 %	1940	1940
				Arm 3 Ahead	Inf	50.0 %		

Full Input Data And Results

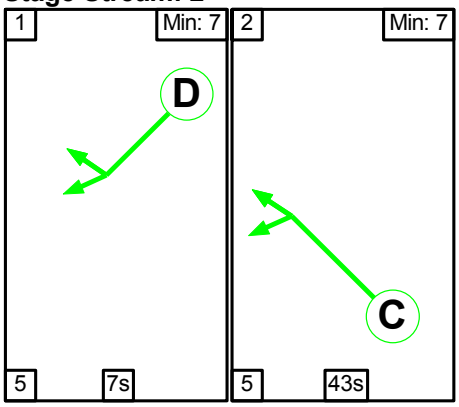
Scenario 1: '2031 Design AM' (FG2: '2031 Base + Dev PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

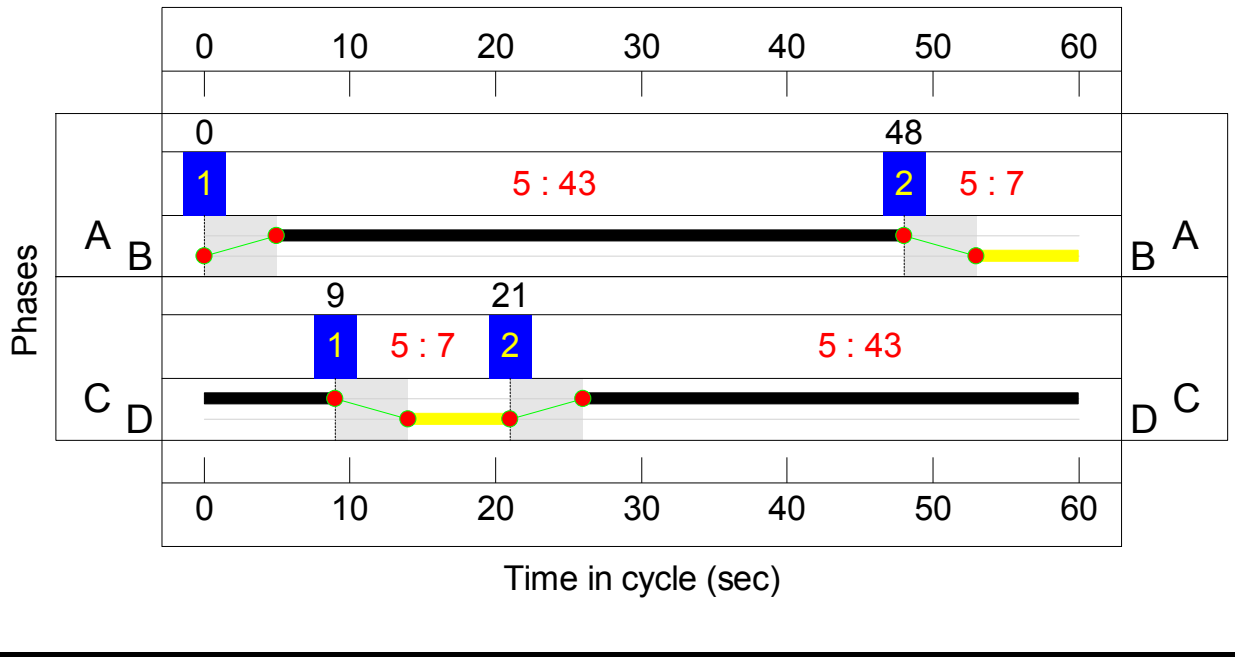
Stage	1	2
Duration	43	7
Change Point	0	48

Stage Stream: 2

Stage	1	2
Duration	7	43
Change Point	9	21

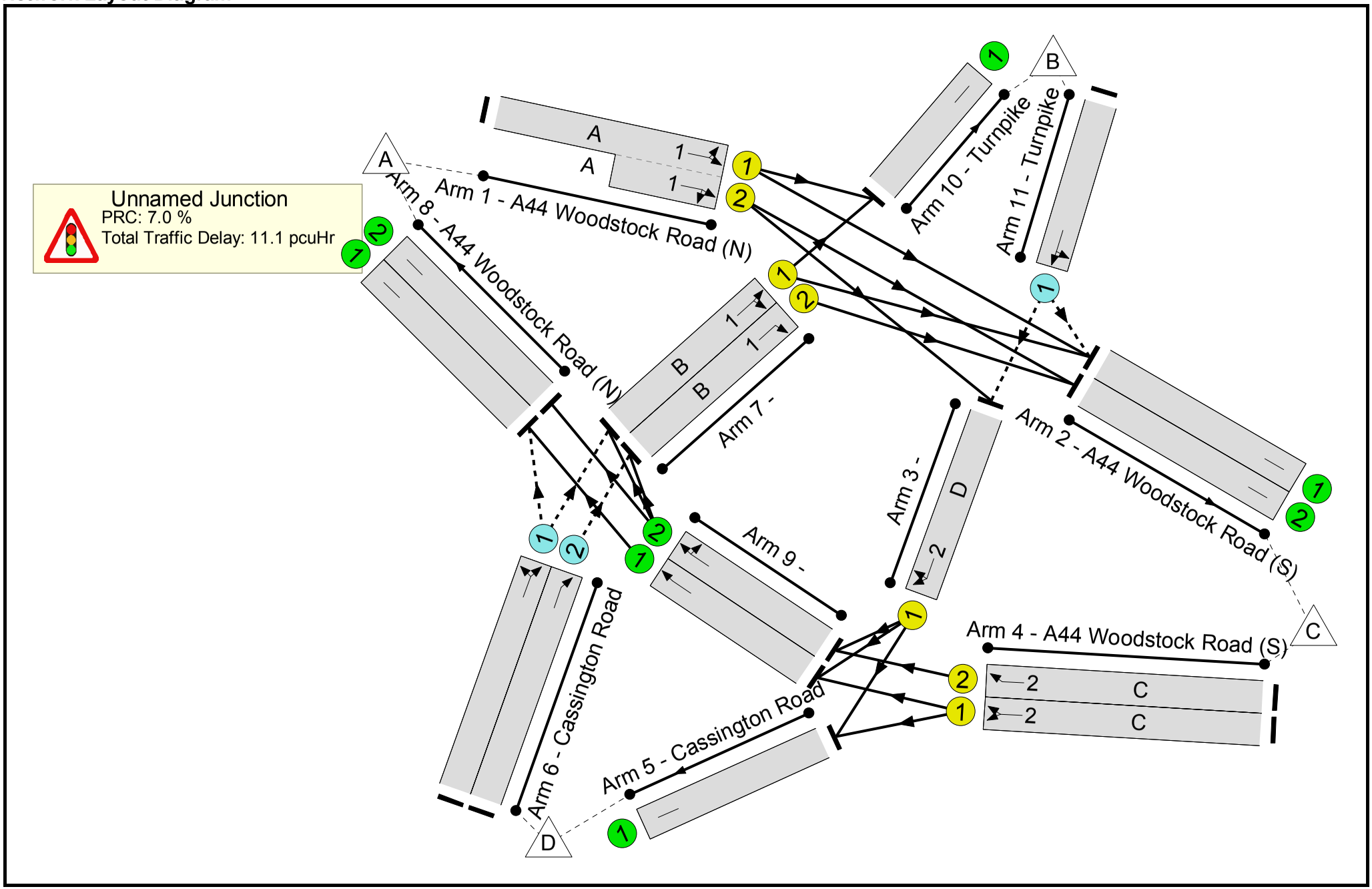
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**84.1%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**84.1%**
1/1+1/2	A44 Woodstock Road (N) Ahead Right Left	U	1	N/A	A		1	43	-	1456	1940:1940	866+866	84.1 : 84.1%
2/1	A44 Woodstock Road (S)	U	N/A	N/A	-		-	-	-	876	Inf	Inf	0.0%
2/2	A44 Woodstock Road (S)	U	N/A	N/A	-		-	-	-	840	Inf	Inf	0.0%
3/1	Right Right2	U	2	N/A	D		1	7	-	55	1940	259	21.3%
4/1	A44 Woodstock Road (S) Ahead Ahead2	U	2	N/A	C		1	43	-	725	1940	1423	51.0%
4/2	A44 Woodstock Road (S) Ahead	U	2	N/A	C		1	43	-	725	1940	1423	51.0%
5/1	Cassington Road	U	N/A	N/A	-		-	-	-	231	Inf	Inf	0.0%
6/1	Cassington Road Ahead Left	O	N/A	N/A	-		-	-	-	250	1940	589	42.4%
6/2	Cassington Road Ahead	O	N/A	N/A	-		-	-	-	167	1940	589	28.3%
7/1	Right Ahead	U	1	N/A	B		1	7	-	148	1940	259	57.2%
7/2	Right	U	1	N/A	B		1	7	-	167	1940	259	64.6%
8/1	A44 Woodstock Road (N)	U	N/A	N/A	-		-	-	-	642	Inf	Inf	0.0%
8/2	A44 Woodstock Road (N)	U	N/A	N/A	-		-	-	-	734	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	537	Inf	Inf	0.0%
9/2	Right Ahead	U	N/A	N/A	-		-	-	-	737	Inf	Inf	0.0%
10/1	Turnpike	U	N/A	N/A	-		-	-	-	1	Inf	Inf	0.0%
11/1	Turnpike Left Ahead	O	N/A	N/A	-		-	-	-	1	1940	476	0.2%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**418**	**0**	**0**	**5.2**	**5.9**	**0.0**	**11.1**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**418**	**0**	**0**	**5.2**	**5.9**	**0.0**	**11.1**	**-**	**-**	**-**	**-**
1/1+1/2	1456	1456	-	-	-	1.4	2.6	-	4.0	9.8	6.2	2.6	8.8
2/1	876	876	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	840	840	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	55	55	-	-	-	0.3	0.1	-	0.4	28.9	0.7	0.1	0.9
4/1	725	725	-	-	-	0.7	0.5	-	1.2	6.0	5.0	0.5	5.6
4/2	725	725	-	-	-	0.7	0.5	-	1.2	6.0	5.0	0.5	5.6
5/1	231	231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	250	250	250	0	0	0.1	0.4	-	0.5	6.5	1.1	0.4	1.5
6/2	167	167	167	0	0	0.0	0.2	-	0.2	5.2	0.6	0.2	0.8
7/1	148	148	-	-	-	1.0	0.7	-	1.6	39.3	2.3	0.7	3.0
7/2	167	167	-	-	-	1.1	0.9	-	2.0	43.0	2.6	0.9	3.5
8/1	642	642	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	734	734	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	537	537	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	737	737	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	1	1	1	0	0	0.0	0.0	-	0.0	4.7	0.0	0.0	0.0

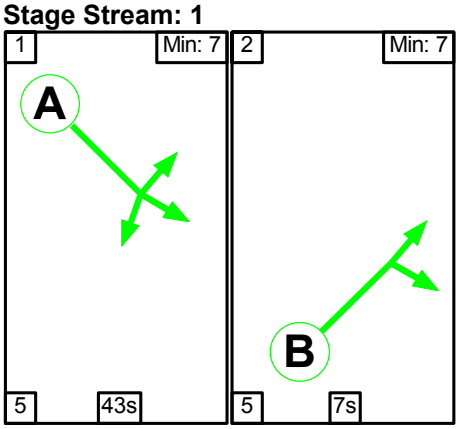
C1	Stream: 1 PRC for Signalled Lanes (%):	7.0	Total Delay for Signalled Lanes (pcuHr):	7.59	Cycle Time (s): 60
C1	Stream: 2 PRC for Signalled Lanes (%):	76.6	Total Delay for Signalled Lanes (pcuHr):	2.85	Cycle Time (s): 60
	PRC Over All Lanes (%):	7.0	Total Delay Over All Lanes(pcuHr):	11.13	

Full Input Data And Results

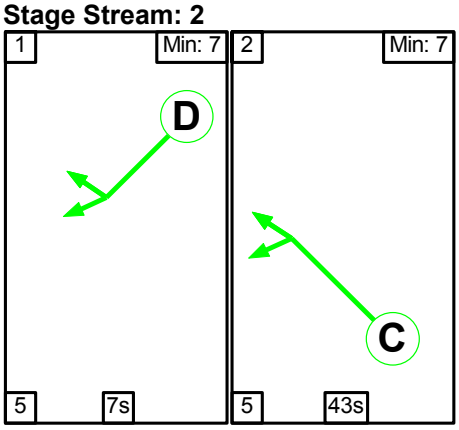
Scenario 2: '2031 Design PM' (FG2: '2031 Base + Dev PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

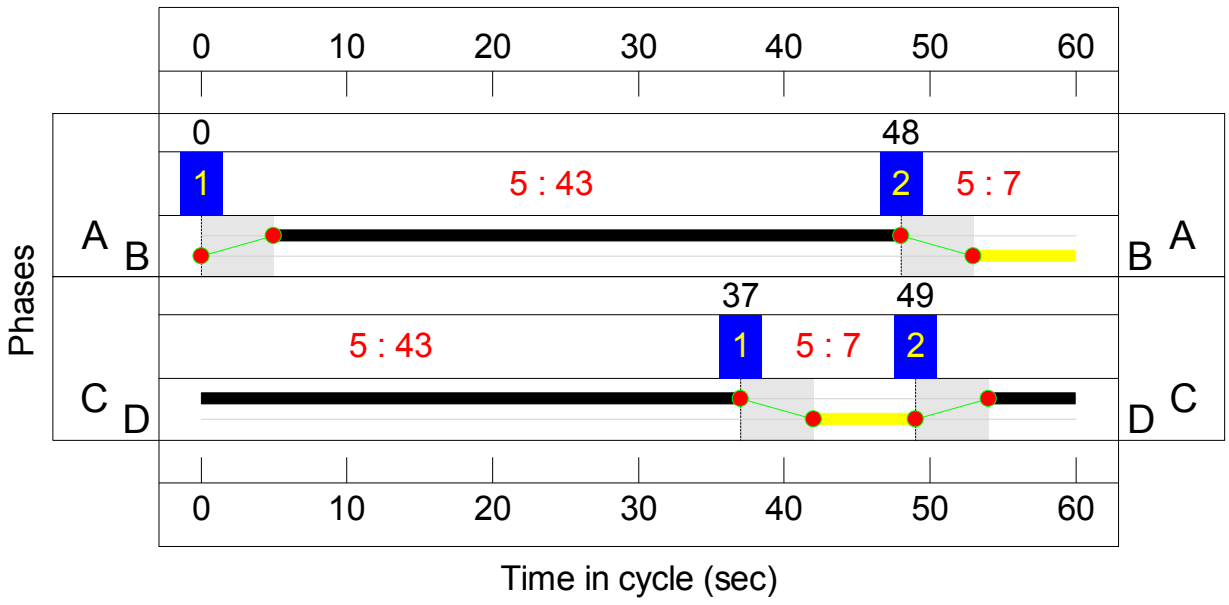
Stage	1	2
Duration	43	7
Change Point	0	48

Stage Stream: 2

Stage	1	2
Duration	7	43
Change Point	37	49

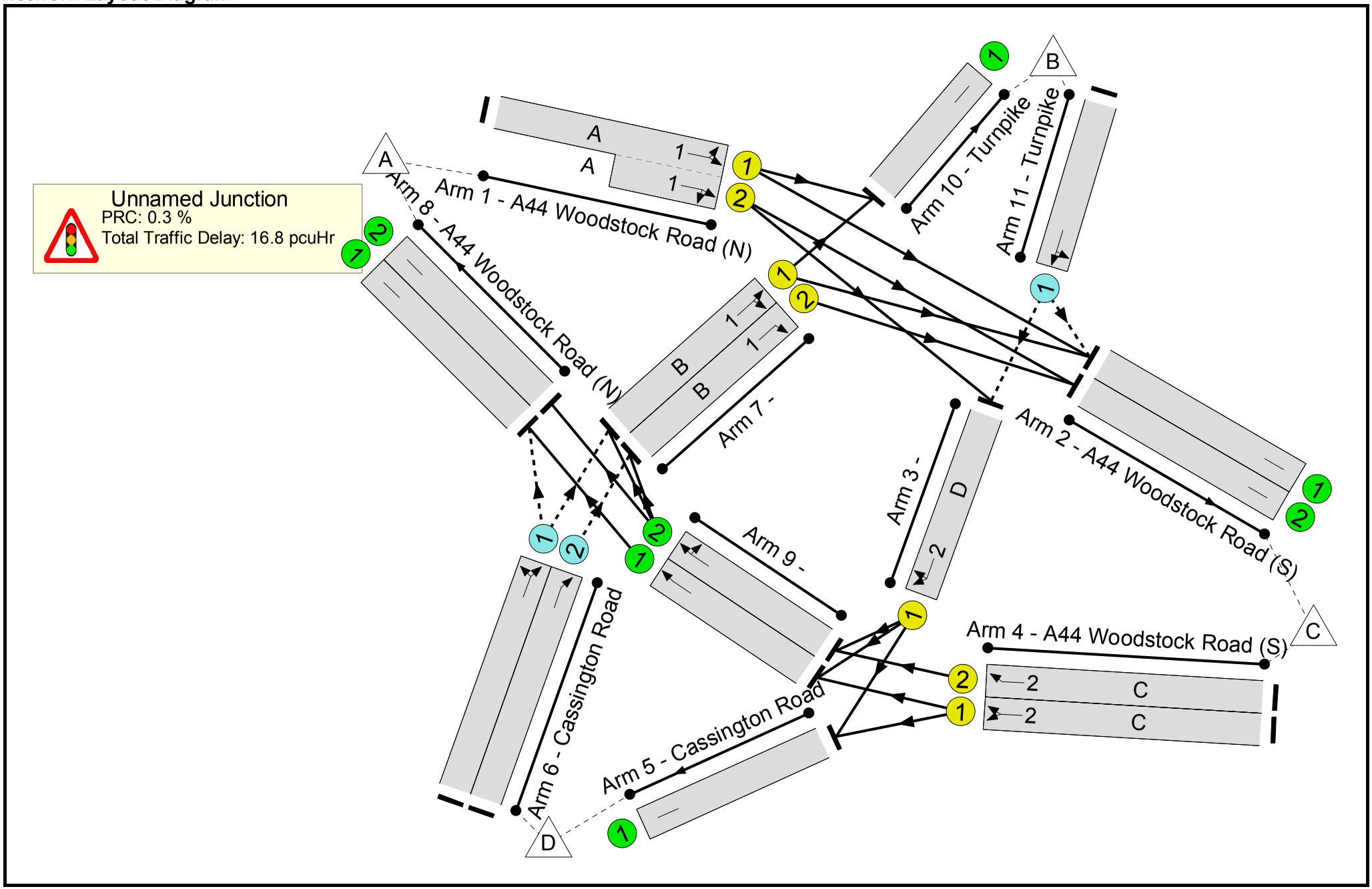
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.7%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.7%**
1/1+1/2	A44 Woodstock Road (N) Ahead Right Left	U	1	N/A	A		1	43	-	1553	1940:1940	865+866	89.7 : 89.7%
2/1	A44 Woodstock Road (S)	U	N/A	N/A	-		-	-	-	939	Inf	Inf	0.0%
2/2	A44 Woodstock Road (S)	U	N/A	N/A	-		-	-	-	877	Inf	Inf	0.0%
3/1	Right Right2	U	2	N/A	D		1	7	-	86	1940	259	33.2%
4/1	A44 Woodstock Road (S) Ahead Ahead2	U	2	N/A	C		1	43	-	1024	1940	1423	72.0%
4/2	A44 Woodstock Road (S) Ahead	U	2	N/A	C		1	43	-	1025	1940	1423	72.0%
5/1	Cassington Road	U	N/A	N/A	-		-	-	-	373	Inf	Inf	0.0%
6/1	Cassington Road Ahead Left	O	N/A	N/A	-		-	-	-	224	1940	434	51.6%
6/2	Cassington Road Ahead	O	N/A	N/A	-		-	-	-	180	1940	434	41.5%
7/1	Right Ahead	U	1	N/A	B		1	7	-	159	1940	259	61.5%
7/2	Right	U	1	N/A	B		1	7	-	180	1940	259	69.6%
8/1	A44 Woodstock Road (N)	U	N/A	N/A	-		-	-	-	783	Inf	Inf	0.0%
8/2	A44 Woodstock Road (N)	U	N/A	N/A	-		-	-	-	1044	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	710	Inf	Inf	0.0%
9/2	Right Ahead	U	N/A	N/A	-		-	-	-	1052	Inf	Inf	0.0%
10/1	Turnpike	U	N/A	N/A	-		-	-	-	2	Inf	Inf	0.0%
11/1	Turnpike Left Ahead	O	N/A	N/A	-		-	-	-	12	1940	437	2.7%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**414**	**2**	**0**	**7.1**	**9.8**	**0.0**	**16.8**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**414**	**2**	**0**	**7.1**	**9.8**	**0.0**	**16.8**	**-**	**-**	**-**	**-**
1/1+1/2	1553	1553	-	-	-	1.6	4.2	-	5.7	13.3	9.3	4.2	13.5
2/1	939	939	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	877	877	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	86	86	-	-	-	0.5	0.2	-	0.7	30.6	1.3	0.2	1.5
4/1	1024	1024	-	-	-	1.3	1.3	-	2.6	9.0	9.4	1.3	10.7
4/2	1025	1025	-	-	-	1.3	1.3	-	2.6	9.0	9.4	1.3	10.7
5/1	373	373	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	224	224	224	0	0	0.3	0.5	-	0.8	13.6	2.2	0.5	2.7
6/2	180	180	180	0	0	0.2	0.4	-	0.6	11.2	1.4	0.4	1.8
7/1	159	159	-	-	-	0.9	0.8	-	1.7	38.0	2.5	0.8	3.3
7/2	180	180	-	-	-	1.0	1.1	-	2.1	43.0	2.9	1.1	4.0
8/1	783	783	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1044	1044	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	710	710	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	1052	1052	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	2	2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	12	12	10	2	0	0.0	0.0	-	0.0	5.4	0.0	0.0	0.0

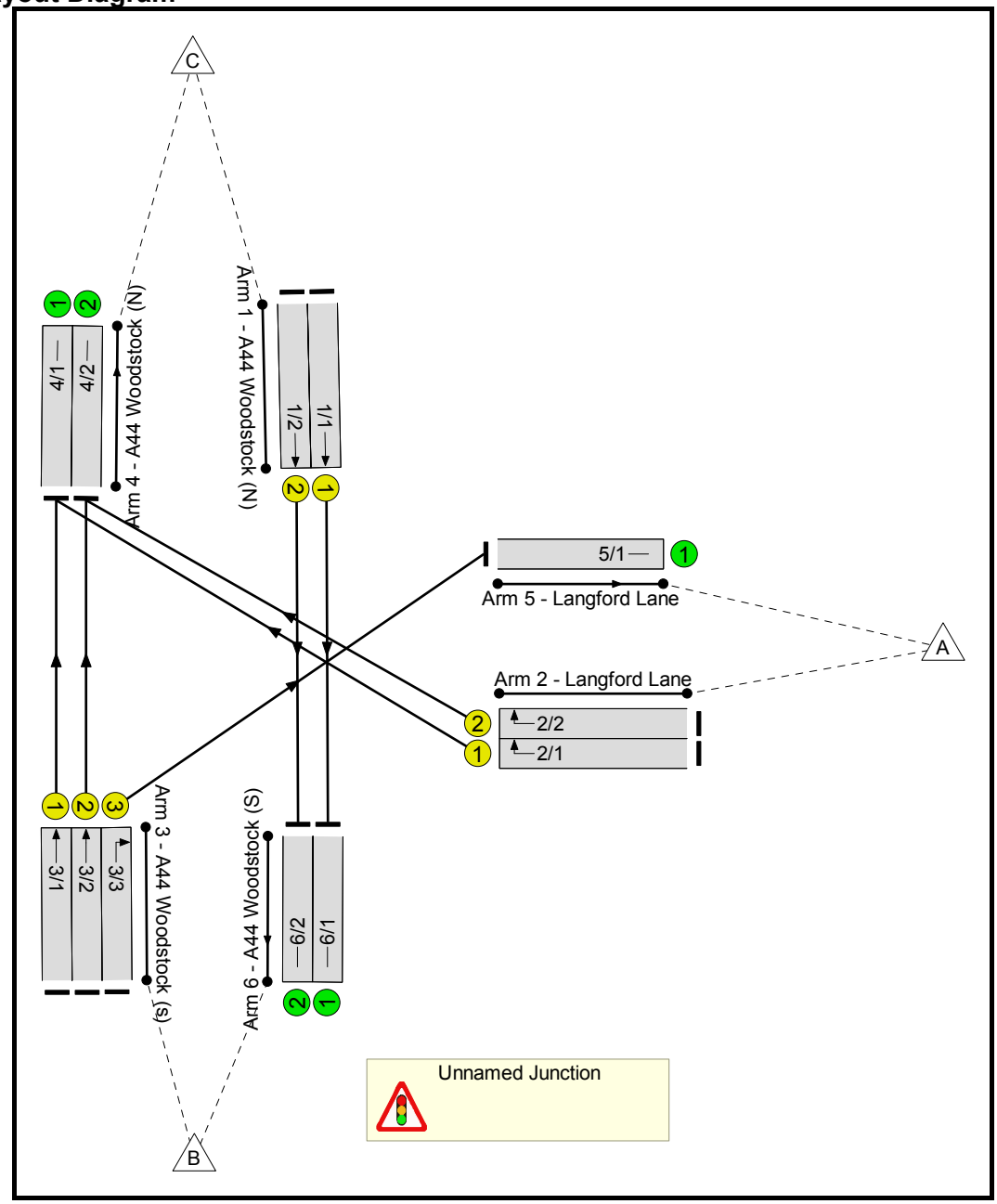
C1 Stream: 1 PRC for Signalled Lanes (%):	0.3	Total Delay for Signalled Lanes (pcuHr):	9.56	Cycle Time (s):	60
C1 Stream: 2 PRC for Signalled Lanes (%):	24.9	Total Delay for Signalled Lanes (pcuHr):	5.86	Cycle Time (s):	60
PRC Over All Lanes (%):	0.3	Total Delay Over All Lanes(pcuHr):	16.84		

