APPENDIX J: 2010 CENSUS JOURNEY TO WORK DATA

Method of Travel to Work (QS701EW)

				Bloxham and Bodicote Ward		Cherwell Non-Metropolitan District	South East Region	England Country
All Usual Residents Aged 16 to 74	Count	Persons	Mar-11	4439		103269	6274341	38881374
Work Mainly at or From Home	Count	Persons	Mar-11	260		4757	279656	1349568
Underground, Metro, Light Rail, Tram	Count	Persons	Mar-11	9	0.3%	96	15338	1027625
Train	Count	Persons	Mar-11	85	3.0%	2185	311895	1343684
Bus, Minibus or Coach	Count	Persons	Mar-11	60	2.1%	3672	189926	1886539
Taxi	Count	Persons	Mar-11	7	0.3%	298	16750	131465
Motorcycle, Scooter or Moped	Count	Persons	Mar-11	23	0.8%	556	36467	206550
Driving a Car or Van	Count	Persons	Mar-11	2173	77.7%	47271	2590701	14345882
Passenger in a Car or Van	Count	Persons	Mar-11	139	5.0%	4034	200386	1264553
Bicycle	Count	Persons	Mar-11	64	2.3%	2592	127614	742675
On Foot	Count	Persons	Mar-11	224	8.0%	8964	463662	2701453
Other Method of Travel to Work	Count	Persons	Mar-11	11	0.4%	404	28328	162727
Not in Employment	Count	Persons	Mar-11	1384		28440	2013618	13718653
	Excluding not in work and work from home			2795				

Method of Travel to Work, 2011 (QS701EW) LastUpdate 30-Jan-13
Method of Travel to Work, 2011 (QS701EW) Source Office for National Statistics
Method of Travel to Work (QS701EW) National Statistics

	%	AM Peak	PM Peak	Daily
Train	3.4%	2	2	20
Bus, minibus or coach	2.1%	1	1	12
Taxi or minicab	0.3%	0	0	1
Driving a car or van	77.7%	45	50	451
Passenger in a car or van	5.0%	3	3	29
Motorcycle, scooter or moped	0.8%	0	1	5
Bicycle	2.3%	2	2	14
On foot	8.0%	5	5	46
Other	0.4%	0	0	2