Full Input Data And Results

User and Project Details

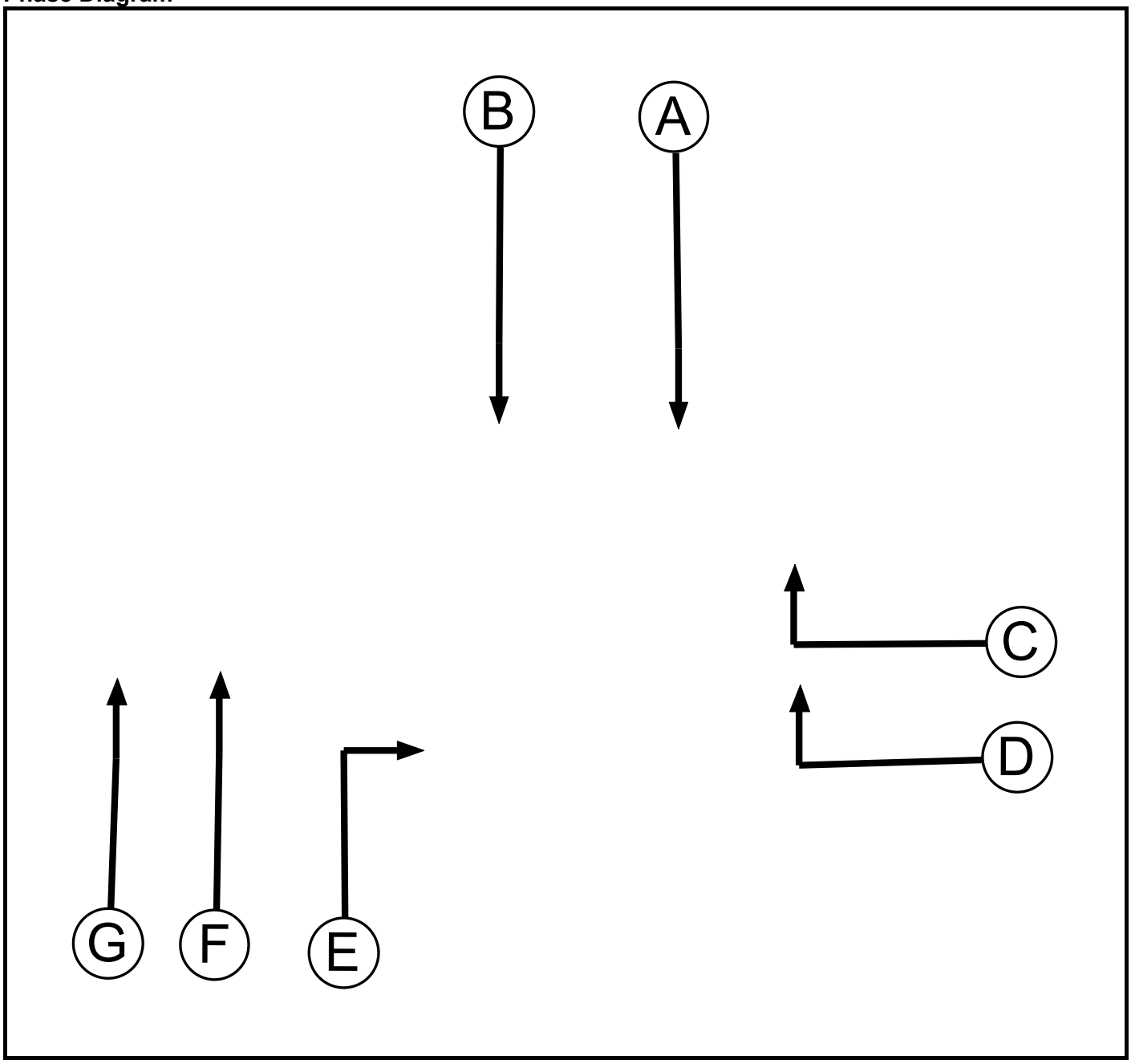
Project:	**Woodstock East**
Title:	**Langford Lane_A44 Woodstock Road**
Location:	Oxford
File name:	Langford Lane_A44 Woodstock Road.lsg3x
Author:	NES/ RMCC
Company:	DTA
Address:	Henley-in-Arden
Notes:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Traffic		7	7

Full Input Data And Results

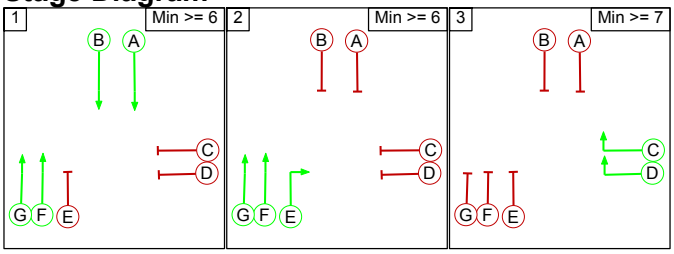
Phase Intergreens Matrix

		Starting Phase						
		A	B	C	D	E	F	G
Terminating Phase	A		-	5	5	5	-	-
	B	-		5	5	5	-	-
	C	5	5		-	5	6	6
	D	5	5	-		5	6	6
	E	5	5	5	5		-	-
	F	-	-	5	5	-		-
	G	-	-	5	5	-	-	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1		5	5
	2	5		5
	3	6	6	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Unnamed Junction

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A44 Woodstock (N))	U	A	2	3	60.0	User	1800	-	-	-	-	-
1/2 (A44 Woodstock (N))	U	B	2	3	60.0	User	1800	-	-	-	-	-
2/1 (Langford Lane)	U	D	2	3	60.0	User	1800	-	-	-	-	-
2/2 (Langford Lane)	U	C	2	3	60.0	User	1800	-	-	-	-	-
3/1 (A44 Woodstock (s))	U	G	2	3	60.0	User	1800	-	-	-	-	-
3/2 (A44 Woodstock (s))	U	F	2	3	60.0	User	1800	-	-	-	-	-
3/3 (A44 Woodstock (s))	U	E	2	3	60.0	User	1800	-	-	-	-	-
4/1 (A44 Woodstock (N))	U		2	3	60.0	Inf	-	-	-	-	-	-
4/2 (A44 Woodstock (N))	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Langford Lane)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (A44 Woodstock (S))	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2 (A44 Woodstock (S))	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2014 Base AM'	08:00	09:00	01:00	
2: '2014 Base PM'	17:00	18:00	01:00	
3: '2031 Base AM'	08:00	09:00	01:00	
4: '2031 Base PM'	17:00	18:00	01:00	
5: '2031 Base + Dev AM'	08:00	09:00	01:00	
6: '2031 Base + Dev PM'	17:00	18:00	01:00	

Scenario 1: '2014 Base AM' (FG1: '2014 Base AM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	156	156
	B	326	0	667	993
	C	0	1075	0	1075
	Tot.	326	1075	823	2224

Traffic Lane Flows

Lane	Scenario 1: 2014 Base AM
Junction: Unnamed Junction	
1/1	538
1/2	538
2/1	78
2/2	78
3/1	334
3/2	334
3/3	326
4/1	412
4/2	412
5/1	326
6/1	538
6/2	538

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A44 Woodstock (N) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A44 Woodstock (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Langford Lane Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (Langford Lane Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A44 Woodstock (s) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A44 Woodstock (s) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (A44 Woodstock (s) Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (A44 Woodstock (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (A44 Woodstock (N) Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Langford Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A44 Woodstock (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A44 Woodstock (S) Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2014 Base PM' (FG2: '2014 Base PM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	362	362
	B	188	0	1034	1222
	C	0	664	0	664
	Tot.	188	664	1396	2248

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2014 Base PM
Junction: Unnamed Junction	
1/1	332
1/2	332
2/1	181
2/2	181
3/1	517
3/2	517
3/3	188
4/1	698
4/2	698
5/1	188
6/1	332
6/2	332

Lane Saturation Flows

Junction: Unnamed Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A44 Woodstock (N) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A44 Woodstock (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Langford Lane Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (Langford Lane Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A44 Woodstock (s) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A44 Woodstock (s) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (A44 Woodstock (s) Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (A44 Woodstock (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (A44 Woodstock (N) Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Langford Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A44 Woodstock (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A44 Woodstock (S) Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2031 Base AM' (FG3: '2031 Base AM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	190	190
	B	397	0	813	1210
	C	0	1311	0	1311
	Tot.	397	1311	1003	2711

Traffic Lane Flows

Lane	Scenario 3: 2031 Base AM
Junction: Unnamed Junction	
1/1	656
1/2	656
2/1	95
2/2	95
3/1	407
3/2	407
3/3	397
4/1	502
4/2	502
5/1	397
6/1	656
6/2	656

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A44 Woodstock (N) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A44 Woodstock (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Langford Lane Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (Langford Lane Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A44 Woodstock (s) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A44 Woodstock (s) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (A44 Woodstock (s) Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (A44 Woodstock (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (A44 Woodstock (N) Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Langford Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A44 Woodstock (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A44 Woodstock (S) Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2031 Base PM' (FG4: '2031 Base PM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	447	447
	B	232	0	1277	1509
	C	0	820	0	820
	Tot.	232	820	1724	2776

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2031 Base PM
Junction: Unnamed Junction	
1/1	410
1/2	410
2/1	224
2/2	224
3/1	639
3/2	639
3/3	232
4/1	862
4/2	862
5/1	232
6/1	410
6/2	410

Lane Saturation Flows

Junction: Unnamed Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A44 Woodstock (N) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A44 Woodstock (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Langford Lane Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (Langford Lane Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A44 Woodstock (s) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A44 Woodstock (s) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (A44 Woodstock (s) Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (A44 Woodstock (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (A44 Woodstock (N) Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Langford Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A44 Woodstock (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A44 Woodstock (S) Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: '2031 Base + Dev AM' (FG5: '2031 Base + Dev AM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	210	210
	B	397	0	900	1297
	C	0	1475	0	1475
	Tot.	397	1475	1110	2982

Traffic Lane Flows

Lane	Scenario 5: 2031 Base + Dev AM
Junction: Unnamed Junction	
1/1	738
1/2	737
2/1	105
2/2	105
3/1	450
3/2	450
3/3	397
4/1	555
4/2	555
5/1	397
6/1	738
6/2	737

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A44 Woodstock (N) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A44 Woodstock (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Langford Lane Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (Langford Lane Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A44 Woodstock (s) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A44 Woodstock (s) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (A44 Woodstock (s) Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (A44 Woodstock (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (A44 Woodstock (N) Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Langford Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A44 Woodstock (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A44 Woodstock (S) Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2031 Base + Dev PM' (FG6: '2031 Base + Dev PM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	481	481
	B	232	0	1443	1675
	C	0	931	0	931
	Tot.	232	931	1924	3087

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2031 Base + Dev PM
Junction: Unnamed Junction	
1/1	466
1/2	465
2/1	241
2/2	240
3/1	722
3/2	721
3/3	232
4/1	963
4/2	961
5/1	232
6/1	466
6/2	465

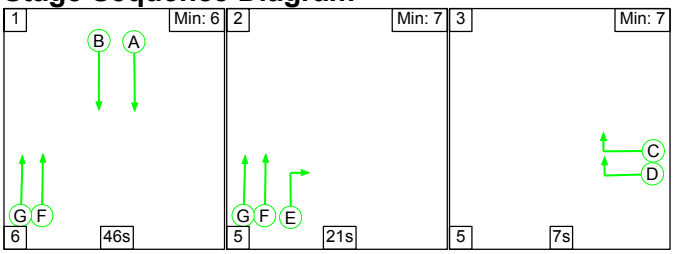
Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A44 Woodstock (N) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
1/2 (A44 Woodstock (N) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Langford Lane Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (Langford Lane Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A44 Woodstock (s) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A44 Woodstock (s) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/3 (A44 Woodstock (s) Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (A44 Woodstock (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (A44 Woodstock (N) Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Langford Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A44 Woodstock (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A44 Woodstock (S) Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: '2014 Base AM' (FG1: '2014 Base AM', Plan 1: 'Staging Plan No. 1')

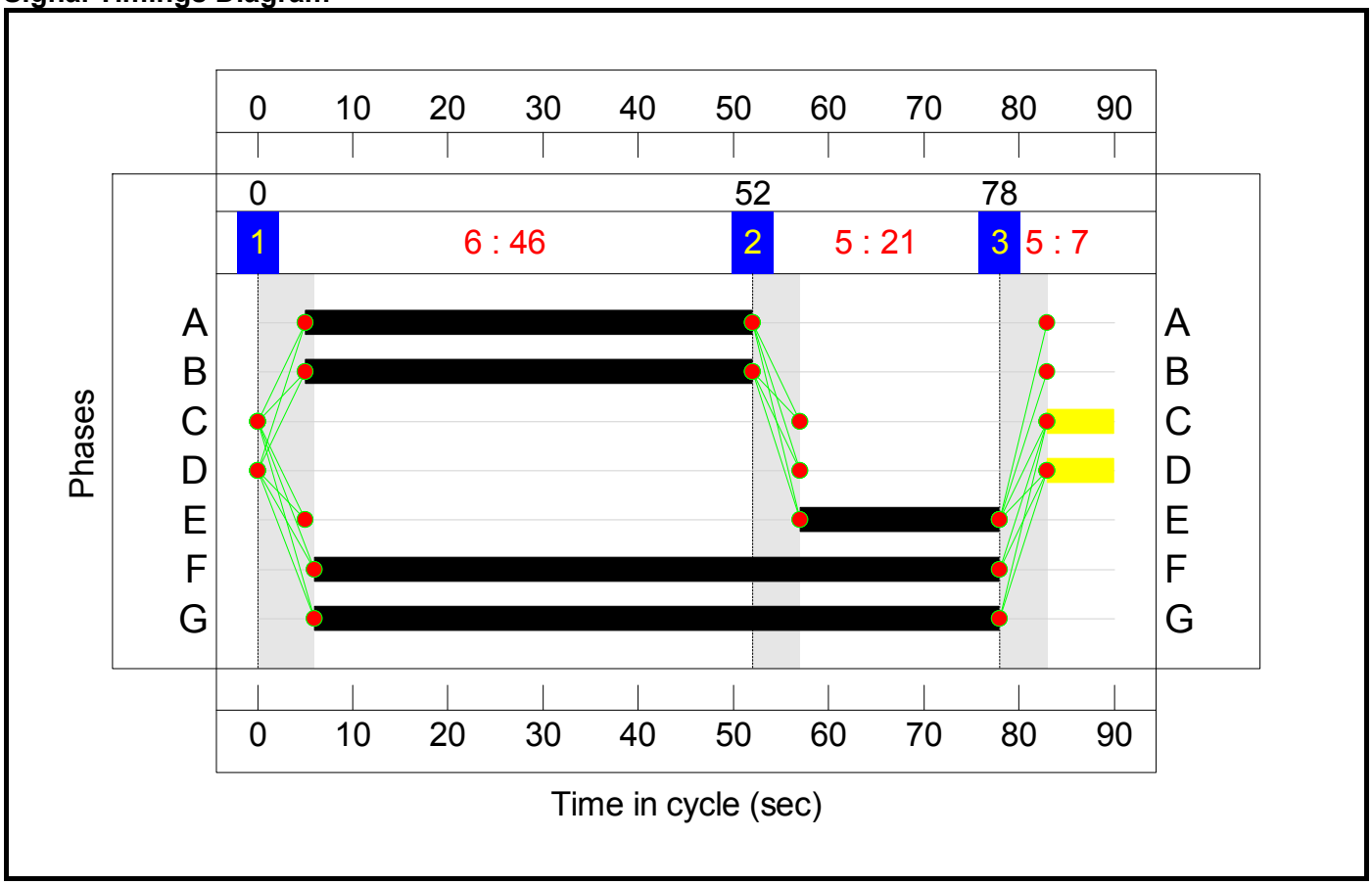
Stage Sequence Diagram



Stage Timings

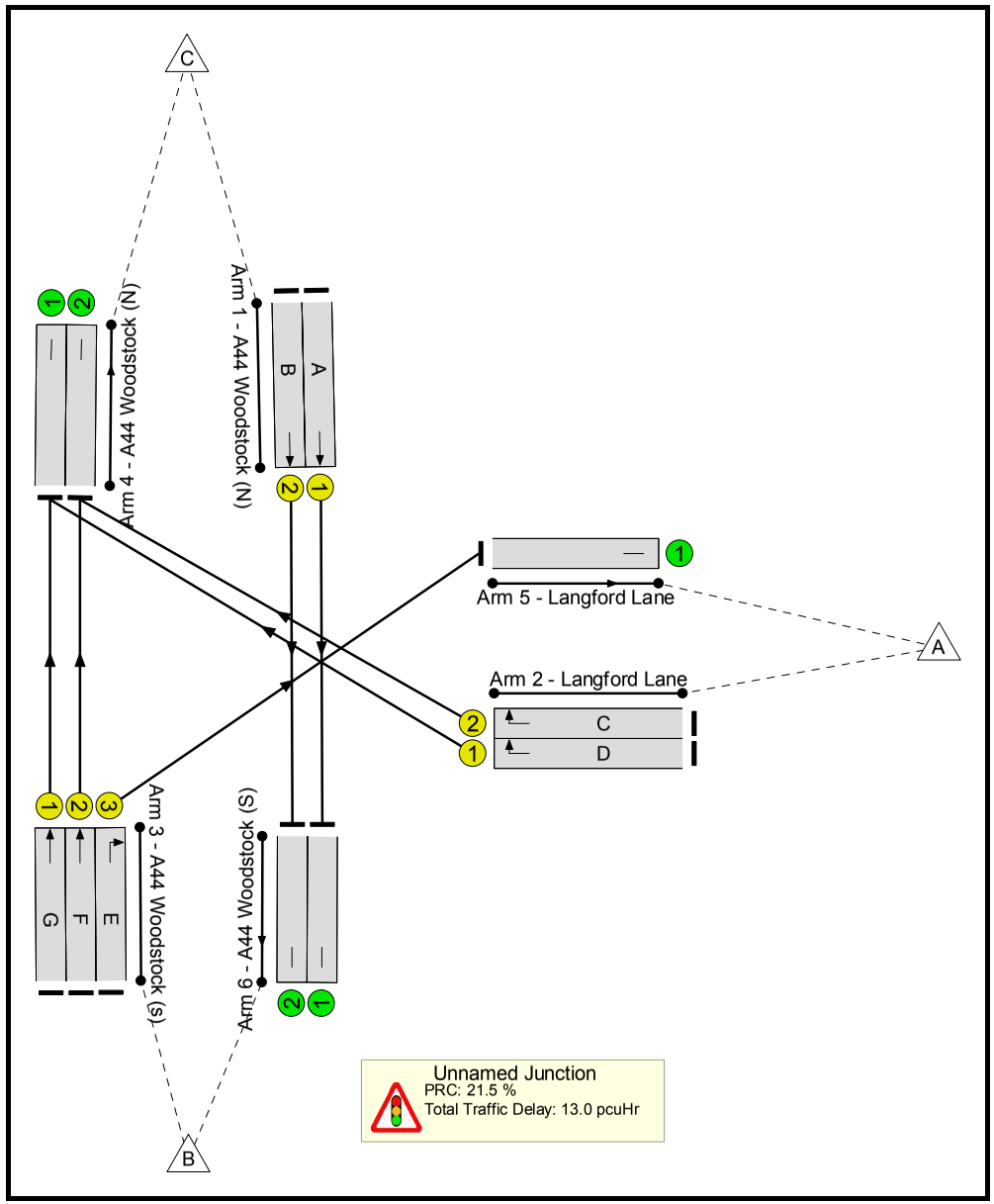
Stage	1	2	3
Duration	46	21	7
Change Point	0	52	78

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**74.1%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**74.1%**
1/1	A44 Woodstock (N) Ahead	U	N/A	N/A	A		1	47	-	538	1800	960	56.0%
1/2	A44 Woodstock (N) Ahead	U	N/A	N/A	B		1	47	-	538	1800	960	56.0%
2/1	Langford Lane Right	U	N/A	N/A	D		1	7	-	78	1800	160	48.8%
2/2	Langford Lane Right	U	N/A	N/A	C		1	7	-	78	1800	160	48.8%
3/1	A44 Woodstock (s) Ahead	U	N/A	N/A	G		1	72	-	334	1800	1460	22.8%
3/2	A44 Woodstock (s) Ahead	U	N/A	N/A	F		1	72	-	334	1800	1460	22.8%
3/3	A44 Woodstock (s) Right	U	N/A	N/A	E		1	21	-	326	1800	440	74.1%
4/1	A44 Woodstock (N)	U	N/A	N/A	-		-	-	-	412	Inf	Inf	0.0%
4/2	A44 Woodstock (N)	U	N/A	N/A	-		-	-	-	412	Inf	Inf	0.0%
5/1	Langford Lane	U	N/A	N/A	-		-	-	-	326	Inf	Inf	0.0%
6/1	A44 Woodstock (S)	U	N/A	N/A	-		-	-	-	538	Inf	Inf	0.0%
6/2	A44 Woodstock (S)	U	N/A	N/A	-		-	-	-	538	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**9.1**	**3.9**	**0.0**	**13.0**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**9.1**	**3.9**	**0.0**	**13.0**	**-**	**-**	**-**	**-**
1/1	538	538	-	-	-	2.1	0.6	-	2.7	18.2	8.8	0.6	9.4
1/2	538	538	-	-	-	2.1	0.6	-	2.7	18.2	8.8	0.6	9.4
2/1	78	78	-	-	-	0.8	0.5	-	1.3	60.8	1.8	0.5	2.3
2/2	78	78	-	-	-	0.8	0.5	-	1.3	60.8	1.8	0.5	2.3
3/1	334	334	-	-	-	0.2	0.1	-	0.3	3.6	1.9	0.1	2.0
3/2	334	334	-	-	-	0.2	0.1	-	0.3	3.6	1.9	0.1	2.0
3/3	326	326	-	-	-	2.8	1.4	-	4.2	46.8	7.5	1.4	8.9
4/1	412	412	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	412	412	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	326	326	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	538	538	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	538	538	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

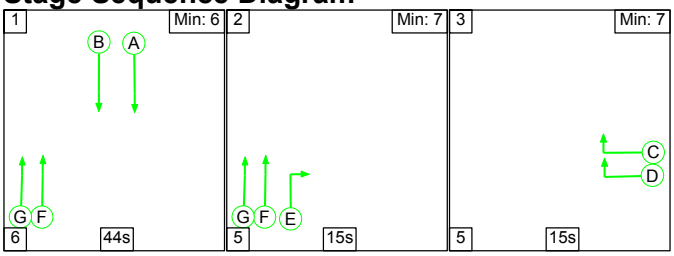
C1 PRC for Signalled Lanes (%): 21.5 Total Delay for Signalled Lanes (pcuHr): 12.97 Cycle Time (s): 90

PRC Over All Lanes (%): 21.5 Total Delay Over All Lanes(pcuHr): 12.97

Full Input Data And Results

Scenario 2: '2014 Base PM' (FG2: '2014 Base PM', Plan 1: 'Staging Plan No. 1')

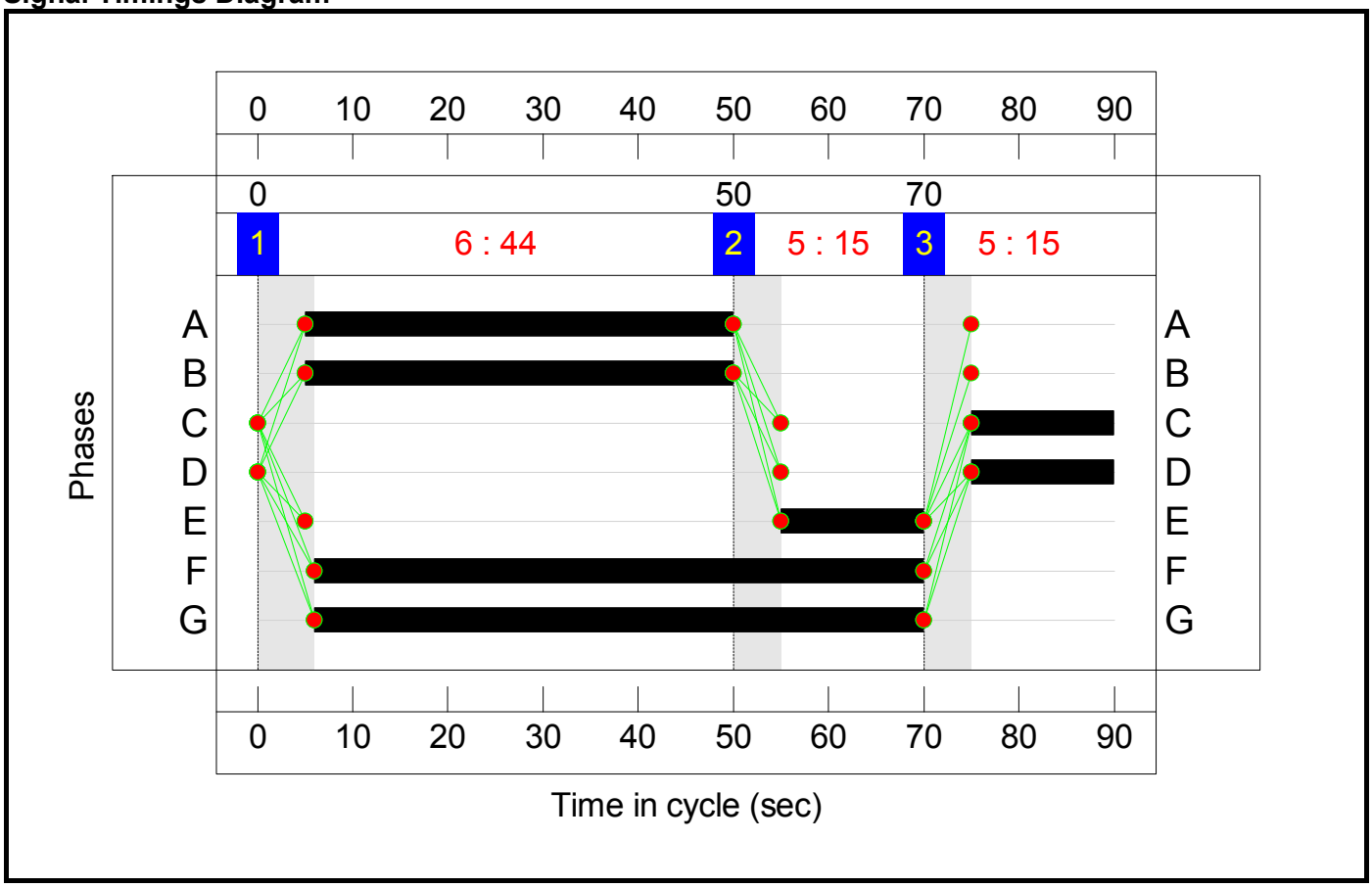
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	44	15	15
Change Point	0	50	70

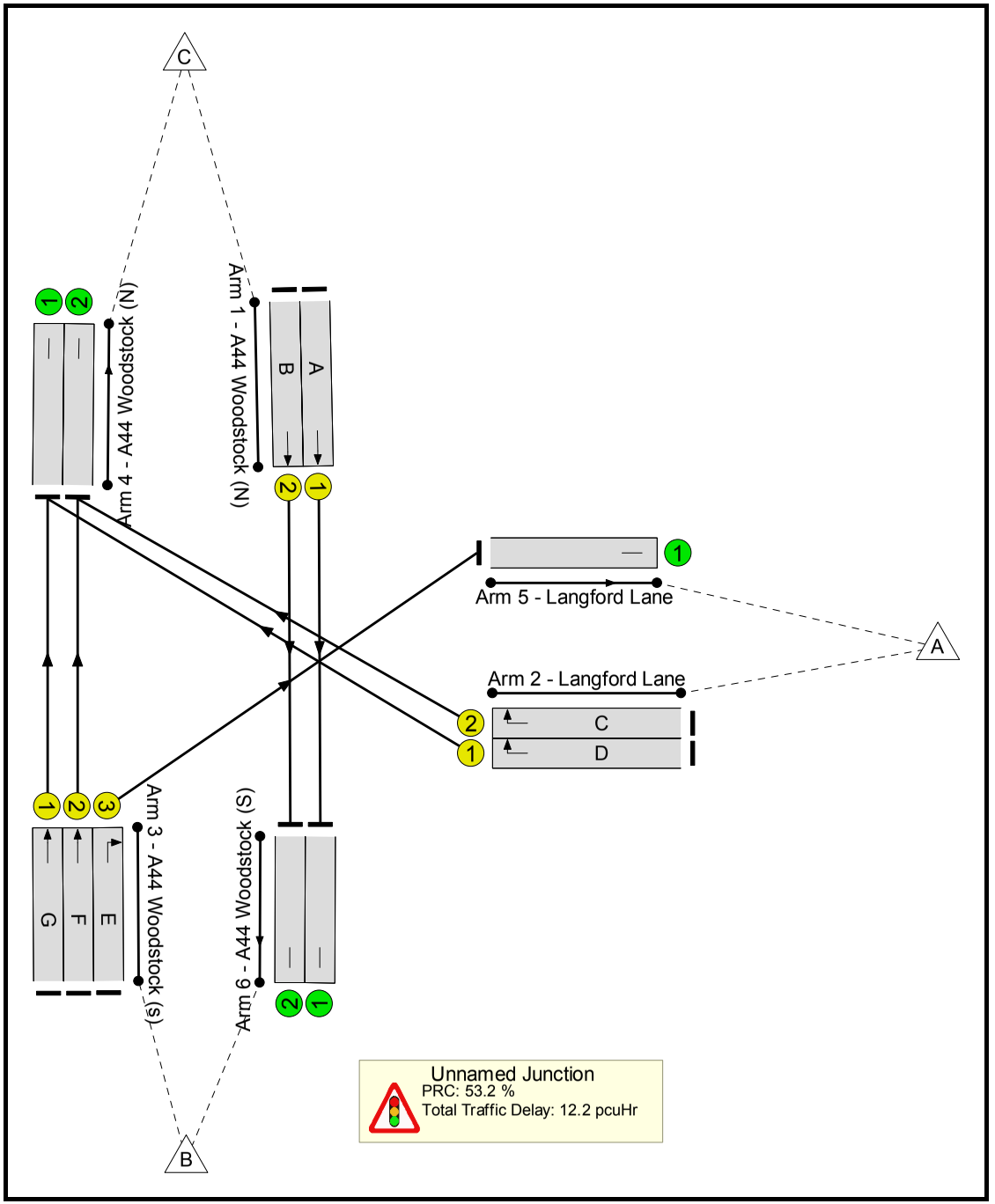
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**58.8%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**58.8%**
1/1	A44 Woodstock (N) Ahead	U	N/A	N/A	A		1	45	-	332	1800	920	36.1%
1/2	A44 Woodstock (N) Ahead	U	N/A	N/A	B		1	45	-	332	1800	920	36.1%
2/1	Langford Lane Right	U	N/A	N/A	D		1	15	-	181	1800	320	56.6%
2/2	Langford Lane Right	U	N/A	N/A	C		1	15	-	181	1800	320	56.6%
3/1	A44 Woodstock (s) Ahead	U	N/A	N/A	G		1	64	-	517	1800	1300	39.8%
3/2	A44 Woodstock (s) Ahead	U	N/A	N/A	F		1	64	-	517	1800	1300	39.8%
3/3	A44 Woodstock (s) Right	U	N/A	N/A	E		1	15	-	188	1800	320	58.8%
4/1	A44 Woodstock (N)	U	N/A	N/A	-		-	-	-	698	Inf	Inf	0.0%
4/2	A44 Woodstock (N)	U	N/A	N/A	-		-	-	-	698	Inf	Inf	0.0%
5/1	Langford Lane	U	N/A	N/A	-		-	-	-	188	Inf	Inf	0.0%
6/1	A44 Woodstock (S)	U	N/A	N/A	-		-	-	-	332	Inf	Inf	0.0%
6/2	A44 Woodstock (S)	U	N/A	N/A	-		-	-	-	332	Inf	Inf	0.0%

Full Input Data And Results

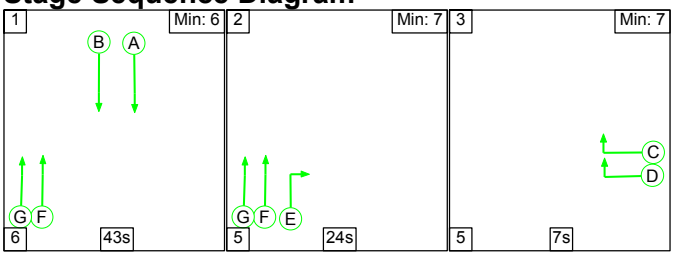
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**9.0**	**3.2**	**0.0**	**12.2**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**9.0**	**3.2**	**0.0**	**12.2**	**-**	**-**	**-**	**-**
1/1	332	332	-	-	-	1.2	0.3	-	1.5	16.2	4.9	0.3	5.2
1/2	332	332	-	-	-	1.2	0.3	-	1.5	16.2	4.9	0.3	5.2
2/1	181	181	-	-	-	1.7	0.6	-	2.3	46.7	4.1	0.6	4.8
2/2	181	181	-	-	-	1.7	0.6	-	2.3	46.7	4.1	0.6	4.8
3/1	517	517	-	-	-	0.7	0.3	-	1.0	7.2	5.0	0.3	5.4
3/2	517	517	-	-	-	0.7	0.3	-	1.0	7.2	5.0	0.3	5.4
3/3	188	188	-	-	-	1.8	0.7	-	2.5	47.5	4.3	0.7	5.0
4/1	698	698	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	698	698	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	188	188	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	332	332	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	332	332	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 53.2 Total Delay for Signalled Lanes (pcuHr): 12.23 Cycle Time (s): 90
PRC Over All Lanes (%): 53.2 Total Delay Over All Lanes(pcuHr): 12.23

Full Input Data And Results

Scenario 3: '2031 Base AM' (FG3: '2031 Base AM', Plan 1: 'Staging Plan No. 1')

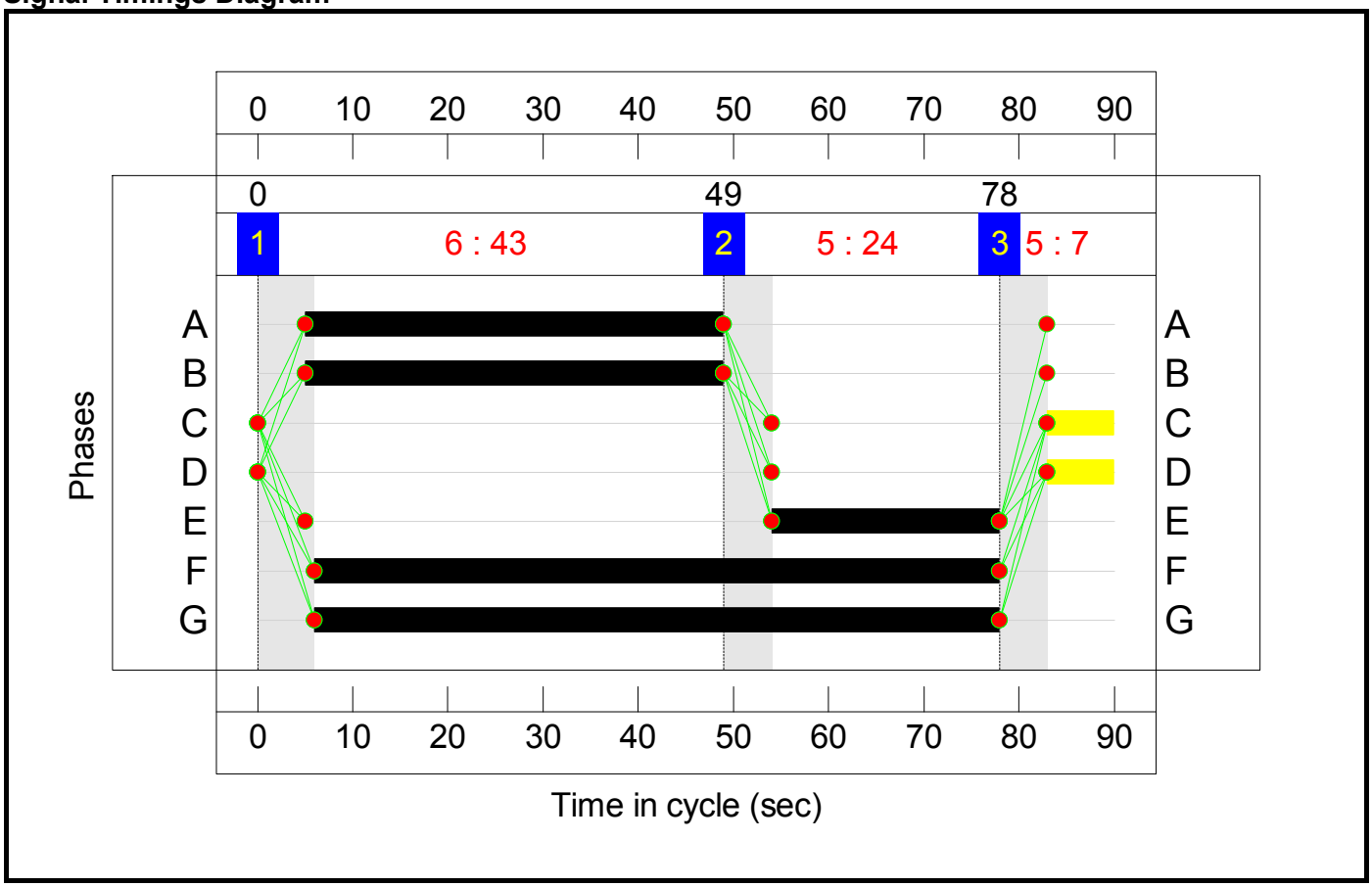
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	43	24	7
Change Point	0	49	78

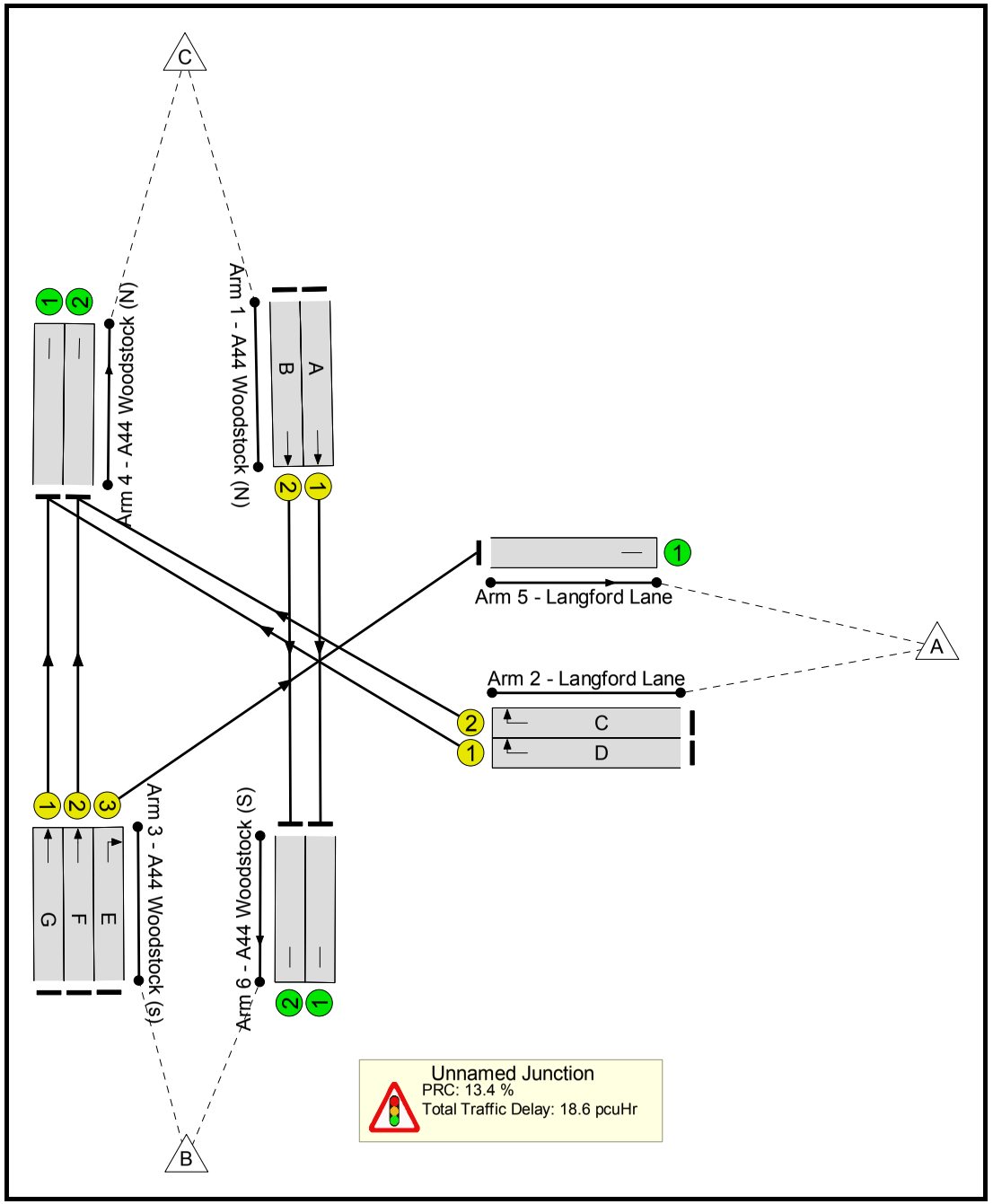
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.4%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.4%**
1/1	A44 Woodstock (N) Ahead	U	N/A	N/A	A		1	44	-	656	1800	900	72.8%
1/2	A44 Woodstock (N) Ahead	U	N/A	N/A	B		1	44	-	656	1800	900	72.8%
2/1	Langford Lane Right	U	N/A	N/A	D		1	7	-	95	1800	160	59.4%
2/2	Langford Lane Right	U	N/A	N/A	C		1	7	-	95	1800	160	59.4%
3/1	A44 Woodstock (s) Ahead	U	N/A	N/A	G		1	72	-	407	1800	1460	27.8%
3/2	A44 Woodstock (s) Ahead	U	N/A	N/A	F		1	72	-	407	1800	1460	27.8%
3/3	A44 Woodstock (s) Right	U	N/A	N/A	E		1	24	-	397	1800	500	79.4%
4/1	A44 Woodstock (N)	U	N/A	N/A	-		-	-	-	502	Inf	Inf	0.0%
4/2	A44 Woodstock (N)	U	N/A	N/A	-		-	-	-	502	Inf	Inf	0.0%
5/1	Langford Lane	U	N/A	N/A	-		-	-	-	397	Inf	Inf	0.0%
6/1	A44 Woodstock (S)	U	N/A	N/A	-		-	-	-	656	Inf	Inf	0.0%
6/2	A44 Woodstock (S)	U	N/A	N/A	-		-	-	-	656	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**12.3**	**6.3**	**0.0**	**18.6**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**12.3**	**6.3**	**0.0**	**18.6**	**-**	**-**	**-**	**-**
1/1	655	655	-	-	-	3.2	1.3	-	4.5	25.0	12.7	1.3	14.1
1/2	655	655	-	-	-	3.2	1.3	-	4.5	25.0	12.7	1.3	14.1
2/1	95	95	-	-	-	1.0	0.7	-	1.8	66.6	2.3	0.7	3.0
2/2	95	95	-	-	-	1.0	0.7	-	1.8	66.6	2.3	0.7	3.0
3/1	407	407	-	-	-	0.2	0.2	-	0.4	3.8	2.4	0.2	2.6
3/2	407	407	-	-	-	0.2	0.2	-	0.4	3.8	2.4	0.2	2.6
3/3	397	397	-	-	-	3.3	1.9	-	5.2	47.0	9.2	1.9	11.0
4/1	502	502	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	502	502	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	397	397	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	656	656	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	656	656	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

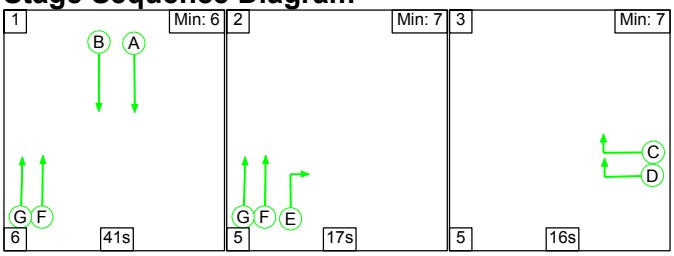
C1 PRC for Signalled Lanes (%): 13.4 Total Delay for Signalled Lanes (pcuHr): 18.64 Cycle Time (s): 90

PRC Over All Lanes (%): 13.4 Total Delay Over All Lanes(pcuHr): 18.64

Full Input Data And Results

Scenario 4: '2031 Base PM' (FG4: '2031 Base PM', Plan 1: 'Staging Plan No. 1')

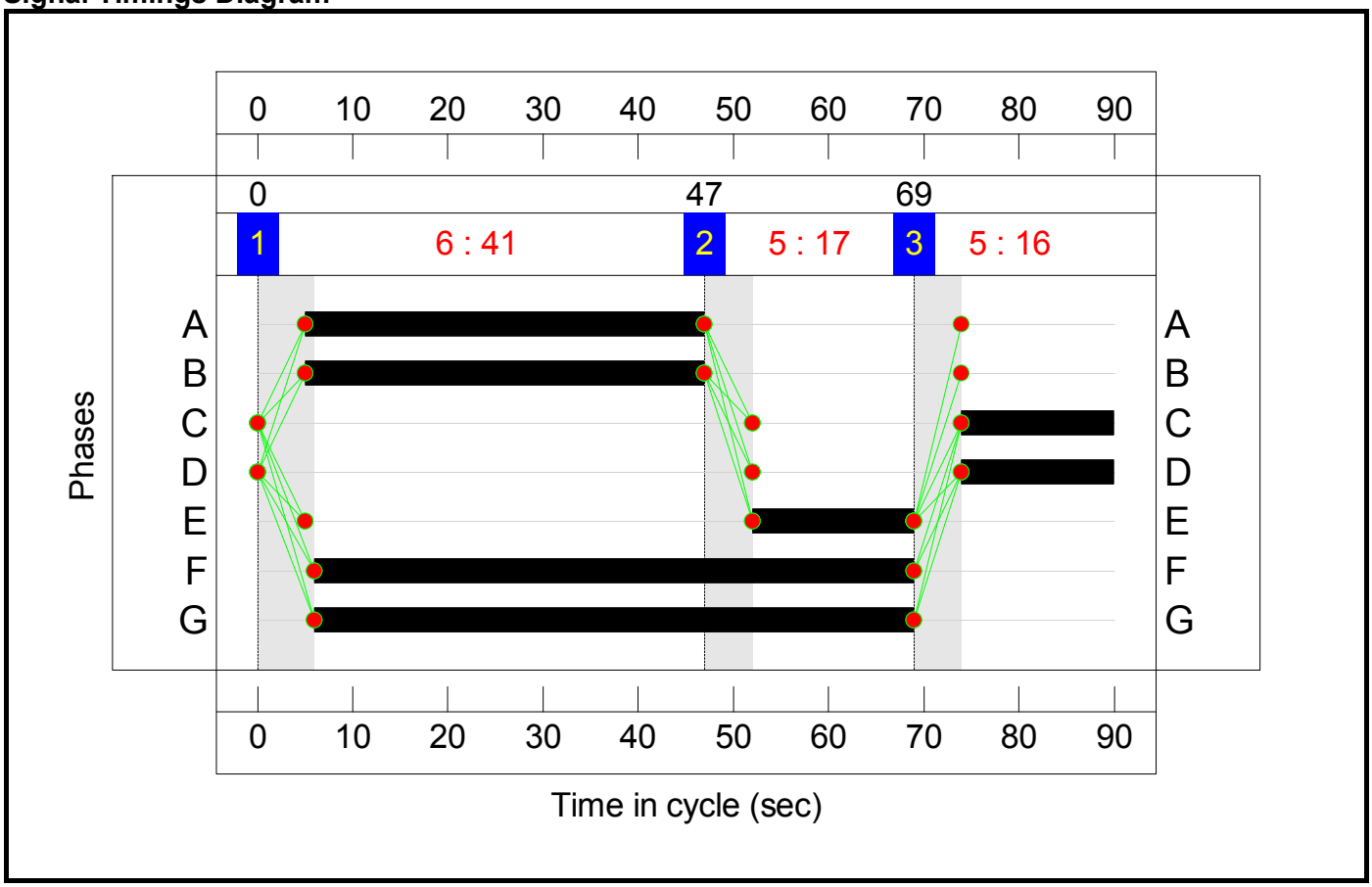
Stage Sequence Diagram



Stage Timings

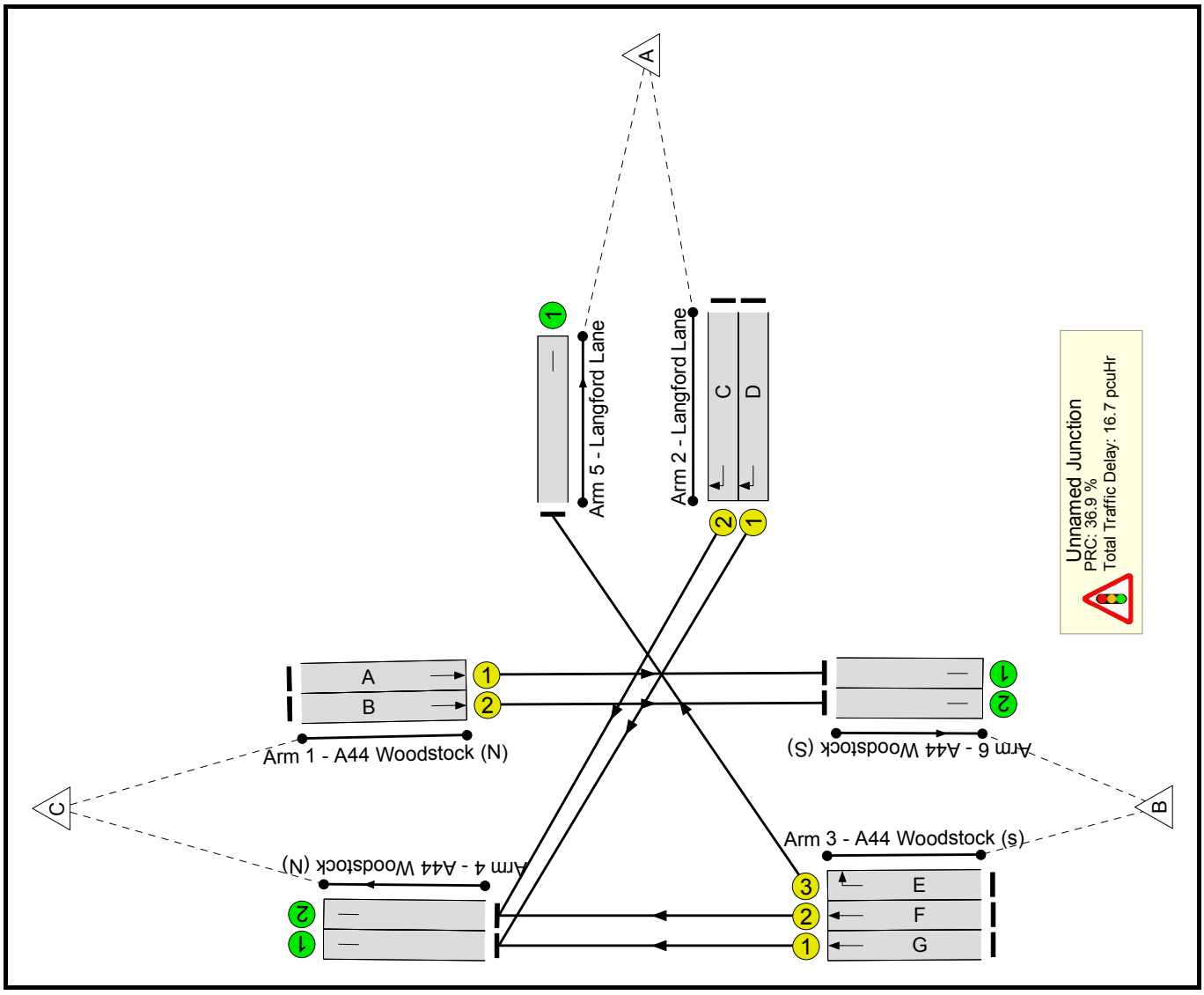
Stage	1	2	3
Duration	41	17	16
Change Point	0	47	69