Total Person Trips	**100.0%**	**58**	**64**	**580**

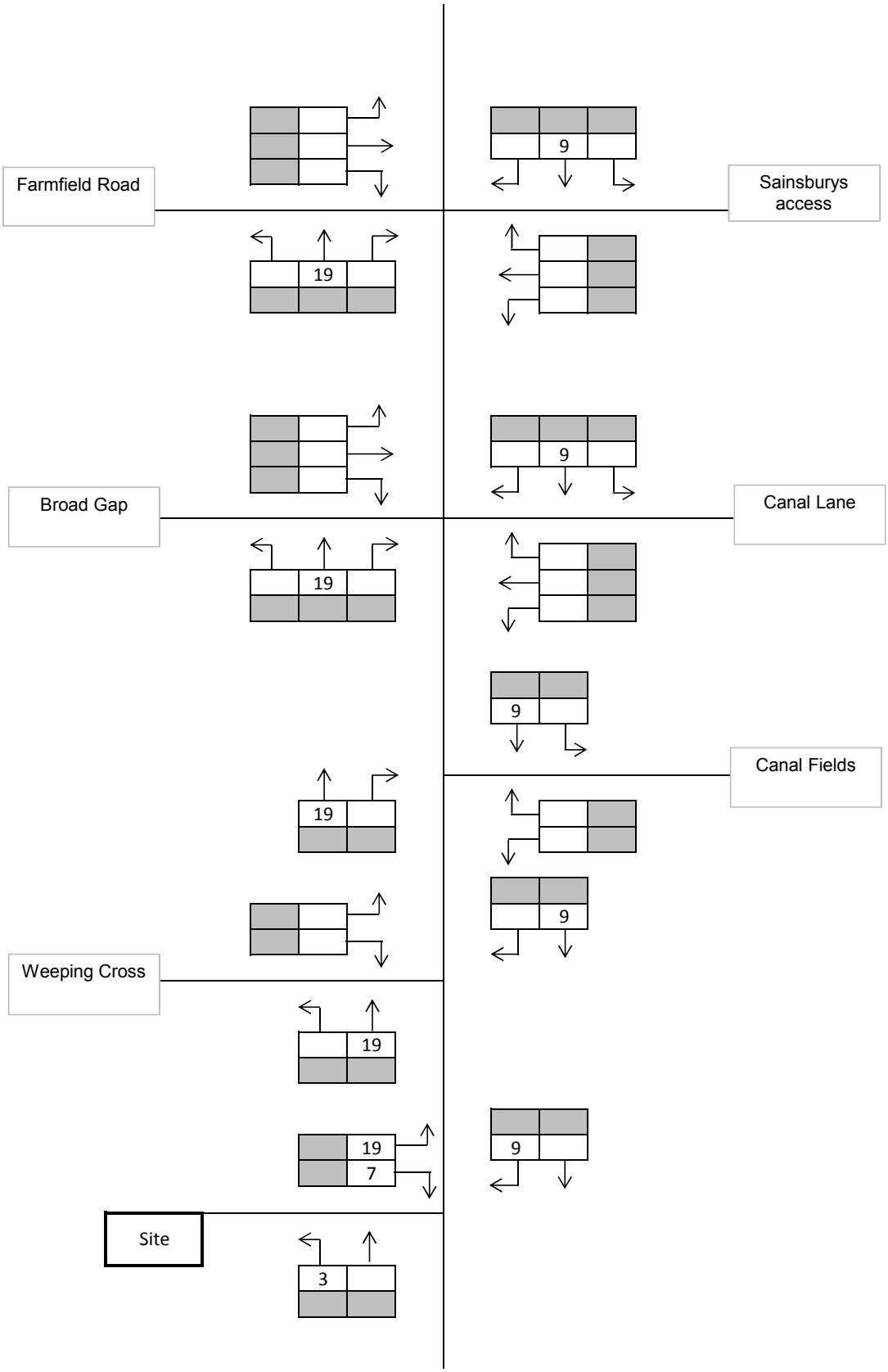
Ward	Destination Ward	Destination Ward Name	Town	Route	Local Route	Network Route	Total	Works from home	Underground	Train	Bus	Taxi	Car driver	Car passe	Motorcycle	Bicycle	On foot	Other	Car or van pool
38UBGY	00HXNK	Old Town and Lawn	Swindon	A420 West	A34 South	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	38UFGP	Brize Norton and Shilton	West Oxfordshire	A40 West	A34 South	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	38UBHA	Cropredy	Cherwell	A423 North	A361 North	A4260 North	14	0	0	0	0	0	14	0	0	0	0	0	-1
38UBGY	00CNFG	Edgbaston	Birmingham	M40 North	A422 East	A4260 North	3	0	0	3	0	0	0	0	0	0	0	0	-1
38UBGY	00CNFT	Longbridge	Birmingham	M40 North	A422 East	A4260 North	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	00CNGL	Sutton Four Oaks	Birmingham	M40 North	A422 East	A4260 North	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	00CQFA	Bablake	Coventry	M40 North	A422 East	A4260 North	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	00CQFJ	Lower Stoke	Coventry	M40 North	A422 East	A4260 North	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	00CQFL	St. Michael's	Coventry	M40 North	A422 East	A4260 North	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	00CQFP	Wainbody	Coventry	M40 North	A422 East	A4260 North	4	0	0	0	0	0	4	0	0	0	0	0	-1
38UBGY	00CTFA	Bickenhill	Solihull	M40 North	A422 East	A4260 North	4	0	0	0	0	0	4	0	0	0	0	0	-1
38UBGY	00CTFD	Elmdon	Solihull	M40 North	A422 East	A4260 North	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	00CTFL	Packwood	Solihull	M40 North	A422 East	A4260 North	6	0	0	0	0	0	6	0	0	0	0	0	-1
38UBGY	00FNNX	New Parks	Leicester	M40 North	A422 East	A4260 North	6	0	0	0	0	0	3	0	0	3	0	0	-1
38UBGY	31UEGJ	Newbold Verdon with Desford and Peckleton	Hinckley and Bosworth	M40 North	A422 East	A4260 North	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	34UCGE	Abbey South	Daventry	A361 North	A422 East	A4260 North	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	34UCGU	Moulton	Daventry	A361 North	A422 East	A4260 North	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	34UGGK	Astwell	South Northamptonshire	B4625 East	A422 East	A4260 North	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	34UGHG	Middleton Cheney	South Northamptonshire	A422 East	A422 East	A4260 North	22	0	0	0	0	0	16	3	3	0	0	0	-1
38UBGY	44UEGT	Burton Dassett	Stratford-on-Avon	M40 North	A422 East	A4260 North	6	0	0	0	0	0	6	0	0	0	0	0	-1
38UBGY	44UEGX	Fenny Compton	Stratford-on-Avon	M40 North	A422 East	A4260 North	16	0	0	0	4	0	12	0	0	0	0	0	-1
38UBGY	44UEGY	Harbury	Stratford-on-Avon	M40 North	A422 East	A4260 North	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	44UEHA	Kineton	Stratford-on-Avon	M40 North	A422 East	A4260 North	9	0	0	0	0	0	6	3	0	0	0	0	-1
38UBGY	44UEHC	Long Compton	Stratford-on-Avon	M40 North	A422 East	A4260 North	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	44UEHG	Shipston	Stratford-on-Avon	M40 North	A422 East	A4260 North	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	44UEHH	Snitterfield	Stratford-on-Avon	M40 North	A422 East	A4260 North	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	44UFFZ	Brunswick	Warwick	M40 North	A422 East	A4260 North	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	44UFGB	Clarendon	Warwick	M40 North	A422 East	A4260 North	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	44UFGJ	Park Hill	Warwick	M40 North	A422 East	A4260 North	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	44UFGN	Warwick North	Warwick	M40 North	A422 East	A4260 North	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	44UFGP	Warwick South	Warwick	M40 North	A422 East	A4260 North	5	0	0	0	0	0	5	0	0	0	0	0	-1