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


A
B
C
Arm 1 - A44 Woodstock (N)
Arm 2 - Langford Lane
Arm 3 - A44 Woodstock (S)
Arm 4 - A44 Woodstock (N)
Arm 5 - Langford Lane
Arm 6 - A44 Woodstock (S)
Unnamed Junction
PRC: 36.9 %
Total Traffic Delay: 16.7 pcuHr

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.7%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.7%**
1/1	A44 Woodstock (N) Ahead	U	N/A	N/A	A		1	42	-	410	1800	860	47.7%
1/2	A44 Woodstock (N) Ahead	U	N/A	N/A	B		1	42	-	410	1800	860	47.7%
2/1	Langford Lane Right	U	N/A	N/A	D		1	16	-	224	1800	340	65.7%
2/2	Langford Lane Right	U	N/A	N/A	C		1	16	-	224	1800	340	65.7%
3/1	A44 Woodstock (s) Ahead	U	N/A	N/A	G		1	63	-	639	1800	1280	49.9%
3/2	A44 Woodstock (s) Ahead	U	N/A	N/A	F		1	63	-	639	1800	1280	49.9%
3/3	A44 Woodstock (s) Right	U	N/A	N/A	E		1	17	-	232	1800	360	64.4%
4/1	A44 Woodstock (N)	U	N/A	N/A	-		-	-	-	862	Inf	Inf	0.0%
4/2	A44 Woodstock (N)	U	N/A	N/A	-		-	-	-	862	Inf	Inf	0.0%
5/1	Langford Lane	U	N/A	N/A	-		-	-	-	232	Inf	Inf	0.0%
6/1	A44 Woodstock (S)	U	N/A	N/A	-		-	-	-	410	Inf	Inf	0.0%
6/2	A44 Woodstock (S)	U	N/A	N/A	-		-	-	-	410	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**12.0**	**4.7**	**0.0**	**16.7**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**12.0**	**4.7**	**0.0**	**16.7**	**-**	**-**	**-**	**-**
1/1	410	410	-	-	-	1.8	0.5	-	2.3	19.9	6.8	0.5	7.3
1/2	410	410	-	-	-	1.8	0.5	-	2.3	19.9	6.8	0.5	7.3
2/1	223	223	-	-	-	2.1	0.9	-	3.0	49.0	5.2	0.9	6.1
2/2	223	223	-	-	-	2.1	0.9	-	3.0	49.0	5.2	0.9	6.1
3/1	638	638	-	-	-	1.0	0.5	-	1.5	8.6	7.1	0.5	7.6
3/2	638	638	-	-	-	1.0	0.5	-	1.5	8.6	7.1	0.5	7.6
3/3	232	232	-	-	-	2.1	0.9	-	3.0	46.9	5.3	0.9	6.2
4/1	862	862	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	862	862	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	410	410	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	410	410	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

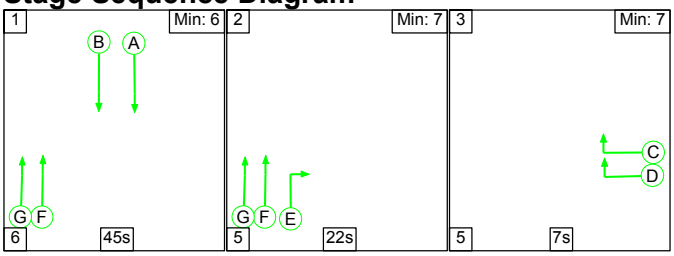
C1 PRC for Signalled Lanes (%): 36.9 Total Delay for Signalled Lanes (pcuHr): 16.70 Cycle Time (s): 90

PRC Over All Lanes (%): 36.9 Total Delay Over All Lanes(pcuHr): 16.70

Full Input Data And Results

Scenario 5: '2031 Base + Dev AM' (FG5: '2031 Base + Dev AM', Plan 1: 'Staging Plan No. 1')

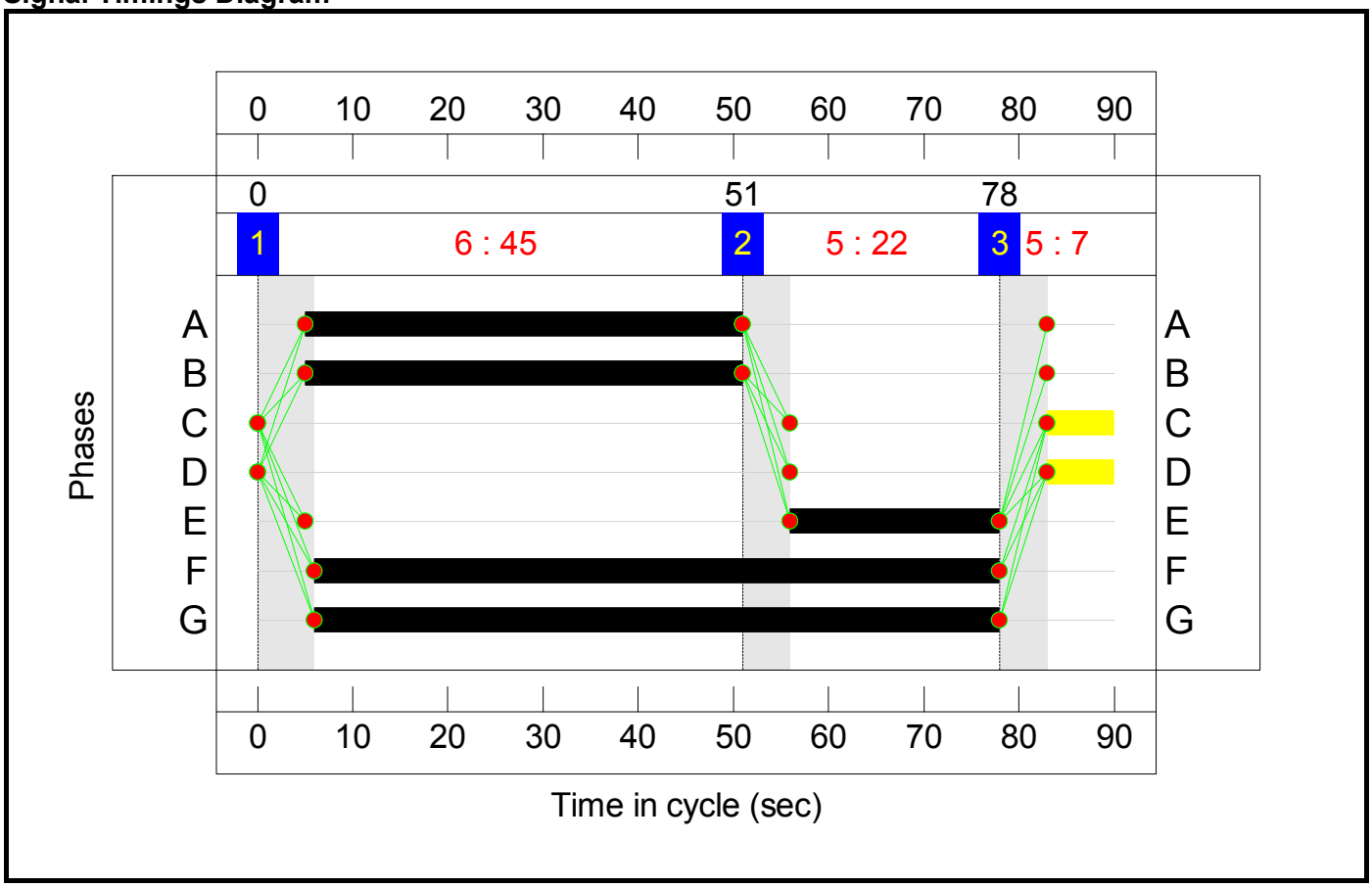
Stage Sequence Diagram



Stage Timings

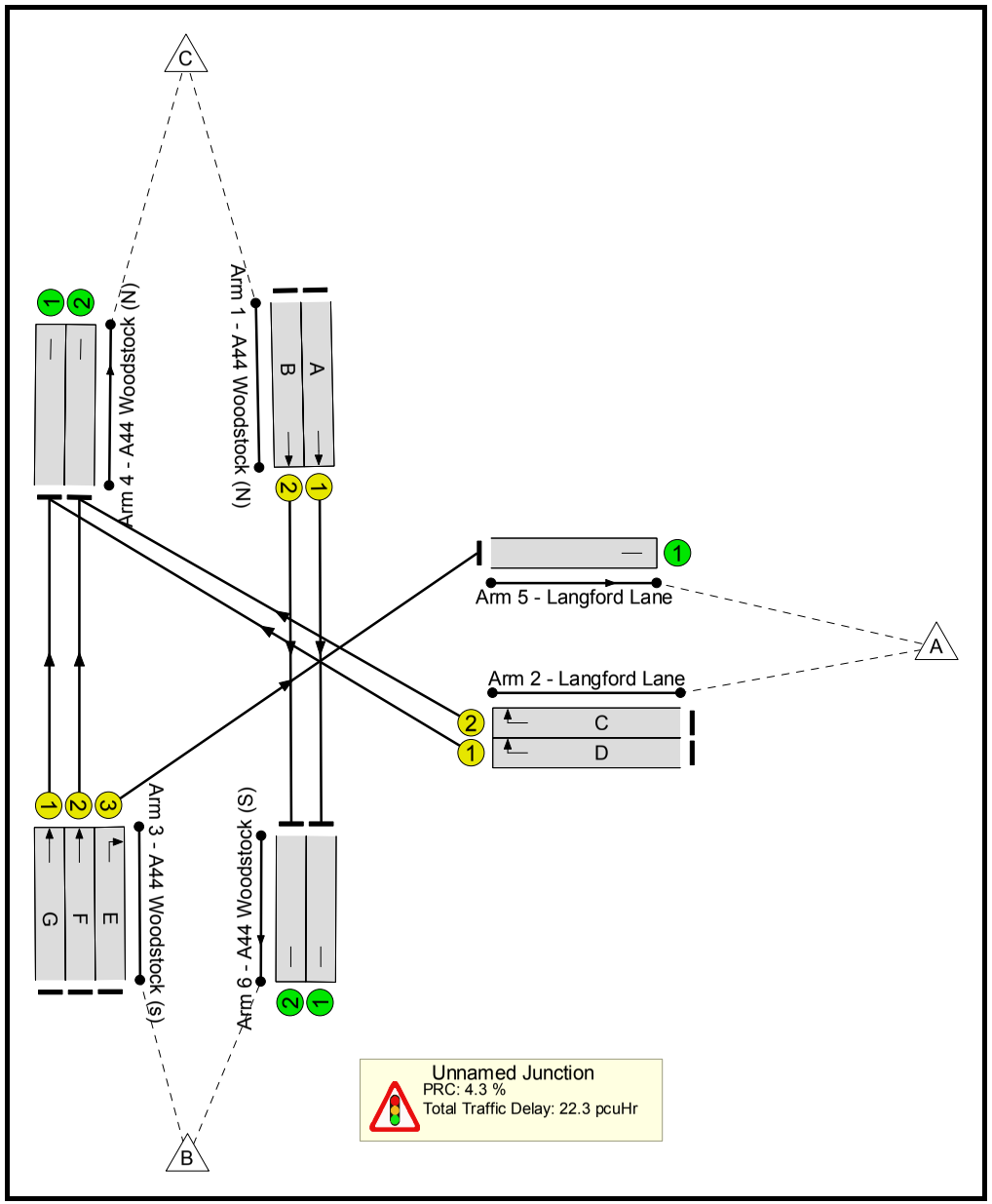
Stage	1	2	3
Duration	45	22	7
Change Point	0	51	78

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.3%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.3%**
1/1	A44 Woodstock (N) Ahead	U	N/A	N/A	A		1	46	-	738	1800	940	78.5%
1/2	A44 Woodstock (N) Ahead	U	N/A	N/A	B		1	46	-	737	1800	940	78.4%
2/1	Langford Lane Right	U	N/A	N/A	D		1	7	-	105	1800	160	65.6%
2/2	Langford Lane Right	U	N/A	N/A	C		1	7	-	105	1800	160	65.6%
3/1	A44 Woodstock (s) Ahead	U	N/A	N/A	G		1	72	-	450	1800	1460	30.8%
3/2	A44 Woodstock (s) Ahead	U	N/A	N/A	F		1	72	-	450	1800	1460	30.8%
3/3	A44 Woodstock (s) Right	U	N/A	N/A	E		1	22	-	397	1800	460	86.3%
4/1	A44 Woodstock (N)	U	N/A	N/A	-		-	-	-	555	Inf	Inf	0.0%
4/2	A44 Woodstock (N)	U	N/A	N/A	-		-	-	-	555	Inf	Inf	0.0%
5/1	Langford Lane	U	N/A	N/A	-		-	-	-	397	Inf	Inf	0.0%
6/1	A44 Woodstock (S)	U	N/A	N/A	-		-	-	-	738	Inf	Inf	0.0%
6/2	A44 Woodstock (S)	U	N/A	N/A	-		-	-	-	737	Inf	Inf	0.0%

Full Input Data And Results

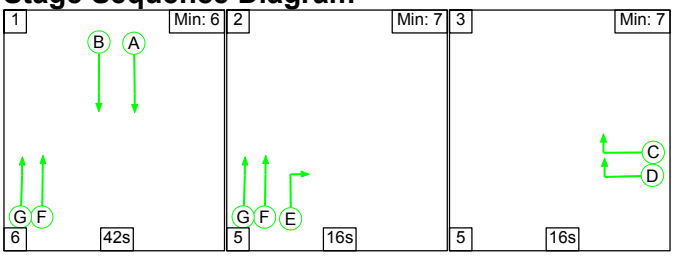
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**13.5**	**8.8**	**0.0**	**22.3**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**13.5**	**8.8**	**0.0**	**22.3**	**-**	**-**	**-**	**-**
1/1	738	738	-	-	-	3.6	1.8	-	5.4	26.2	14.8	1.8	16.6
1/2	737	737	-	-	-	3.6	1.8	-	5.3	26.1	14.7	1.8	16.5
2/1	105	105	-	-	-	1.2	0.9	-	2.1	71.3	2.5	0.9	3.5
2/2	105	105	-	-	-	1.2	0.9	-	2.1	71.3	2.5	0.9	3.5
3/1	450	450	-	-	-	0.3	0.2	-	0.5	3.9	2.8	0.2	3.0
3/2	450	450	-	-	-	0.3	0.2	-	0.5	3.9	2.8	0.2	3.0
3/3	397	397	-	-	-	3.5	2.9	-	6.4	58.2	9.4	2.9	12.3
4/1	555	555	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	555	555	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	397	397	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	738	738	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	737	737	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 4.3 Total Delay for Signalled Lanes (pcuHr): 22.27 Cycle Time (s): 90
PRC Over All Lanes (%): 4.3 Total Delay Over All Lanes(pcuHr): 22.27

Full Input Data And Results

Scenario 6: '2031 Base + Dev PM' (FG6: '2031 Base + Dev PM', Plan 1: 'Staging Plan No. 1')

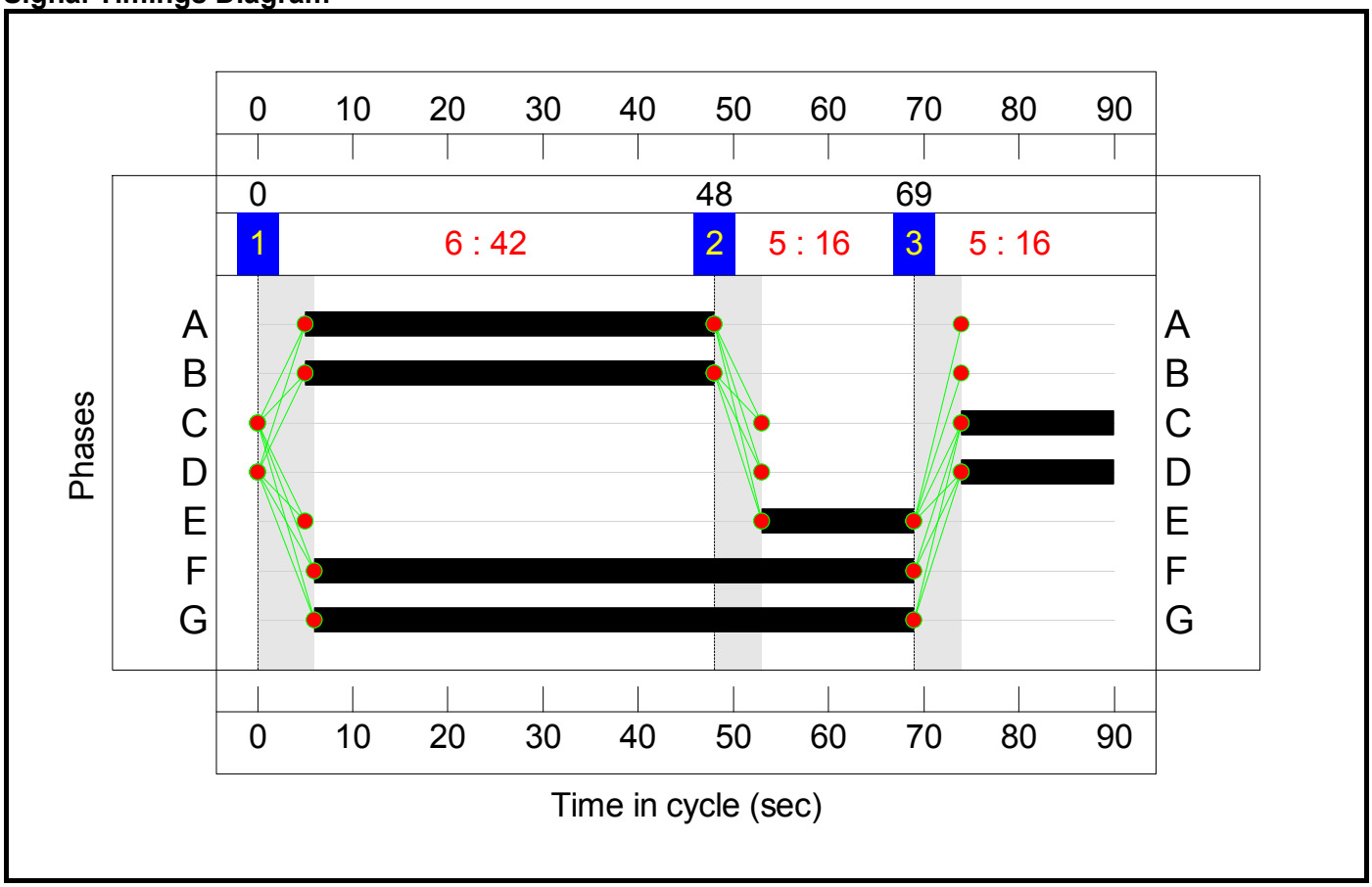
Stage Sequence Diagram



Stage Timings

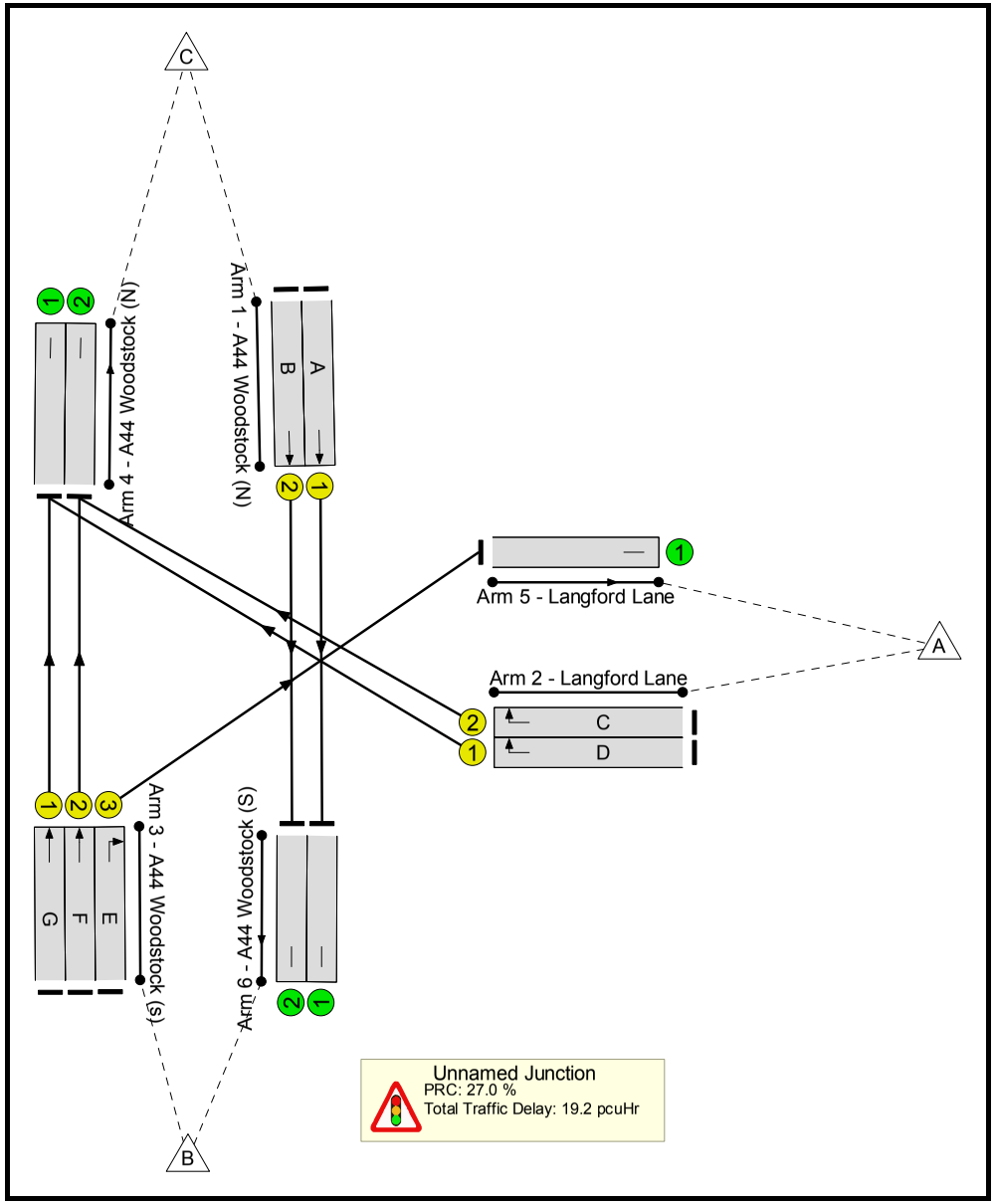
Stage	1	2	3
Duration	42	16	16
Change Point	0	48	69

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**70.9%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**70.9%**
1/1	A44 Woodstock (N) Ahead	U	N/A	N/A	A		1	43	-	466	1800	880	53.0%
1/2	A44 Woodstock (N) Ahead	U	N/A	N/A	B		1	43	-	465	1800	880	52.8%
2/1	Langford Lane Right	U	N/A	N/A	D		1	16	-	241	1800	340	70.9%
2/2	Langford Lane Right	U	N/A	N/A	C		1	16	-	240	1800	340	70.6%
3/1	A44 Woodstock (s) Ahead	U	N/A	N/A	G		1	63	-	722	1800	1280	56.4%
3/2	A44 Woodstock (s) Ahead	U	N/A	N/A	F		1	63	-	721	1800	1280	56.3%
3/3	A44 Woodstock (s) Right	U	N/A	N/A	E		1	16	-	232	1800	340	68.2%
4/1	A44 Woodstock (N)	U	N/A	N/A	-		-	-	-	963	Inf	Inf	0.0%
4/2	A44 Woodstock (N)	U	N/A	N/A	-		-	-	-	961	Inf	Inf	0.0%
5/1	Langford Lane	U	N/A	N/A	-		-	-	-	232	Inf	Inf	0.0%
6/1	A44 Woodstock (S)	U	N/A	N/A	-		-	-	-	466	Inf	Inf	0.0%
6/2	A44 Woodstock (S)	U	N/A	N/A	-		-	-	-	465	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**13.4**	**5.8**	**0.0**	**19.2**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**13.4**	**5.8**	**0.0**	**19.2**	**-**	**-**	**-**	**-**
1/1	466	466	-	-	-	2.1	0.6	-	2.6	20.2	8.0	0.6	8.6
1/2	465	465	-	-	-	2.0	0.6	-	2.6	20.2	8.0	0.6	8.6
2/1	241	241	-	-	-	2.3	1.2	-	3.5	51.9	5.6	1.2	6.8
2/2	240	240	-	-	-	2.3	1.2	-	3.5	51.8	5.6	1.2	6.8
3/1	722	722	-	-	-	1.3	0.6	-	1.9	9.5	8.6	0.6	9.3
3/2	721	721	-	-	-	1.3	0.6	-	1.9	9.5	8.6	0.6	9.3
3/3	232	232	-	-	-	2.2	1.1	-	3.2	50.3	5.3	1.1	6.4
4/1	963	963	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	961	961	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	466	466	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	465	465	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 27.0 Total Delay for Signalled Lanes (pcuHr): 19.19 Cycle Time (s): 90

PRC Over All Lanes (%): 27.0 Total Delay Over All Lanes(pcuHr): 19.19

LinSig V1 style report

User and Project Details

Project:	**Woodstock East**
Title:	**Loop Farm Roundabout**
Location:	Loop Farm Roundabout
File name:	Loop Farm Roundabout_Option 2.lsg3x
Author:	NES/RMCC
Company:	DTA
Address:	Henley in Arden
Notes:	

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7
E	Traffic	2		7	7

Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E
A		5	-	-	-
B	5		-	-	-
C	-	-		5	5
D	-	-	5		-
E	-	-	5	-	

Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

	To Stage		
		1	2
From Stage	1		5
	2	5	

Stage Stream: 2

	To Stage			
		1	2	3
From Stage	1		2	5
	2	0		5
	3	5	5	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	E
2	2	D E
2	3	C

Give-Way Lane Input Data

Junction: Unnamed Junction

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
3/1 (Frieze Way)	6/2 (Left)	1000	0	9/1	0.33	All	-	-	-	-	-
				9/2	0.33	All					
3/2 (Frieze Way)	7/1 (Ahead)	1000	0	9/1	0.33	All	-	-	-	-	-
				9/2	0.33	All					

Lane Input Data

Junction: Unnamed Junction

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A44 Woodstock Road (N))	U	A	2	3	5.0	User	1950	-	-	-	-	-
1/2 (A44 Woodstock Road (N))	U	A	2	3	60.0	User	1950	-	-	-	-	-
1/3 (A44 Woodstock Road (N))	U	A	2	3	60.0	User	1950	-	-	-	-	-
2/1 (A44 Woodstock Road (S))	U	E	2	3	60.0	User	1950	-	-	-	-	-
2/2 (A44 Woodstock Road (S))	U	E	2	3	60.0	User	1950	-	-	-	-	-
2/3 (A44 Woodstock Road (S))	U	D	2	3	60.0	User	1950	-	-	-	-	-
3/1 (Frieze Way)	O		2	3	60.0	Geom	-	3.25	0.00	Y	Arm 6 Left	Inf
3/2 (Frieze Way)	O		2	3	60.0	Geom	-	3.25	0.00	Y	Arm 7 Ahead	Inf
4/1 (A44 Woodstock Road (N))	U		2	3	60.0	Inf	-	-	-	-	-	-
4/2 (A44 Woodstock Road (N))	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Frieze Way)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2 (Frieze Way)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (A44 Woodstock Road (S))	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2 (A44 Woodstock Road (S))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U	C	2	3	4.0	User	1950	-	-	-	-	-
8/1	U	B	2	3	4.0	User	1950	-	-	-	-	-

8/2	U	B	2	3	4.0	User	1950	-	-	-	-	-
9/1	U		2	3	5.0	Inf	-	-	-	-	-	-
9/2	U		2	3	5.0	Inf	-	-	-	-	-	-

Lane Saturation Flows

Scenario 1: 'AM Design' (FG1: '2031 Base + Dev + Northern Gateway AM', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A44 Woodstock Road (N) Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
1/2 (A44 Woodstock Road (N) Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
1/3 (A44 Woodstock Road (N) Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
2/1 (A44 Woodstock Road (S) Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
2/2 (A44 Woodstock Road (S) Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
2/3 (A44 Woodstock Road (S) Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
3/1 (Frieze Way)	3.25	0.00	Y	Arm 6 Left	Inf	100.0 %	1940	1940
3/2 (Frieze Way)	3.25	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1940	1940
4/1 (A44 Woodstock Road (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (A44 Woodstock Road (N) Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Frieze Way Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Frieze Way Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A44 Woodstock Road (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A44 Woodstock Road (S) Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1	This lane uses a directly entered Saturation Flow						1950	1950
8/1	This lane uses a directly entered Saturation Flow						1950	1950
8/2	This lane uses a directly entered Saturation Flow						1950	1950
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'PM Design' (FG2: '2031 Base + Dev + Northern Gateway PM', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A44 Woodstock Road (N) Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
1/2 (A44 Woodstock Road (N) Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
1/3 (A44 Woodstock Road (N) Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
2/1 (A44 Woodstock Road (S) Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
2/2 (A44 Woodstock Road (S) Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
2/3 (A44 Woodstock Road (S) Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
3/1 (Frieze Way)	3.25	0.00	Y	Arm 6 Left	Inf	100.0 %	1940	1940
3/2 (Frieze Way)	3.25	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1940	1940
4/1 (A44 Woodstock Road (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
4/2 (A44 Woodstock Road (N) Lane 2)	Infinite Saturation Flow						Inf	Inf
5/1 (Frieze Way Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Frieze Way Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (A44 Woodstock Road (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A44 Woodstock Road (S) Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1	This lane uses a directly entered Saturation Flow						1950	1950
8/1	This lane uses a directly entered Saturation Flow						1950	1950
8/2	This lane uses a directly entered Saturation Flow						1950	1950
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2031 Base + Dev + Northern Gateway AM'	08:00	09:00	01:00	
2: '2031 Base + Dev + Northern Gateway PM'	17:00	18:00	01:00	

Traffic Flows, Desired

FG1: '2031 Base + Dev + Northern Gateway AM'
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	166	1753	1919
	B	133	0	321	454
	C	1373	397	0	1770
	Tot.	1506	563	2074	4143

FG2: '2031 Base + Dev + Northern Gateway PM'
Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	251	1603	1854
	B	344	0	366	710
	C	1747	681	0	2428
	Tot.	2091	932	1969	4992

Stage Timings

Scenario 1: 'AM Design' (FG1: '2031 Base + Dev + Northern Gateway AM', Plan 1: 'Network Control Plan 1')
Stage Stream: 1

Stage	1	2
Duration	33	7
Change Point	24	12

Stage Stream: 2

Stage	1	2	3
Duration	0	31	7
Change Point	39	44	27

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Loop Farm Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	**73.4%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**73.4%**
1/2+1/1	A44 Woodstock Road (N) Ahead Ahead2	U	1	N/A	A		1	33	-	1011	1950:1950	1175+231	71.9 : 71.9%
1/3	A44 Woodstock Road (N) Ahead	U	1	N/A	A		1	33	-	908	1950	1326	68.5%
2/1	A44 Woodstock Road (S) Ahead	U	2	N/A	E		1	33	-	973	1950	1326	73.4%
2/2	A44 Woodstock Road (S) Ahead	U	2	N/A	E		1	33	-	400	1950	1326	30.2%
2/3	A44 Woodstock Road (S) Ahead	U	2	N/A	D		1	31	-	397	1950	1248	31.8%
3/1	Frieze Way Left	O	N/A	N/A	-		-	-	-	321	1940	470	68.2%
3/2	Frieze Way Ahead	O	N/A	N/A	-		-	-	-	133	1940	470	28.3%
4/1	A44 Woodstock Road (N)	U	N/A	N/A	-		-	-	-	1039	Inf	Inf	0.0%
4/2	A44 Woodstock Road (N)	U	N/A	N/A	-		-	-	-	467	Inf	Inf	0.0%
5/1	Frieze Way	U	N/A	N/A	-		-	-	-	364	Inf	Inf	0.0%
5/2	Frieze Way	U	N/A	N/A	-		-	-	-	199	Inf	Inf	0.0%
6/1	A44 Woodstock Road (S)	U	N/A	N/A	-		-	-	-	845	Inf	Inf	0.0%
6/2	A44 Woodstock Road (S)	U	N/A	N/A	-		-	-	-	1229	Inf	Inf	0.0%
7/1	Right Right2	U	2	N/A	C		1	7	-	133	1950	312	42.6%
8/1	Right	U	1	N/A	B		1	7	-	198	1950	312	63.5%
8/2	Right Right2	U	1	N/A	B		1	7	-	199	1950	312	63.8%

9/1	Ahead	U	N/A	N/A	-		-	-	-	845	Inf	Inf	0.0%
9/2	Ahead Right	U	N/A	N/A	-		-	-	-	908	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Loop Farm Roundabout	**-**	**-**	**454**	**0**	**0**	**7.6**	**7.5**	**0.0**	**15.1**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**454**	**0**	**0**	**7.6**	**7.5**	**0.0**	**15.1**	**-**	**-**	**-**	**-**
1/2+1/1	1011	1011	-	-	-	1.2	1.3	-	2.5	8.8	7.0	1.3	8.2
1/3	908	908	-	-	-	1.2	1.1	-	2.3	9.1	7.3	1.1	8.4
2/1	973	973	-	-	-	1.4	1.4	-	2.7	10.2	8.4	1.4	9.7
2/2	400	400	-	-	-	0.4	0.2	-	0.6	5.2	2.2	0.2	2.4
2/3	397	397	-	-	-	0.4	0.2	-	0.7	6.2	2.4	0.2	2.7
3/1	321	321	321	0	0	0.6	1.1	-	1.6	18.5	3.4	1.1	4.4
3/2	133	133	133	0	0	0.1	0.2	-	0.3	7.9	0.7	0.2	0.9
4/1	1039	1039	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	467	467	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	364	364	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	199	199	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	845	845	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	1229	1229	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	133	133	-	-	-	0.6	0.4	-	1.0	26.3	1.7	0.4	2.0
8/1	198	198	-	-	-	0.9	0.9	-	1.7	31.1	2.5	0.9	3.4
8/2	199	199	-	-	-	0.9	0.9	-	1.7	31.3	2.5	0.9	3.4
9/1	845	845	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	908	908	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 Stream: 1 PRC for Signalled Lanes (%):	25.1	Total Delay for Signalled Lanes (pcuHr):	8.21	Cycle Time (s):	50
C1 Stream: 2 PRC for Signalled Lanes (%):	22.7	Total Delay for Signalled Lanes (pcuHr):	4.98	Cycle Time (s):	50
PRC Over All Lanes (%):	22.7	Total Delay Over All Lanes(pcuHr):	15.13		

Stage Timings

Scenario 2: 'PM Design' (FG2: '2031 Base + Dev + Northern Gateway PM', Plan 1: 'Network Control Plan 1')

Stage Stream: 1

Stage	1	2
Duration	25	10
Change Point	41	26

Stage Stream: 2

Stage	1	2	3
Duration	0	24	9
Change Point	11	16	42

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Loop Farm Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	**82.4%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**82.4%**
1/2+1/1	A44 Woodstock Road (N) Ahead Ahead2	U	1	N/A	A		1	25	-	1008	1950:1950	953+316	79.4 : 79.4%
1/3	A44 Woodstock Road (N) Ahead	U	1	N/A	A		1	25	-	846	1950	1127	75.1%
2/1	A44 Woodstock Road (S) Ahead	U	2	N/A	E		1	26	-	964	1950	1170	82.4%
2/2	A44 Woodstock Road (S) Ahead	U	2	N/A	E		1	26	-	783	1950	1170	66.9%
2/3	A44 Woodstock Road (S) Ahead	U	2	N/A	D		1	24	-	681	1950	1083	62.9%
3/1	Frieze Way Left	O	N/A	N/A	-		-	-	-	366	1940	523	70.0%
3/2	Frieze Way Ahead	O	N/A	N/A	-		-	-	-	344	1940	523	65.8%
4/1	A44 Woodstock Road (N)	U	N/A	N/A	-		-	-	-	1136	Inf	Inf	0.0%
4/2	A44 Woodstock Road (N)	U	N/A	N/A	-		-	-	-	955	Inf	Inf	0.0%
5/1	Frieze Way	U	N/A	N/A	-		-	-	-	591	Inf	Inf	0.0%
5/2	Frieze Way	U	N/A	N/A	-		-	-	-	341	Inf	Inf	0.0%
6/1	A44 Woodstock Road (S)	U	N/A	N/A	-		-	-	-	757	Inf	Inf	0.0%
6/2	A44 Woodstock Road (S)	U	N/A	N/A	-		-	-	-	1212	Inf	Inf	0.0%
7/1	Right Right2	U	2	N/A	C		1	9	-	344	1950	433	79.4%
8/1	Right	U	1	N/A	B		1	10	-	340	1950	477	71.3%
8/2	Right Right2	U	1	N/A	B		1	10	-	341	1950	477	71.5%

9/1	Ahead	U	N/A	N/A	-		-	-	-	757	Inf	Inf	0.0%
9/2	Ahead Right	U	N/A	N/A	-		-	-	-	846	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Loop Farm Roundabout	**-**	**-**	**710**	**0**	**0**	**11.8**	**13.9**	**0.0**	**25.7**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**710**	**0**	**0**	**11.8**	**13.9**	**0.0**	**25.7**	**-**	**-**	**-**	**-**
1/2+1/1	1008	1008	-	-	-	1.7	1.9	-	3.6	13.0	7.5	1.9	9.4
1/3	846	846	-	-	-	1.7	1.5	-	3.2	13.4	7.8	1.5	9.2
2/1	964	964	-	-	-	1.9	2.3	-	4.2	15.7	9.4	2.3	11.7
2/2	783	783	-	-	-	1.3	1.0	-	2.3	10.6	6.5	1.0	7.5
2/3	681	681	-	-	-	1.3	0.8	-	2.1	11.3	5.7	0.8	6.5
3/1	366	366	366	0	0	0.7	1.2	-	1.8	17.8	3.4	1.2	4.5
3/2	344	344	344	0	0	0.6	1.0	-	1.5	16.1	3.0	1.0	3.9
4/1	1136	1136	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	955	955	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	591	591	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	341	341	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	757	757	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	1212	1212	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	344	344	-	-	-	1.0	1.8	-	2.8	29.8	4.0	1.8	5.9
8/1	340	340	-	-	-	0.8	1.2	-	2.0	21.7	3.9	1.2	5.1
8/2	341	341	-	-	-	0.8	1.2	-	2.1	21.8	3.9	1.2	5.1
9/1	757	757	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	846	846	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

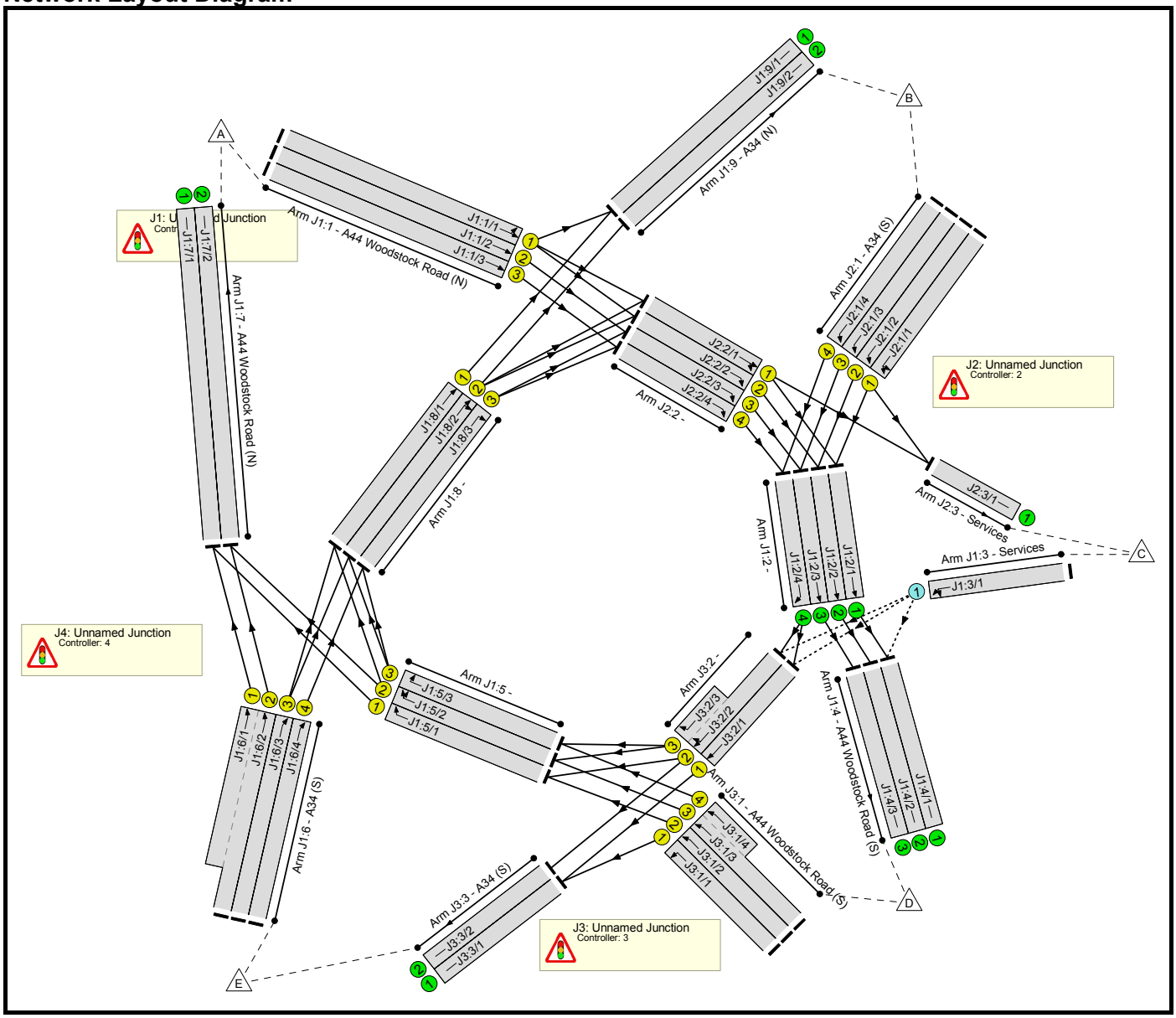
C1 Stream: 1 PRC for Signalled Lanes (%):	13.3	Total Delay for Signalled Lanes (pcuHr):	10.91	Cycle Time (s): 45
C1 Stream: 2 PRC for Signalled Lanes (%):	9.2	Total Delay for Signalled Lanes (pcuHr):	11.49	Cycle Time (s): 45
PRC Over All Lanes (%):	9.2	Total Delay Over All Lanes(pcuHr):	25.75	

Full Input Data And Results

User and Project Details

Project:	**Woodstock East**
Title:	**Peartree Roundabout**
Location:	Oxford
File name:	peartree_Option 2.lsg3x
Author:	NS/RMC
Company:	DTA
Address:	Henley-in-Arden
Notes:	

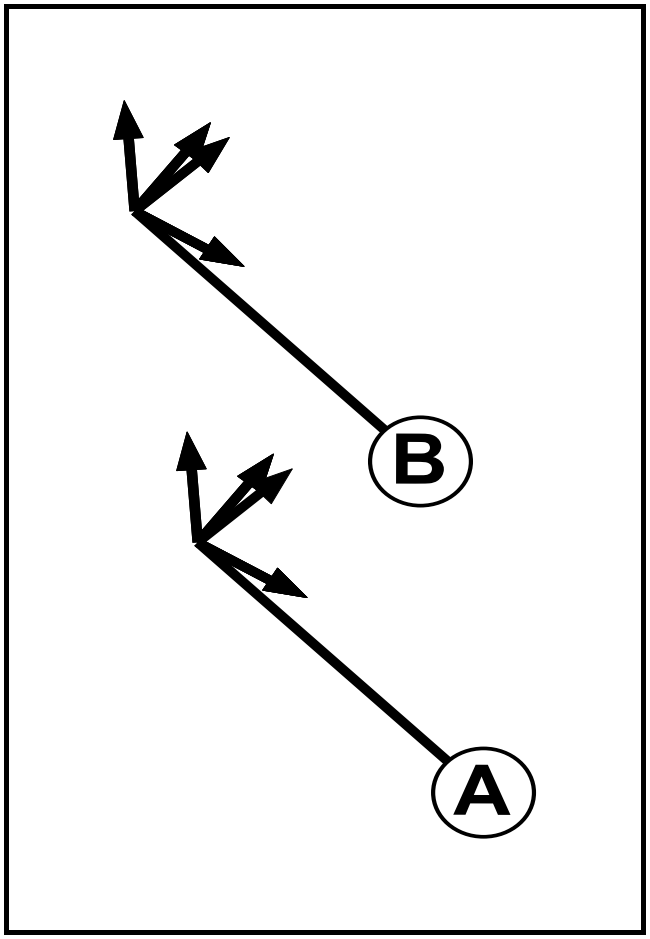
Network Layout Diagram



Full Input Data And Results

C1

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7

Phase Intergreens Matrix

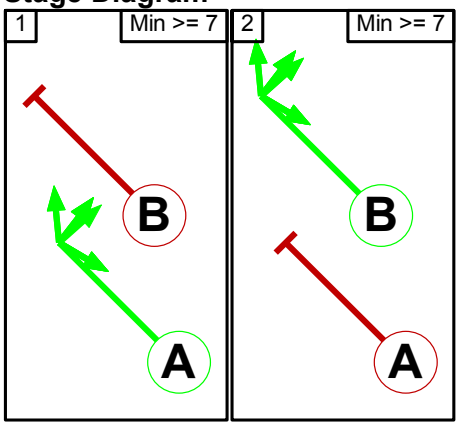
		Starting Phase	
		A	B
Terminating Phase	A		5
	B	5	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Full Input Data And Results

Stage Diagram



Phase Delays

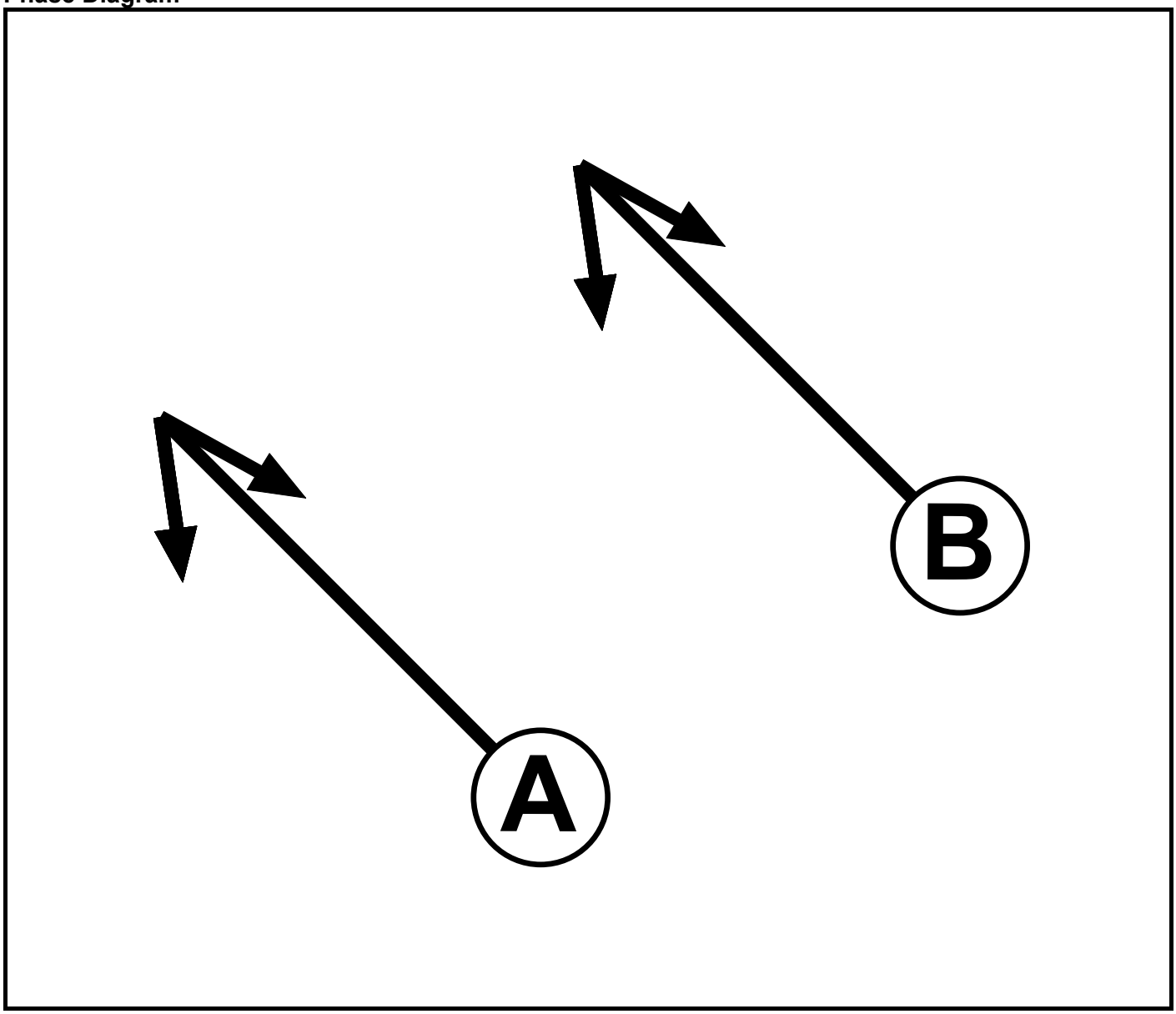
Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

	To Stage		
		1	2
From Stage	1		5
	2	5	

C2

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7

Full Input Data And Results

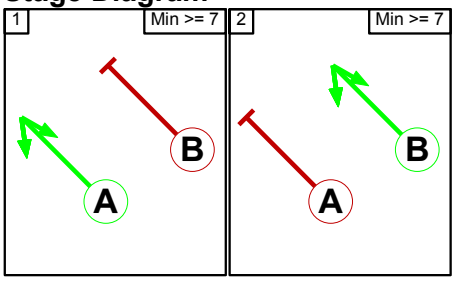
Phase Intergreens Matrix

	Starting Phase		
Terminating Phase		A	B
	A		5
	B	5	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Stage Diagram



Phase Delays

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

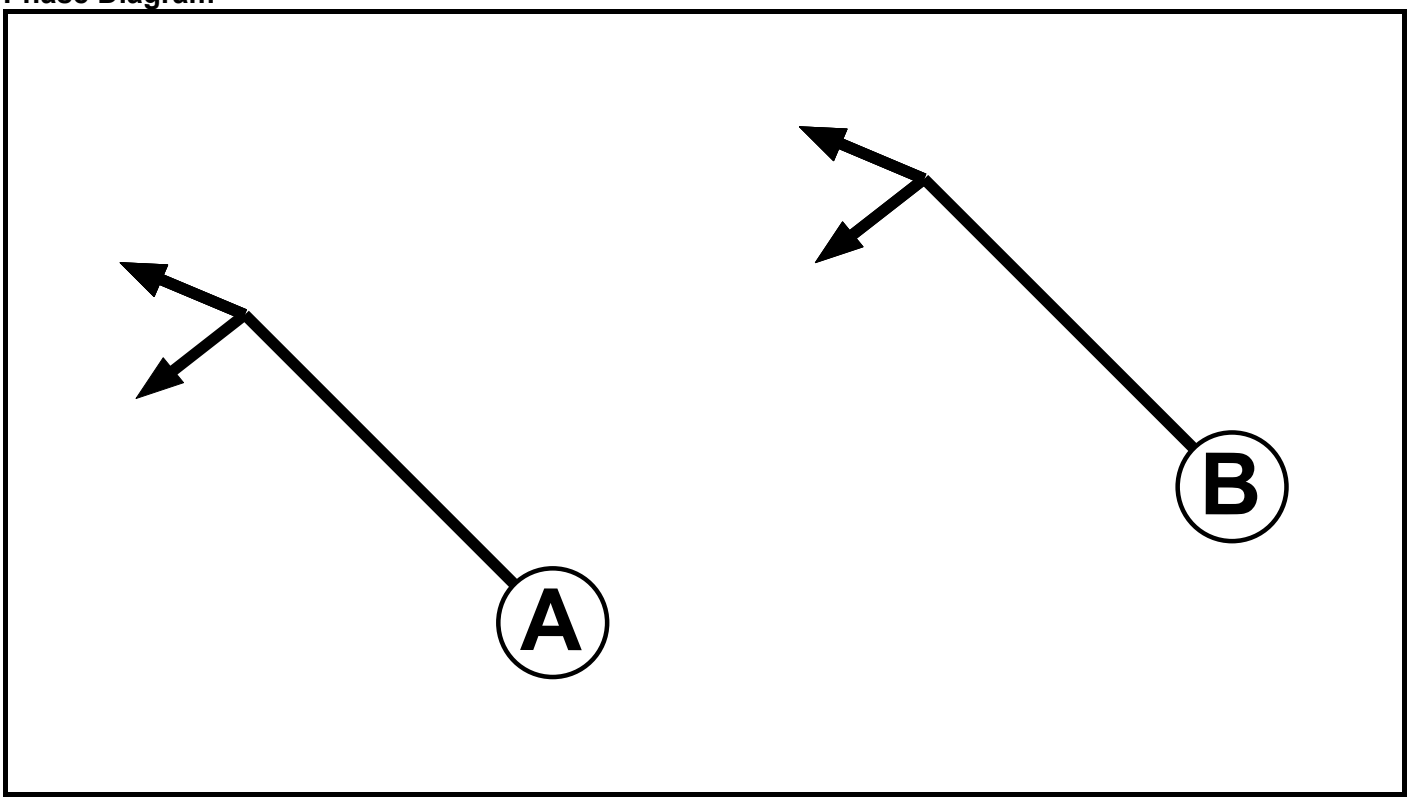
Prohibited Stage Change

	To Stage		
From Stage		1	2
	1		5
	2	5	

Full Input Data And Results

C3

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7

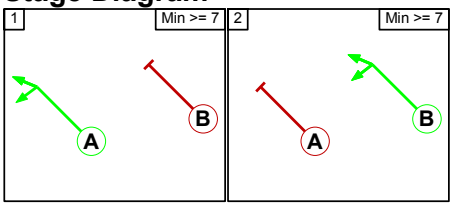
Phase Intergreens Matrix

Terminating Phase	Starting Phase		
		A	B
A			5
B	5		

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Stage Diagram



Full Input Data And Results

Phase Delays

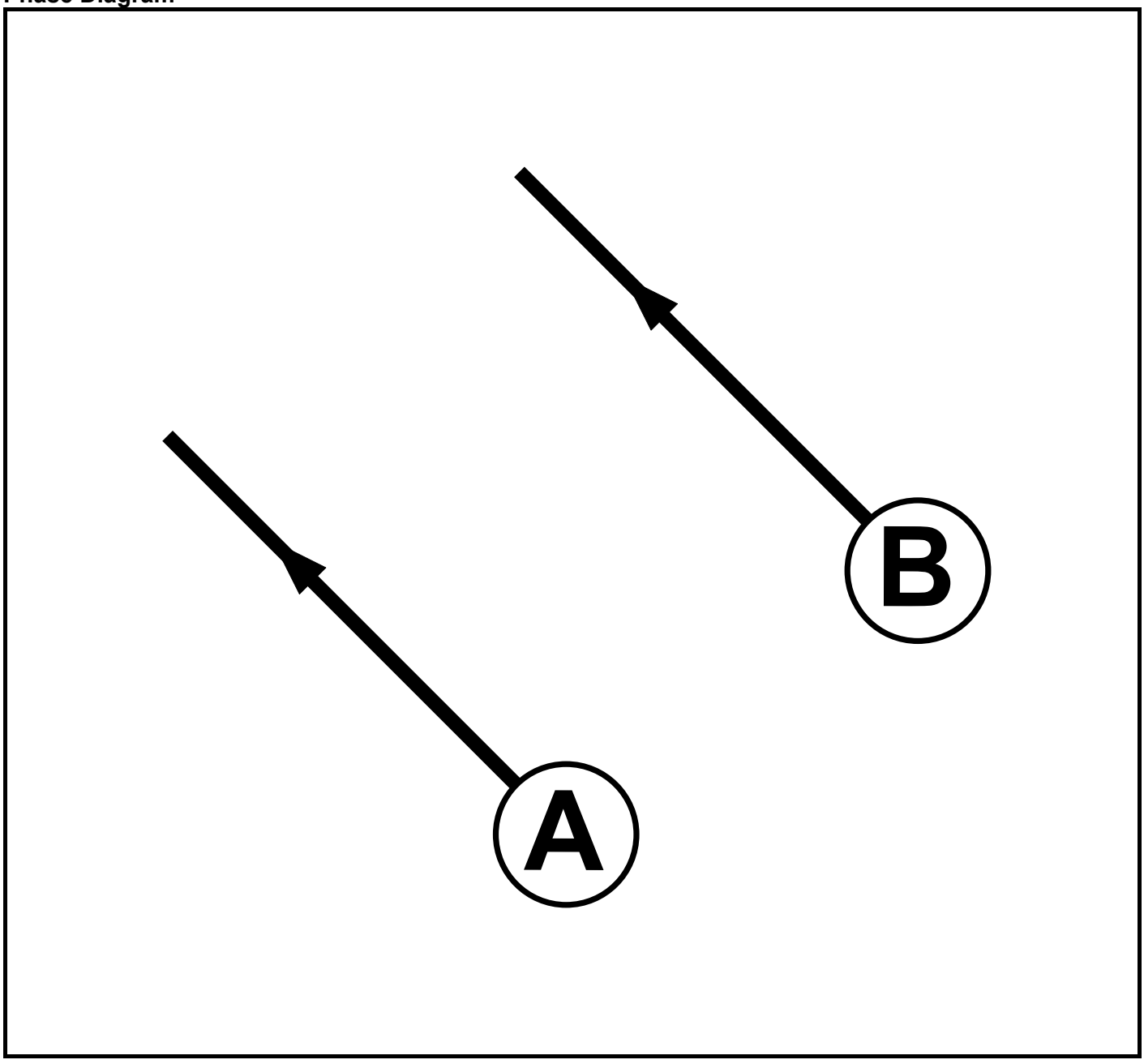
Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage \ To Stage	1	2
1		5
2	5	

C4

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7

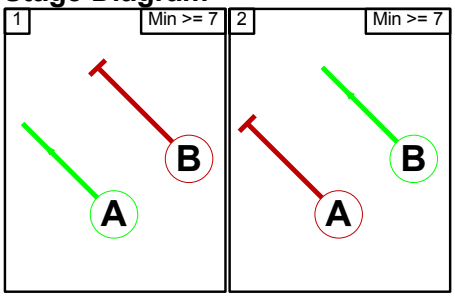
Phase Intergreens Matrix

	Starting Phase		
		A	B
Terminating Phase	A		5
	B	5	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Stage Diagram



Phase Delays

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

Prohibited Stage Change

	To Stage		
		1	2
From Stage	1		5
	2	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: Unnamed Junction

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J1:3/1 (Services)	J1:4/1 (Left)	1439	0	J1:2/1	1.09	All	-	-	-	-	-
				J1:2/2	1.09	All					
				J1:2/3	1.09	All					
				J1:2/4	1.09	All					
	J3:2/1 (Ahead)	1439	0	J1:2/1	1.09	All					
				J1:2/2	1.09	All					
				J1:2/3	1.09	All					
				J1:2/4	1.09	All					
	J3:2/2 (Ahead)	1439	0	J1:2/1	1.09	All					
				J1:2/2	1.09	All					
				J1:2/3	1.09	All					
				J1:2/4	1.09	All					

Junction: J2: Unnamed Junction

There are no Opposed Lanes in this Junction

Junction: J3: Unnamed Junction

There are no Opposed Lanes in this Junction

Junction: J4: Unnamed Junction

There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: J1: Unnamed Junction

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J1:1/1 (A44 Woodstock Road (N))	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:2 Ahead Arm J1:9 Left	Inf Inf
J1:1/2 (A44 Woodstock Road (N))	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:2 Ahead	Inf
J1:1/3 (A44 Woodstock Road (N))	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:2 Ahead	Inf
J1:2/1	U		2	3	11.3	Inf	-	-	-	-	-	-
J1:2/2	U		2	3	11.3	Inf	-	-	-	-	-	-
J1:2/3	U		2	3	11.3	Inf	-	-	-	-	-	-
J1:2/4	U		2	3	11.3	Inf	-	-	-	-	-	-
J1:3/1 (Services)	O		2	3	60.0	Geom	-	3.25	0.00	Y	Arm J1:4 Left Arm J3:2 Ahead	Inf Inf
J1:4/1 (A44 Woodstock Road (S))	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:4/2 (A44 Woodstock Road (S))	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:4/3 (A44 Woodstock Road (S))	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:5/1	U	B	2	3	17.4	Geom	-	3.25	0.00	Y	Arm J1:7 Right	Inf
J1:5/2	U	B	2	3	17.4	Geom	-	3.25	0.00	Y	Arm J1:7 Right Arm J1:8 Right	Inf Inf
J1:5/3	U	B	2	3	17.4	Geom	-	3.25	0.00	Y	Arm J1:8 Right	Inf
J1:6/1 (A34 (S))	U	A	2	3	20.0	User	1900	-	-	-	-	-
J1:6/2 (A34 (S))	U	A	2	3	60.0	User	1900	-	-	-	-	-

J1:6/3 (A34 (S))	U	A	2	3	60.0	User	1900	-	-	-	-	-
J1:6/4 (A34 (S))	U	A	2	3	60.0	User	1900	-	-	-	-	-
J1:7/1 (A44 Woodstock Road (N))	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:7/2 (A44 Woodstock Road (N))	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:8/1	U	B	2	3	17.4	User	1900	-	-	-	-	-
J1:8/2	U	B	2	3	17.4	User	1900	-	-	-	-	-
J1:8/3	U	B	2	3	17.4	User	1900	-	-	-	-	-
J1:9/1 (A34 (N))	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:9/2 (A34 (N))	U		2	3	60.0	Inf	-	-	-	-	-	-

Junction: J2: Unnamed Junction

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J2:1/1 (A34 (S))	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J1:2 Ahead	Inf
											Arm J2:3 Left	Inf
J2:1/2 (A34 (S))	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J1:2 Ahead	Inf
J2:1/3 (A34 (S))	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J1:2 Ahead	Inf
J2:1/4 (A34 (S))	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J1:2 Ahead	Inf
J2:2/1	U	B	2	3	20.0	Geom	-	3.25	0.00	Y	Arm J1:2 Right	Inf
											Arm J2:3 Ahead	Inf
J2:2/2	U	B	2	3	20.0	Geom	-	3.25	0.00	Y	Arm J1:2 Right	Inf
J2:2/3	U	B	2	3	20.0	Geom	-	3.25	0.00	Y	Arm J1:2 Right	Inf
J2:2/4	U	B	2	3	20.0	Geom	-	3.25	0.00	Y	Arm J1:2 Right	Inf
J2:3/1 (Services)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Junction: J3: Unnamed Junction

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J3:1/1 (A44 Woodstock Road (S))	U	A	2	3	60.0	User	1900	-	-	-	-	-
J3:1/2 (A44 Woodstock Road (S))	U	A	2	3	60.0	User	1900	-	-	-	-	-
J3:1/3 (A44 Woodstock Road (S))	U	A	2	3	60.0	User	1900	-	-	-	-	-
J3:1/4 (A44 Woodstock Road (S))	U	A	2	3	5.0	User	1900	-	-	-	-	-
J3:2/1	U	B	2	3	11.3	User	1900	-	-	-	-	-
J3:2/2	U	B	2	3	11.3	User	1900	-	-	-	-	-
J3:2/3	U	B	2	3	5.0	User	1900	-	-	-	-	-
J3:3/1 (A34 (S))	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:3/2 (A34 (S))	U		2	3	60.0	Inf	-	-	-	-	-	-

Junction: J4: Unnamed Junction

No Lane data to display

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2031 + Dev + Northern Gateway AM Peak'	08:00	09:00	01:00	
2: '2031 + Dev + Northern Gateway PM Peak'	17:00	18:00	01:00	

Scenario 1: 'New Scenario' (FG1: '2031 + Dev + Northern Gateway AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	177	82	1100	726	2085
	B	341	0	55	499	0	895
	C	17	116	0	93	17	243
	D	551	411	26	0	507	1495
	E	868	0	18	957	0	1843
	Tot.	1777	704	181	2649	1250	6561

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: New Scenario
Junction: J1: Unnamed Junction	
J1:1/1	806
J1:1/2	553
J1:1/3	726
J1:2/1	614
J1:2/2	788
J1:2/3	1154
J1:2/4	1067
J1:3/1	243
J1:4/1	707
J1:4/2	788
J1:4/3	1154
J1:5/1	681
J1:5/2	679
J1:5/3	102
J1:6/1 (short)	434
J1:6/2 (with short)	868(In) 434(Out)
J1:6/3	559
J1:6/4	416
J1:7/1	1115
J1:7/2	662
J1:8/1	451
J1:8/2	661
J1:8/3	416
J1:9/1	628
J1:9/2	76
Junction: J2: Unnamed Junction	
J2:1/1	185
J2:1/2	184
J2:1/3	185
J2:1/4	341
J2:2/1	610
J2:2/2	604
J2:2/3	969
J2:2/4	726
J2:3/1	181
Junction: J3: Unnamed Junction	
J3:1/1	507
J3:1/2	445

Full Input Data And Results

J3:1/3 (with short)	543(In) 484(Out)
J3:1/4 (short)	59
J3:2/1	586
J3:2/2 (with short)	631(In) 393(Out)
J3:2/3 (short)	238
J3:3/1	1093
J3:3/2	157
Junction: J4: Unnamed Junction	

Lane Saturation Flows

Junction: J1: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A44 Woodstock Road (N))	3.25	0.00	Y	Arm J2:2 Ahead	Inf	78.0 %	1940	1940
				Arm J1:9 Left	Inf	22.0 %		
J1:1/2 (A44 Woodstock Road (N))	3.25	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1940	1940
J1:1/3 (A44 Woodstock Road (N))	3.25	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1940	1940
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:2/2	Infinite Saturation Flow						Inf	Inf
J1:2/3	Infinite Saturation Flow						Inf	Inf
J1:2/4	Infinite Saturation Flow						Inf	Inf
J1:3/1 (Services)	3.25	0.00	Y	Arm J1:4 Left	Inf	38.3 %	1940	1940
				Arm J3:2 Ahead	Inf	61.7 %		
J1:4/1 (A44 Woodstock Road (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/2 (A44 Woodstock Road (S) Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:4/3 (A44 Woodstock Road (S) Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:5/1	3.25	0.00	Y	Arm J1:7 Right	Inf	100.0 %	1940	1940
J1:5/2	3.25	0.00	Y	Arm J1:7 Right	Inf	33.6 %	1940	1940
				Arm J1:8 Right	Inf	66.4 %		
J1:5/3	3.25	0.00	Y	Arm J1:8 Right	Inf	100.0 %	1940	1940
J1:6/1 (A34 (S) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A34 (S) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A34 (S) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/4 (A34 (S) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (A44 Woodstock Road (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/2 (A44 Woodstock Road (N) Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:8/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/3	This lane uses a directly entered Saturation Flow						1900	1900

J1:9/1 (A34 (N) Lane 1)	Infinite Saturation Flow	Inf	Inf
J1:9/2 (A34 (N) Lane 2)	Infinite Saturation Flow	Inf	Inf

Junction: J2: Unnamed Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A34 (S))	3.25	0.00	Y	Arm J1:2 Ahead	Inf	70.3 %	1940	1940
				Arm J2:3 Left	Inf	29.7 %		
J2:1/2 (A34 (S))	3.25	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1940	1940
J2:1/3 (A34 (S))	3.25	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1940	1940
J2:1/4 (A34 (S))	3.25	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1940	1940
J2:2/1	3.25	0.00	Y	Arm J1:2 Right	Inf	79.3 %	1940	1940
				Arm J2:3 Ahead	Inf	20.7 %		
J2:2/2	3.25	0.00	Y	Arm J1:2 Right	Inf	100.0 %	1940	1940
J2:2/3	3.25	0.00	Y	Arm J1:2 Right	Inf	100.0 %	1940	1940
J2:2/4	3.25	0.00	Y	Arm J1:2 Right	Inf	100.0 %	1940	1940
J2:3/1 (Services Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J3: Unnamed Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A44 Woodstock Road (S) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/2 (A44 Woodstock Road (S) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/3 (A44 Woodstock Road (S) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/4 (A44 Woodstock Road (S) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/3	This lane uses a directly entered Saturation Flow						1900	1900
J3:3/1 (A34 (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/2 (A34 (S) Lane 2)	Infinite Saturation Flow						Inf	Inf

Junction: J4: Unnamed Junction

No data to display

Full Input Data And Results

Scenario 2: 'New Scenario' (FG2: '2031 + Dev + Northern Gateway PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	109	79	767	1035	1990
	B	236	0	41	368	0	645
	C	35	25	0	75	61	196
	D	962	489	86	0	814	2351
	E	1211	0	57	484	0	1752
	Tot.	2444	623	263	1694	1910	6934

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: New Scenario
Junction: J1: Unnamed Junction	
J1:1/1	641
J1:1/2	314
J1:1/3	1035
J1:2/1	272
J1:2/2	413
J1:2/3	934
J1:2/4	1271
J1:3/1	196
J1:4/1	347
J1:4/2	413
J1:4/3	934
J1:5/1	647
J1:5/2	640
J1:5/3	546
J1:6/1 (short)	605
J1:6/2 (with short)	1211(In) 606(Out)
J1:6/3	57
J1:6/4	484
J1:7/1	1252
J1:7/2	1192
J1:8/1	54
J1:8/2	603
J1:8/3	484
J1:9/1	163
J1:9/2	460
Junction: J2: Unnamed Junction	
J2:1/1	136
J2:1/2	137
J2:1/3	136
J2:1/4	236
J2:2/1	399
J2:2/2	276
J2:2/3	798
J2:2/4	1035
J2:3/1	263
Junction: J3: Unnamed Junction	
J3:1/1	814
J3:1/2	535

Full Input Data And Results

J3:1/3 (with short)	1002(In) 478(Out)
J3:1/4 (short)	524
J3:2/1	654
J3:2/2 (with short)	738(In) 554(Out)
J3:2/3 (short)	184
J3:3/1	1468
J3:3/2	442
Junction: J4: Unnamed Junction	

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (A44 Woodstock Road (N))	3.25	0.00	Y	Arm J2:2 Ahead	Inf	83.0 %	1940	1940
				Arm J1:9 Left	Inf	17.0 %		
J1:1/2 (A44 Woodstock Road (N))	3.25	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1940	1940
J1:1/3 (A44 Woodstock Road (N))	3.25	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1940	1940
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:2/2	Infinite Saturation Flow						Inf	Inf
J1:2/3	Infinite Saturation Flow						Inf	Inf
J1:2/4	Infinite Saturation Flow						Inf	Inf
J1:3/1 (Services)	3.25	0.00	Y	Arm J1:4 Left	Inf	38.3 %	1940	1940
				Arm J3:2 Ahead	Inf	61.7 %		
J1:4/1 (A44 Woodstock Road (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/2 (A44 Woodstock Road (S) Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:4/3 (A44 Woodstock Road (S) Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:5/1	3.25	0.00	Y	Arm J1:7 Right	Inf	100.0 %	1940	1940
J1:5/2	3.25	0.00	Y	Arm J1:7 Right	Inf	91.6 %	1940	1940
				Arm J1:8 Right	Inf	8.4 %		
J1:5/3	3.25	0.00	Y	Arm J1:8 Right	Inf	100.0 %	1940	1940
J1:6/1 (A34 (S) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (A34 (S) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/3 (A34 (S) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/4 (A34 (S) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (A44 Woodstock Road (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/2 (A44 Woodstock Road (N) Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:8/1	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/3	This lane uses a directly entered Saturation Flow						1900	1900

J1:9/1 (A34 (N) Lane 1)	Infinite Saturation Flow	Inf	Inf
J1:9/2 (A34 (N) Lane 2)	Infinite Saturation Flow	Inf	Inf

Junction: J2: Unnamed Junction

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A34 (S))	3.25	0.00	Y	Arm J1:2 Ahead	Inf	69.9 %	1940	1940
				Arm J2:3 Left	Inf	30.1 %		
J2:1/2 (A34 (S))	3.25	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1940	1940
J2:1/3 (A34 (S))	3.25	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1940	1940
J2:1/4 (A34 (S))	3.25	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1940	1940
J2:2/1	3.25	0.00	Y	Arm J1:2 Right	Inf	44.4 %	1940	1940
				Arm J2:3 Ahead	Inf	55.6 %		
J2:2/2	3.25	0.00	Y	Arm J1:2 Right	Inf	100.0 %	1940	1940
J2:2/3	3.25	0.00	Y	Arm J1:2 Right	Inf	100.0 %	1940	1940
J2:2/4	3.25	0.00	Y	Arm J1:2 Right	Inf	100.0 %	1940	1940
J2:3/1 (Services Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J3: Unnamed Junction

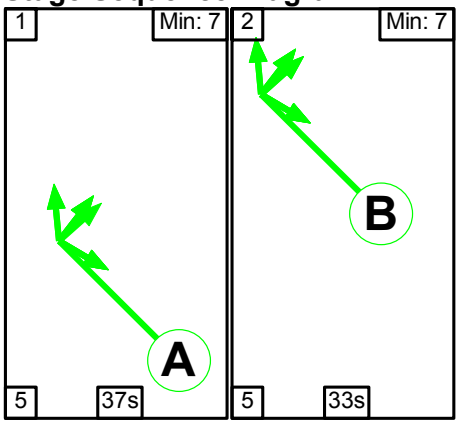
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A44 Woodstock Road (S) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/2 (A44 Woodstock Road (S) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/3 (A44 Woodstock Road (S) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/4 (A44 Woodstock Road (S) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/1	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/2	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/3	This lane uses a directly entered Saturation Flow						1900	1900
J3:3/1 (A34 (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/2 (A34 (S) Lane 2)	Infinite Saturation Flow						Inf	Inf

Junction: J4: Unnamed Junction

No data to display

Full Input Data And Results

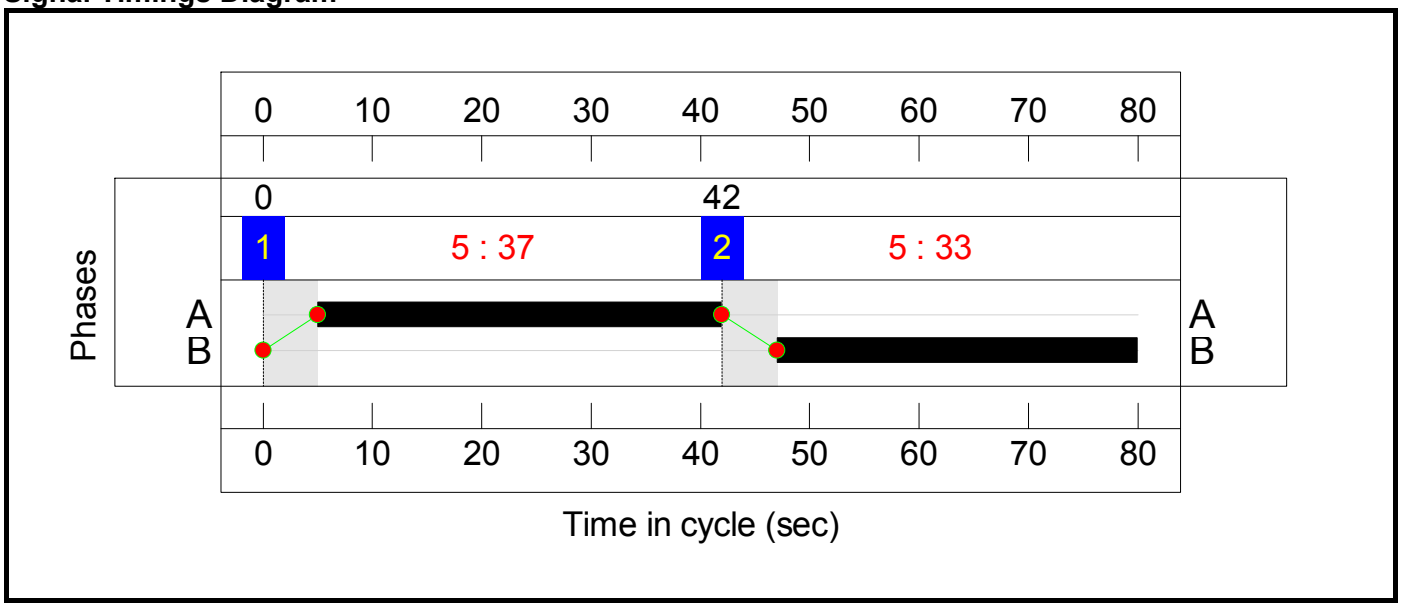
Scenario 1: 'New Scenario' (FG1: '2031 + Dev + Northern Gateway AM Peak', Plan 1: 'Network Control Plan 1')
C1
Stage Sequence Diagram



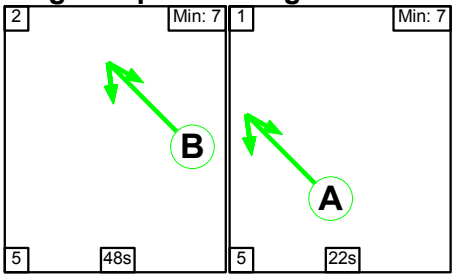
Stage Timings

Stage	1	2
Duration	37	33
Change Point	0	42

Signal Timings Diagram



C2
Stage Sequence Diagram

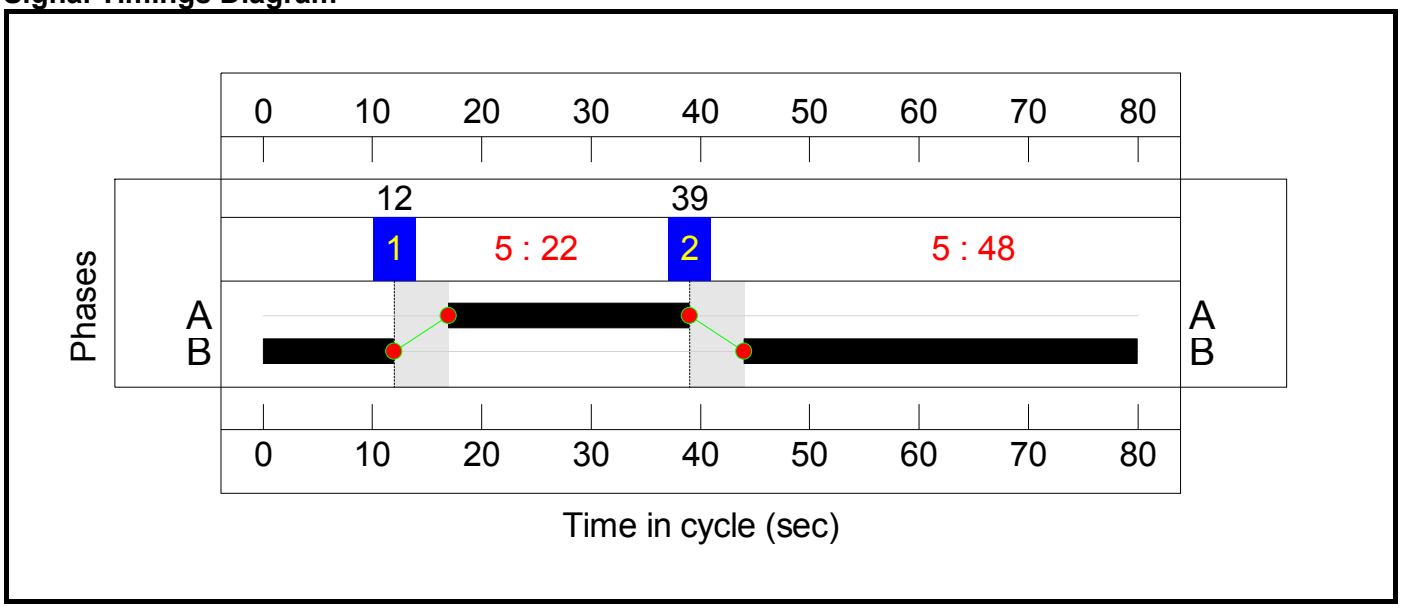


Full Input Data And Results

Stage Timings

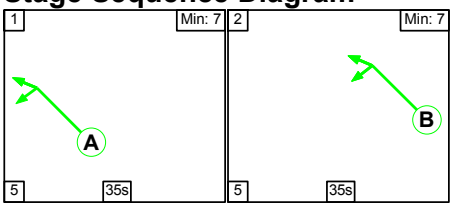
Stage	2	1
Duration	48	22
Change Point	39	12

Signal Timings Diagram



C3

Stage Sequence Diagram

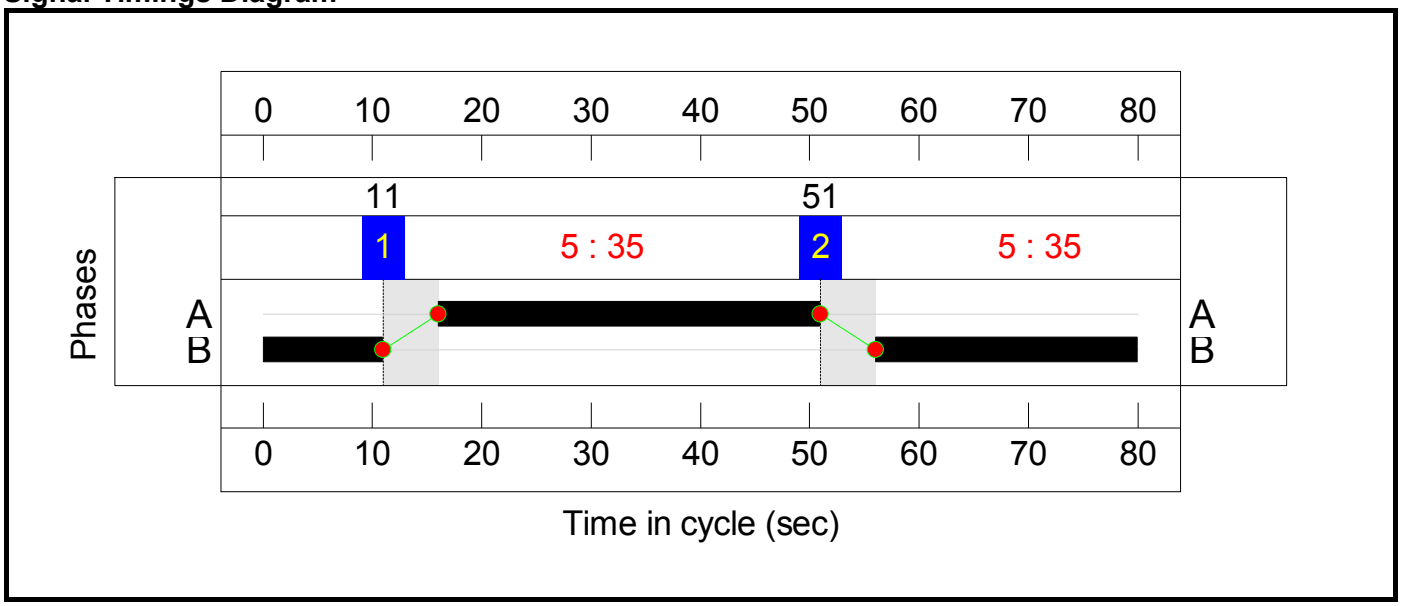


Stage Timings

Stage	1	2
Duration	35	35
Change Point	11	51

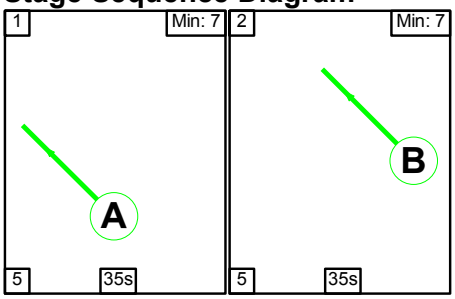
Full Input Data And Results

Signal Timings Diagram



C4

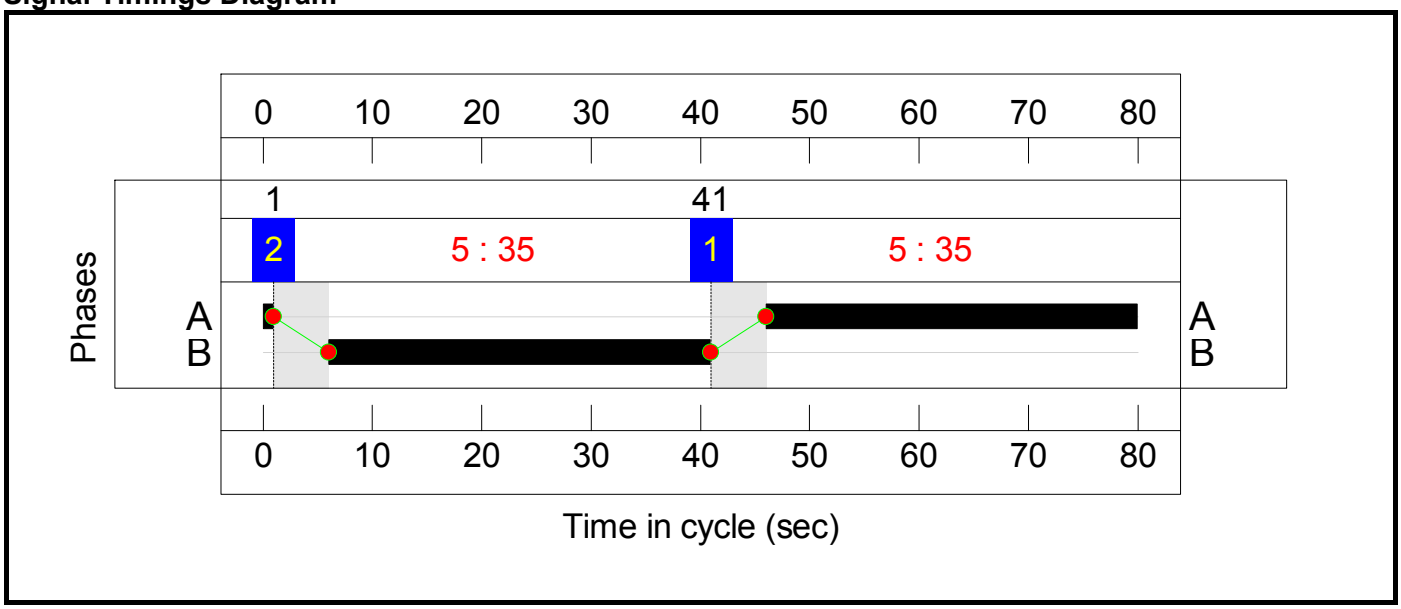
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	35	35
Change Point	41	1

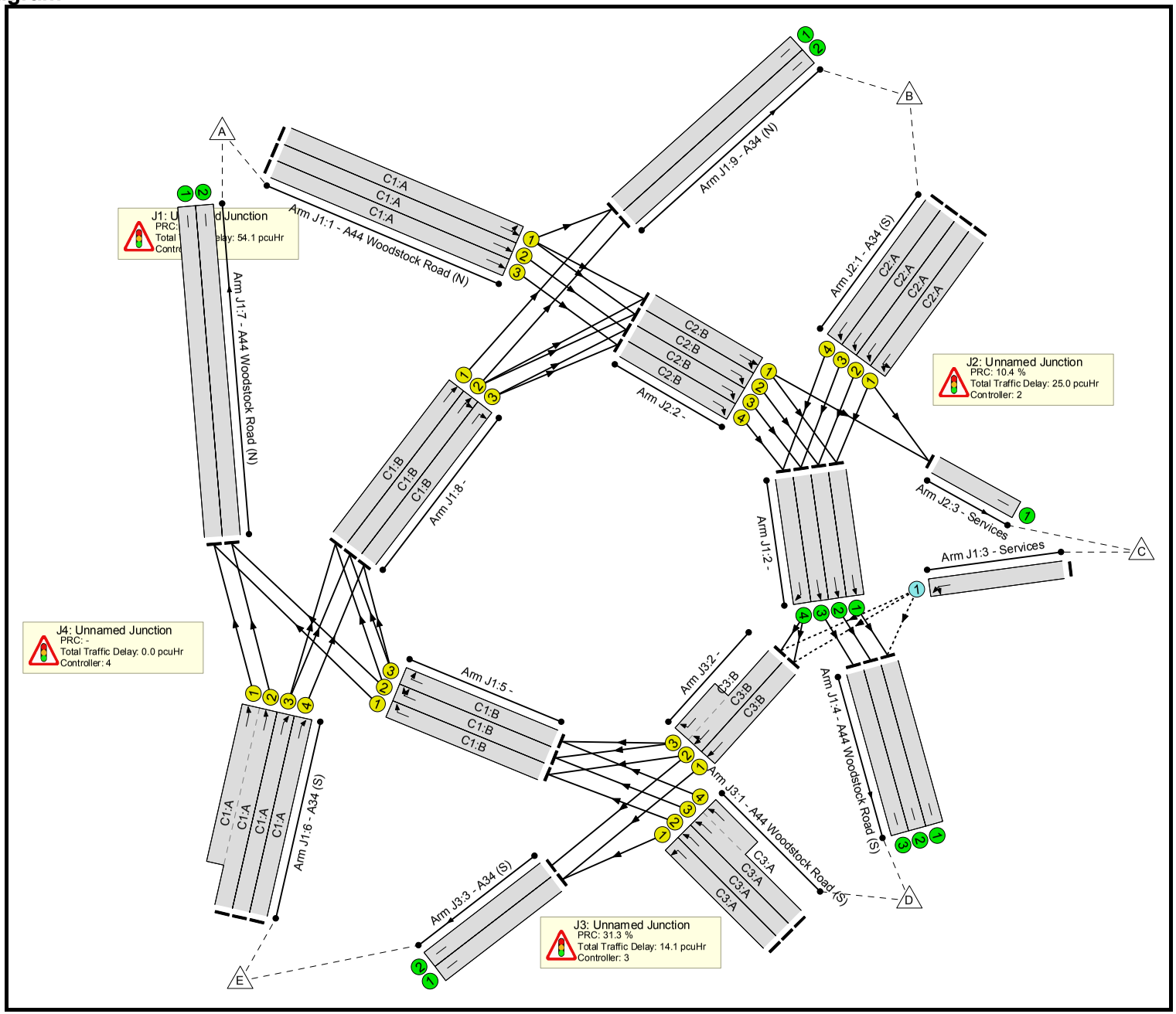
Signal Timings Diagram



Full Input Data And Results

Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**95.1%**
J1: Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**95.1%**
1/1	A44 Woodstock Road (N) Ahead Left	U	N/A	N/A	C1:A		1	37	-	806	1940	921	87.5%
1/2	A44 Woodstock Road (N) Ahead	U	N/A	N/A	C1:A		1	37	-	553	1940	921	60.0%
1/3	A44 Woodstock Road (N) Ahead	U	N/A	N/A	C1:A		1	37	-	726	1940	921	78.8%
2/1	Ahead	U	N/A	N/A	-		-	-	-	614	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	788	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	1154	Inf	Inf	0.0%
2/4	Right	U	N/A	N/A	-		-	-	-	1067	Inf	Inf	0.0%
3/1	Services Left Ahead	O	N/A	N/A	-		-	-	-	243	1940	255	95.1%
4/1	A44 Woodstock Road (S)	U	N/A	N/A	-		-	-	-	707	Inf	Inf	0.0%
4/2	A44 Woodstock Road (S)	U	N/A	N/A	-		-	-	-	788	Inf	Inf	0.0%
4/3	A44 Woodstock Road (S)	U	N/A	N/A	-		-	-	-	1154	Inf	Inf	0.0%
5/1	Right	U	N/A	N/A	C1:B		1	33	-	681	1940	825	82.6%
5/2	Right Right2	U	N/A	N/A	C1:B		1	33	-	679	1940	825	82.4%
5/3	Right	U	N/A	N/A	C1:B		1	33	-	102	1940	825	12.4%
6/2+6/1	A34 (S) Ahead	U	N/A	N/A	C1:A		1	37	-	868	1900:1900	900+900	48.2 : 48.2%
6/3	A34 (S) Ahead	U	N/A	N/A	C1:A		1	37	-	559	1900	903	61.9%
6/4	A34 (S) Ahead	U	N/A	N/A	C1:A		1	37	-	416	1900	903	46.1%
7/1	A44 Woodstock Road (N)	U	N/A	N/A	-		-	-	-	1115	Inf	Inf	0.0%

Full Input Data And Results

7/2	A44 Woodstock Road (N)	U	N/A	N/A	-		-	-	-	662	Inf	Inf	0.0%
8/1	Ahead	U	N/A	N/A	C1:B		1	33	-	451	1900	808	55.9%
8/2	Right Ahead	U	N/A	N/A	C1:B		1	33	-	661	1900	808	81.9%
8/3	Right	U	N/A	N/A	C1:B		1	33	-	416	1900	808	51.5%
9/1	A34 (N)	U	N/A	N/A	-		-	-	-	628	Inf	Inf	0.0%
9/2	A34 (N)	U	N/A	N/A	-		-	-	-	76	Inf	Inf	0.0%
J2: Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.5%**
1/1	A34 (S) Ahead Left	U	N/A	N/A	C2:A		1	22	-	185	1940	558	33.2%
1/2	A34 (S) Ahead	U	N/A	N/A	C2:A		1	22	-	184	1940	558	33.0%
1/3	A34 (S) Ahead	U	N/A	N/A	C2:A		1	22	-	185	1940	558	33.2%
1/4	A34 (S) Ahead	U	N/A	N/A	C2:A		1	22	-	341	1940	558	61.1%
2/1	Right Ahead	U	N/A	N/A	C2:B		1	48	-	610	1940	1188	51.3%
2/2	Right	U	N/A	N/A	C2:B		1	48	-	604	1940	1188	50.8%
2/3	Right	U	N/A	N/A	C2:B		1	48	-	969	1940	1188	81.5%
2/4	Right	U	N/A	N/A	C2:B		1	48	-	726	1940	1188	61.1%
3/1	Services	U	N/A	N/A	-		-	-	-	181	Inf	Inf	0.0%
J3: Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.5%**
1/1	A44 Woodstock Road (S) Left	U	N/A	N/A	C3:A		1	35	-	507	1900	855	59.3%
1/2	A44 Woodstock Road (S) Ahead	U	N/A	N/A	C3:A		1	35	-	445	1900	855	52.0%
1/3+1/4	A44 Woodstock Road (S) Ahead	U	N/A	N/A	C3:A		1	35	-	543	1900:1900	797+97	60.8 : 60.8%
2/1	Ahead	U	N/A	N/A	C3:B		1	35	-	586	1900	855	68.5%
2/2+2/3	Right Ahead	U	N/A	N/A	C3:B		1	35	-	631	1900:1900	624+378	62.9 : 62.9%
3/1	A34 (S)	U	N/A	N/A	-		-	-	-	1093	Inf	Inf	0.0%
3/2	A34 (S)	U	N/A	N/A	-		-	-	-	157	Inf	Inf	0.0%

J4: Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**0.0%**

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**243**	**0**	**0**	**62.8**	**30.3**	**0.0**	**93.2**	**-**	**-**	**-**	**-**
J1: Unnamed Junction	**-**	**-**	**243**	**0**	**0**	**33.2**	**20.8**	**0.0**	**54.1**	**-**	**-**	**-**	**-**
1/1	806	806	-	-	-	4.2	3.3	-	7.5	33.6	15.9	3.3	19.2
1/2	553	553	-	-	-	2.4	0.7	-	3.1	20.3	8.9	0.7	9.7
1/3	726	726	-	-	-	3.6	1.8	-	5.4	26.7	13.5	1.8	15.3
2/1	614	614	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	788	788	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	1154	1154	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/4	1067	1067	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	243	243	243	0	0	1.2	5.3	-	6.5	95.7	5.3	5.3	10.6
4/1	707	707	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	788	788	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	1154	1154	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	681	681	-	-	-	2.4	2.3	-	4.7	25.0	13.0	2.3	15.3
5/2	679	679	-	-	-	2.7	2.3	-	5.0	26.3	14.0	2.3	16.3
5/3	102	102	-	-	-	0.2	0.1	-	0.3	10.7	1.1	0.1	1.2
6/2+6/1	868	868	-	-	-	3.4	0.5	-	3.9	16.2	6.5	0.5	7.0
6/3	559	559	-	-	-	2.4	0.8	-	3.2	20.8	9.2	0.8	10.0
6/4	416	416	-	-	-	1.6	0.4	-	2.1	17.8	6.1	0.4	6.6
7/1	1115	1115	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	662	662	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	451	451	-	-	-	0.4	0.6	-	1.0	8.2	0.7	0.6	1.4
8/2	661	661	-	-	-	5.3	2.2	-	7.5	40.7	14.3	2.2	16.5
8/3	416	416	-	-	-	3.4	0.5	-	3.9	33.8	9.2	0.5	9.8
9/1	628	628	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	76	76	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

J2: Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**19.5**	**5.5**	**0.0**	**25.0**	**-**	**-**	**-**	**-**
1/1	185	185	-	-	-	1.2	0.2	-	1.4	27.3	3.2	0.2	3.5
1/2	184	184	-	-	-	1.1	0.2	-	1.4	27.2	3.2	0.2	3.4
1/3	185	185	-	-	-	1.2	0.2	-	1.4	27.3	3.2	0.2	3.5
1/4	341	341	-	-	-	2.3	0.8	-	3.1	32.9	6.5	0.8	7.3
2/1	610	610	-	-	-	1.6	0.5	-	2.1	12.3	7.0	0.5	7.6
2/2	604	604	-	-	-	1.6	0.5	-	2.1	12.5	7.1	0.5	7.6
2/3	969	969	-	-	-	5.0	2.2	-	7.2	26.8	21.5	2.2	23.6
2/4	726	726	-	-	-	5.6	0.8	-	6.3	31.4	16.1	0.8	16.9
3/1	181	181	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**10.1**	**4.0**	**0.0**	**14.1**	**-**	**-**	**-**	**-**
1/1	507	507	-	-	-	2.3	0.7	-	3.0	21.7	8.4	0.7	9.2
1/2	445	445	-	-	-	2.0	0.5	-	2.5	20.2	7.0	0.5	7.6
1/3+1/4	543	543	-	-	-	2.4	0.8	-	3.2	21.1	8.3	0.8	9.1
2/1	586	586	-	-	-	0.2	1.1	-	1.2	7.6	1.1	1.1	2.2
2/2+2/3	631	631	-	-	-	3.2	0.8	-	4.1	23.3	7.4	0.8	8.2
3/1	1093	1093	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	157	157	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**0.0**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**

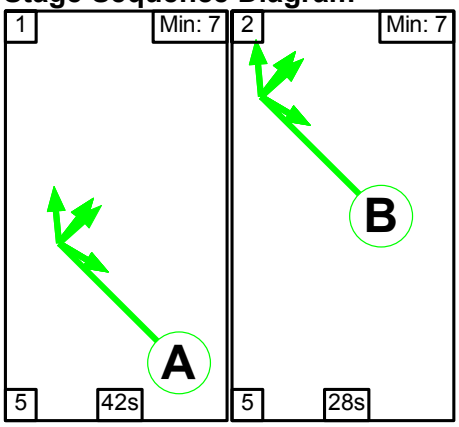
C1	PRC for Signalled Lanes (%):	2.9	Total Delay for Signalled Lanes (pcuHr):	47.60	Cycle Time (s): 80
C2	PRC for Signalled Lanes (%):	10.4	Total Delay for Signalled Lanes (pcuHr):	25.04	Cycle Time (s): 80
C3	PRC for Signalled Lanes (%):	31.3	Total Delay for Signalled Lanes (pcuHr):	14.05	Cycle Time (s): 80
C4	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 80
	PRC Over All Lanes (%):	-5.7	Total Delay Over All Lanes(pcuHr):	93.15	

Full Input Data And Results

Scenario 2: 'New Scenario' (FG2: '2031 + Dev + Northern Gateway PM Peak', Plan 1: 'Network Control Plan 1')

C1

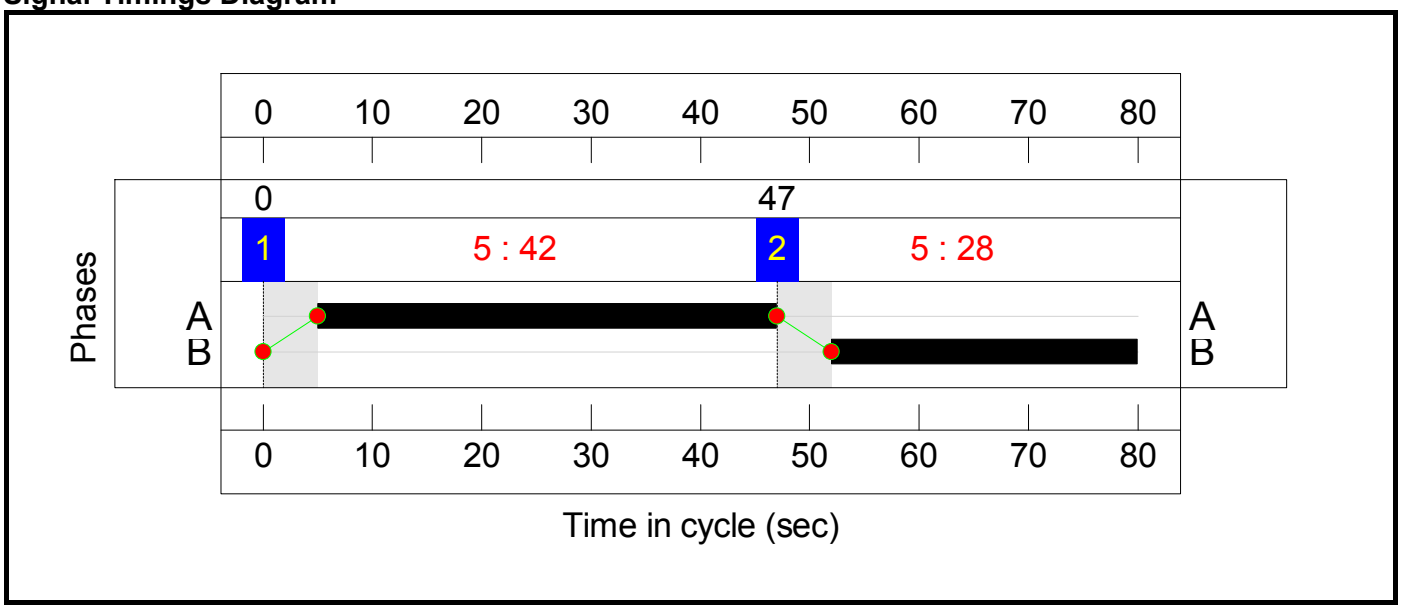
Stage Sequence Diagram



Stage Timings

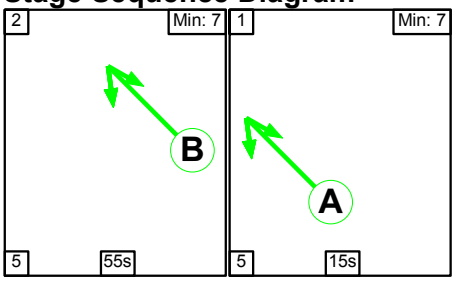
Stage	1	2
Duration	42	28
Change Point	0	47

Signal Timings Diagram



C2

Stage Sequence Diagram

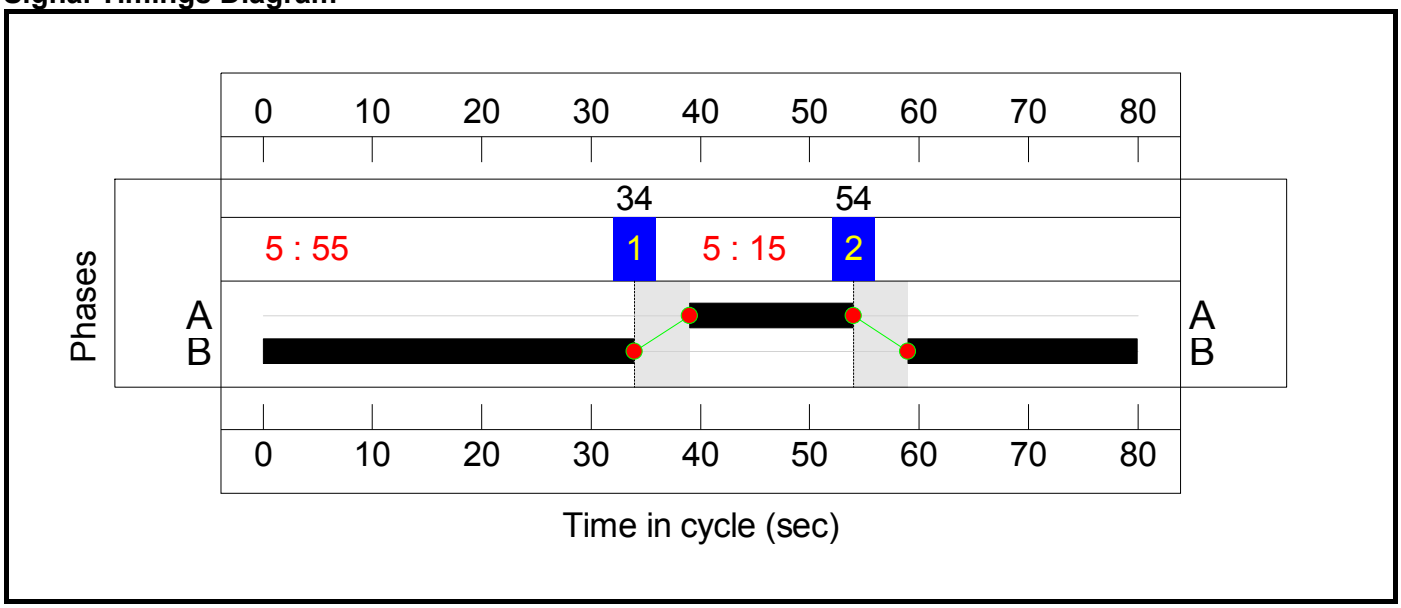


Full Input Data And Results

Stage Timings

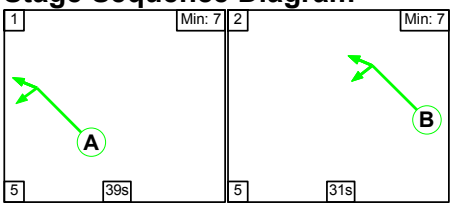
Stage	2	1
Duration	55	15
Change Point	54	34

Signal Timings Diagram



C3

Stage Sequence Diagram

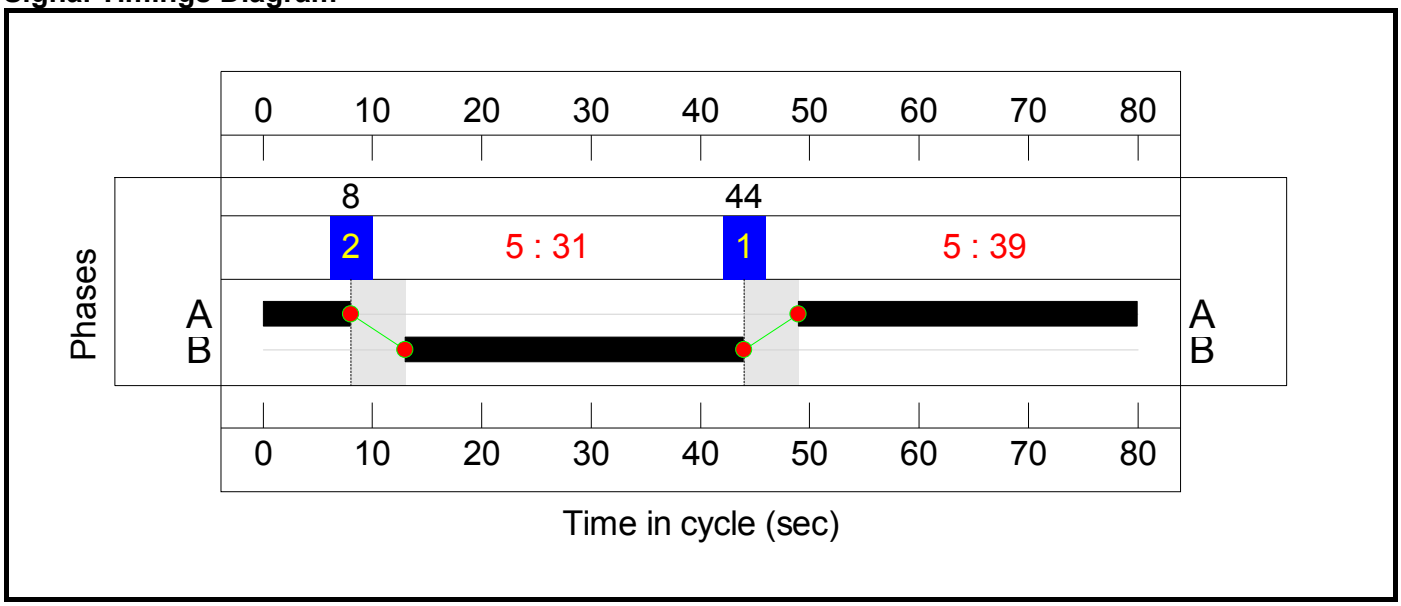


Stage Timings

Stage	1	2
Duration	39	31
Change Point	44	8

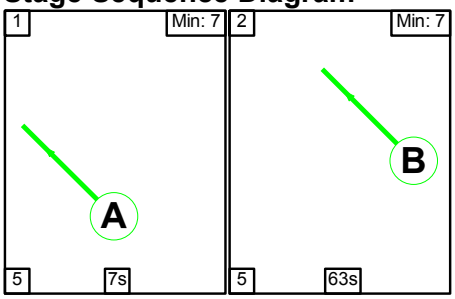
Full Input Data And Results

Signal Timings Diagram



C4

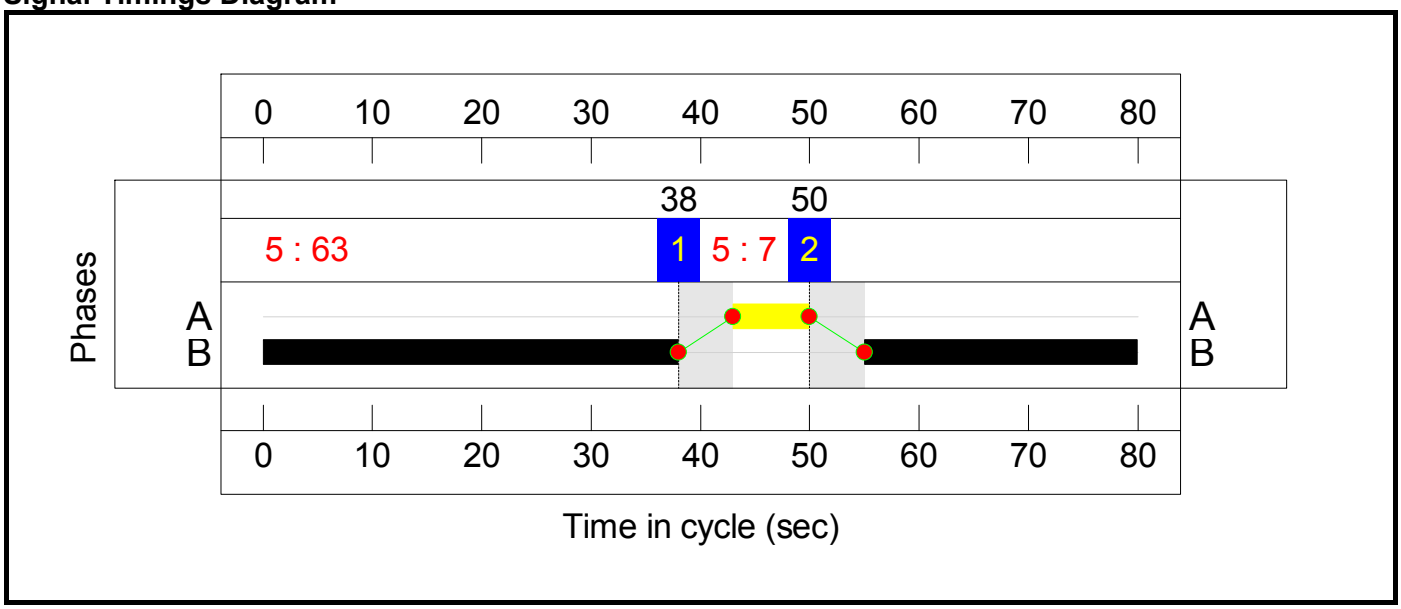
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	7	63
Change Point	38	50

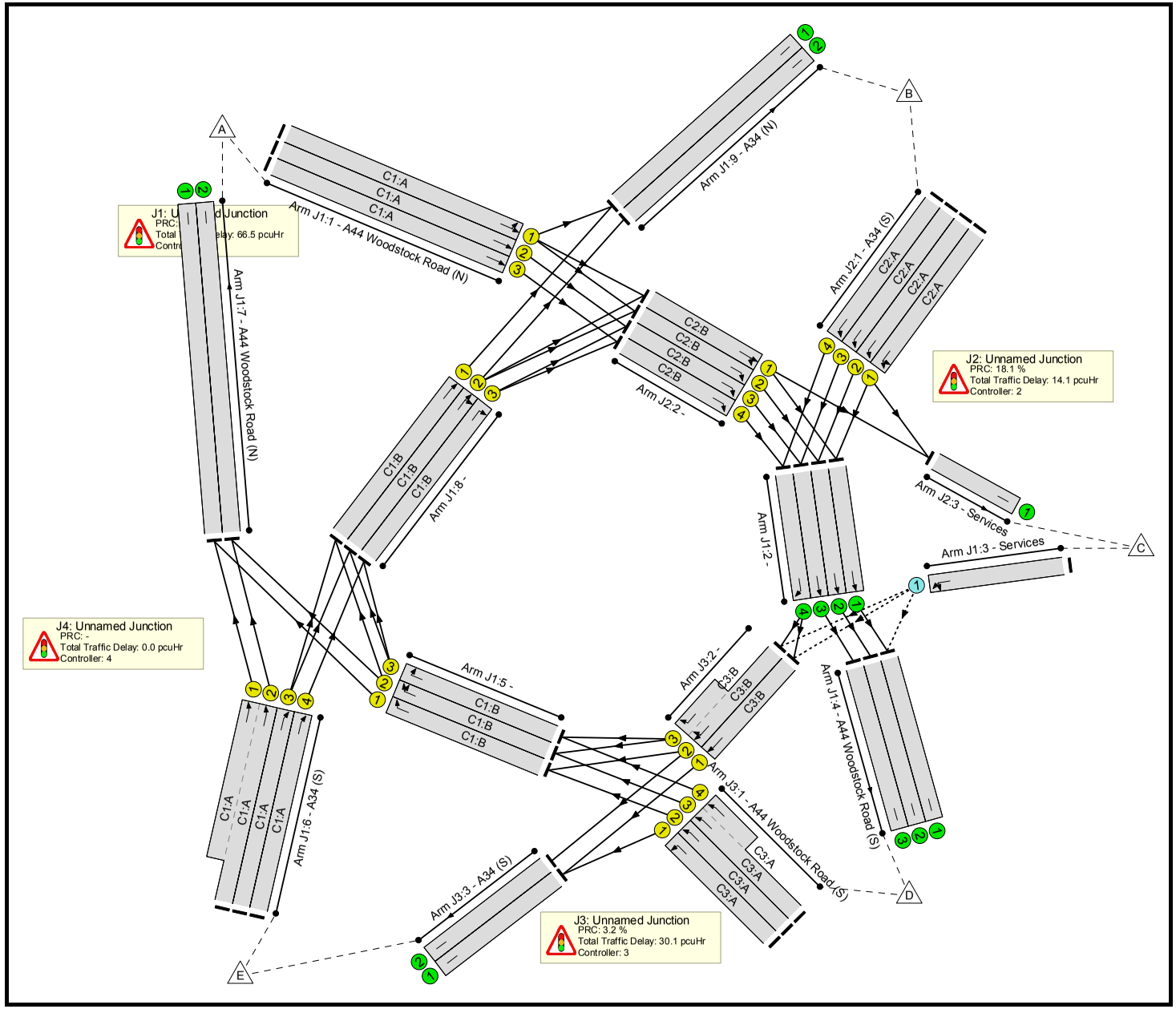
Signal Timings Diagram



Full Input Data And Results

Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**99.3%**
J1: Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**99.3%**
1/1	A44 Woodstock Road (N) Ahead Left	U	N/A	N/A	C1:A		1	42	-	641	1940	1043	61.5%
1/2	A44 Woodstock Road (N) Ahead	U	N/A	N/A	C1:A		1	42	-	314	1940	1043	30.1%
1/3	A44 Woodstock Road (N) Ahead	U	N/A	N/A	C1:A		1	42	-	1035	1940	1043	99.3%
2/1	Ahead	U	N/A	N/A	-		-	-	-	272	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	413	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	934	Inf	Inf	0.0%
2/4	Right	U	N/A	N/A	-		-	-	-	1271	Inf	Inf	0.0%
3/1	Services Left Ahead	O	N/A	N/A	-		-	-	-	196	1940	211	93.0%
4/1	A44 Woodstock Road (S)	U	N/A	N/A	-		-	-	-	347	Inf	Inf	0.0%
4/2	A44 Woodstock Road (S)	U	N/A	N/A	-		-	-	-	413	Inf	Inf	0.0%
4/3	A44 Woodstock Road (S)	U	N/A	N/A	-		-	-	-	934	Inf	Inf	0.0%
5/1	Right	U	N/A	N/A	C1:B		1	28	-	647	1940	703	92.0%
5/2	Right Right2	U	N/A	N/A	C1:B		1	28	-	640	1940	703	91.0%
5/3	Right	U	N/A	N/A	C1:B		1	28	-	546	1940	703	77.6%
6/2+6/1	A34 (S) Ahead	U	N/A	N/A	C1:A		1	42	-	1211	1900:1900	951+949	63.7 : 63.7%
6/3	A34 (S) Ahead	U	N/A	N/A	C1:A		1	42	-	57	1900	1021	5.6%
6/4	A34 (S) Ahead	U	N/A	N/A	C1:A		1	42	-	484	1900	1021	47.4%
7/1	A44 Woodstock Road (N)	U	N/A	N/A	-		-	-	-	1252	Inf	Inf	0.0%

Full Input Data And Results

7/2	A44 Woodstock Road (N)	U	N/A	N/A	-		-	-	-	1192	Inf	Inf	0.0%
8/1	Ahead	U	N/A	N/A	C1:B		1	28	-	54	1900	689	7.8%
8/2	Right Ahead	U	N/A	N/A	C1:B		1	28	-	603	1900	689	87.5%
8/3	Right	U	N/A	N/A	C1:B		1	28	-	484	1900	689	70.3%
9/1	A34 (N)	U	N/A	N/A	-		-	-	-	163	Inf	Inf	0.0%
9/2	A34 (N)	U	N/A	N/A	-		-	-	-	460	Inf	Inf	0.0%
J2: Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.2%**
1/1	A34 (S) Ahead Left	U	N/A	N/A	C2:A		1	15	-	136	1940	388	35.1%
1/2	A34 (S) Ahead	U	N/A	N/A	C2:A		1	15	-	137	1940	388	35.3%
1/3	A34 (S) Ahead	U	N/A	N/A	C2:A		1	15	-	136	1940	388	35.1%
1/4	A34 (S) Ahead	U	N/A	N/A	C2:A		1	15	-	236	1940	388	60.8%
2/1	Right Ahead	U	N/A	N/A	C2:B		1	55	-	399	1940	1358	29.4%
2/2	Right	U	N/A	N/A	C2:B		1	55	-	276	1940	1358	20.3%
2/3	Right	U	N/A	N/A	C2:B		1	55	-	798	1940	1358	58.8%
2/4	Right	U	N/A	N/A	C2:B		1	55	-	1035	1940	1358	76.2%
3/1	Services	U	N/A	N/A	-		-	-	-	263	Inf	Inf	0.0%
J3: Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.2%**
1/1	A44 Woodstock Road (S) Left	U	N/A	N/A	C3:A		1	39	-	814	1900	950	85.7%
1/2	A44 Woodstock Road (S) Ahead	U	N/A	N/A	C3:A		1	39	-	535	1900	950	56.3%
1/3+1/4	A44 Woodstock Road (S) Ahead	U	N/A	N/A	C3:A		1	39	-	1002	1900:1900	556+610	85.9 : 85.9%
2/1	Ahead	U	N/A	N/A	C3:B		1	31	-	654	1900	760	86.1%
2/2+2/3	Right Ahead	U	N/A	N/A	C3:B		1	31	-	738	1900:1900	635+211	87.2 : 87.2%
3/1	A34 (S)	U	N/A	N/A	-		-	-	-	1468	Inf	Inf	0.0%
3/2	A34 (S)	U	N/A	N/A	-		-	-	-	442	Inf	Inf	0.0%

J4: Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**0.0%**

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**196**	**0**	**0**	**57.4**	**53.2**	**0.0**	**110.6**	**-**	**-**	**-**	**-**
J1: Unnamed Junction	**-**	**-**	**196**	**0**	**0**	**30.1**	**36.4**	**0.0**	**66.5**	**-**	**-**	**-**	**-**
1/1	641	641	-	-	-	2.3	0.8	-	3.1	17.2	9.8	0.8	10.6
1/2	314	314	-	-	-	0.9	0.2	-	1.1	12.7	3.8	0.2	4.1
1/3	1035	1035	-	-	-	5.3	14.3	-	19.5	68.0	22.7	14.3	37.0
2/1	272	272	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	413	413	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	934	934	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/4	1271	1271	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	196	196	196	0	0	0.9	4.2	-	5.1	93.4	4.2	4.2	8.5
4/1	347	347	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	413	413	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/3	934	934	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	647	647	-	-	-	2.8	4.9	-	7.7	42.8	13.7	4.9	18.6
5/2	640	640	-	-	-	3.4	4.4	-	7.8	43.9	13.0	4.4	17.4
5/3	546	546	-	-	-	1.8	1.7	-	3.5	23.2	5.4	1.7	7.1
6/2+6/1	1211	1211	-	-	-	4.2	0.9	-	5.1	15.2	9.1	0.9	10.0
6/3	57	57	-	-	-	0.1	0.0	-	0.2	10.7	0.6	0.0	0.6
6/4	484	484	-	-	-	1.5	0.4	-	2.0	14.8	6.6	0.4	7.0
7/1	1252	1252	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1192	1192	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	54	54	-	-	-	0.2	0.0	-	0.3	18.1	0.4	0.0	0.4
8/2	603	603	-	-	-	2.2	3.3	-	5.5	32.6	4.0	3.3	7.3
8/3	484	484	-	-	-	4.5	1.2	-	5.6	42.0	10.8	1.2	11.9
9/1	163	163	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	460	460	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

J2: Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**9.9**	**4.2**	**0.0**	**14.1**	**-**	**-**	**-**	**-**
1/1	136	136	-	-	-	1.0	0.3	-	1.3	34.7	2.6	0.3	2.8
1/2	137	137	-	-	-	1.0	0.3	-	1.3	34.7	2.6	0.3	2.9
1/3	136	136	-	-	-	1.0	0.3	-	1.3	34.7	2.6	0.3	2.8
1/4	236	236	-	-	-	1.9	0.8	-	2.7	40.9	4.7	0.8	5.5
2/1	399	399	-	-	-	0.3	0.2	-	0.5	4.8	1.9	0.2	2.1
2/2	276	276	-	-	-	0.4	0.1	-	0.5	6.3	1.9	0.1	2.1
2/3	798	798	-	-	-	0.4	0.7	-	1.1	5.0	6.0	0.7	6.7
2/4	1035	1035	-	-	-	3.8	1.6	-	5.3	18.6	12.7	1.6	14.2
3/1	263	263	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**17.5**	**12.6**	**0.0**	**30.1**	**-**	**-**	**-**	**-**
1/1	814	814	-	-	-	4.0	2.9	-	6.8	30.2	15.6	2.9	18.5
1/2	535	535	-	-	-	2.1	0.6	-	2.7	18.2	8.2	0.6	8.8
1/3+1/4	1002	1002	-	-	-	4.1	2.9	-	7.0	25.2	13.5	2.9	16.5
2/1	654	654	-	-	-	2.7	2.9	-	5.6	30.9	11.2	2.9	14.1
2/2+2/3	738	738	-	-	-	4.7	3.2	-	7.9	38.7	9.9	3.2	13.1
3/1	1468	1468	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	442	442	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**0.0**	**0.0**	**0.0**	**0.0**	**-**	**-**	**-**	**-**

C1	PRC for Signalled Lanes (%):	-10.3	Total Delay for Signalled Lanes (pcuHr):	61.37	Cycle Time (s):	80
C2	PRC for Signalled Lanes (%):	18.1	Total Delay for Signalled Lanes (pcuHr):	14.09	Cycle Time (s):	80
C3	PRC for Signalled Lanes (%):	3.2	Total Delay for Signalled Lanes (pcuHr):	30.09	Cycle Time (s):	80
C4	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	80
	PRC Over All Lanes (%):	-10.3	Total Delay Over All Lanes(pcuHr):	110.63		