38UBGY	44UFGQ	Warwick West	Warwick	M40 North	A422 East	A4260 North	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	00PPNU	Croesonen	Monmouthshire	M40 North	A422 East	A4260 North	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	38UBGP	Banbury Hardwick	Cherwell	A422 West	A422 West	A4260 North	6	0	0	0	0	0	6	0	0	0	0	0	-1
38UBGY	38UBGQ	Banbury Neithrop	Cherwell	A422 West	A422 West	A4260 North	167	0	0	0	0	0	144	15	3	5	0	0	-1
38UBGY	38UBHM	Wroxton	Cherwell	A422 West	A422 West	A4260 North	14	0	0	0	0	0	14	0	0	0	0	0	-1
38UBGY	38UBGL	Banbury Calthorpe	Cherwell	A4260 North	A4260 North	Bankside	109	0	0	0	3	0	77	14	3	3	9	0	-1
38UBGY	38UBGM	Banbury Easington	Cherwell	A4260 North	A4260 North	50% A4260 North / 50% Farmfield Road	192	0	0	0	6	6	160	15	0	5	0	0	-1
38UBGY	38UBGN	Banbury Grimsbury and Castle	Cherwell	A4260 North	A4260 North	A4260 North	504	0	0	0	18	0	365	76	8	22	12	3	-1
38UBGY	38UBGR	Banbury Ruscote	Cherwell	B4035 West	A4260 North	A4260 North	4	0	0	0	0	0	4	0	0	0	0	0	-1
38UBGY	38UBGJ	Adderbury	Cherwell	A4260 South	A4260 South	A4260 South	103	0	0	0	3	0	87	7	0	3	3	0	-1
38UBGY	38UBGK	Ambrosden and Chesterton	Cherwell	A4260 South	A4260 South	A4260 South	4	0	0	0	0	0	4	0	0	0	0	0	-1
38UBGY	38UBHB	Deddington	Cherwell	A4260 South	A4260 South	A4260 South	20	0	0	0	0	0	20	0	0	0	0	0	-1
38UBGY	38UBHE	Kidlington North	Cherwell	A4260 South	A4260 South	A4260 South	27	0	0	0	0	0	24	3	0	0	0	0	-1
38UBGY	38UBHF	Kidlington South	Cherwell	A4260 South	A4260 South	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	38UBHJ	Otmoor	Cherwell	A4260 South	A4260 South	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	38UBHL	The Astons and Heyfords	Cherwell	A4260 South	A4260 South	A4260 South	26	0	0	0	0	0	23	3	0	0	0	0	-1
38UBGY	38UBHN	Yarnton, Gosford and Water Eaton	Cherwell	A4260 South	A4260 South	A4260 South	10	0	0	0	0	0	10	0	0	0	0	0	-1
38UBGY	38UCFU	Blackbird Leys	Oxford	A4260 South	A4260 South	A4260 South	3	0	0	0	0	0	0	0	0	0	3	0	-1
38UBGY	38UCFW	Carfax	Oxford	A4260 South	A4260 South	A4260 South	17	0	0	3	0	0	14	0	0	0	0	0	-1
38UBGY	38UCFX	Churchill	Oxford	A4260 South	A4260 South	A4260 South	6	0	0	0	0	0	6	0	0	0	0	0	-1
38UBGY	38UCFZ	Cowley Marsh	Oxford	A4260 South	A4260 South	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	38UCGA	Headington	Oxford	A4260 South	A4260 South	A4260 South	25	0	0	0	0	0	22	3	0	0	0	0	-1
38UBGY	38UCGB	Headington Hill and Northway	Oxford	A4260 South	A4260 South	A4260 South	3	0	0	0	0	0	0	0	0	0	3	0	-1
38UBGY	38UCGC	Hinksey Park	Oxford	A4260 South	A4260 South	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	38UCGD	Holywell	Oxford	A4260 South	A4260 South	A4260 South	6	0	0	0	0	0	3	3	0	0	0	0	-1
38UBGY	38UCGE	Iffley Fields	Oxford	A4260 South	A4260 South	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	38UCGF	Jericho and Osney	Oxford	A4260 South	A4260 South	A4260 South	23	0	0	3	0	0	14	3	0	3	0	0	-1
38UBGY	38UCGG	Littlemore	Oxford	A4260 South	A4260 South	A4260 South	8	0	0	0	0	0	5	0	0	3	0	0	-1
38UBGY	38UCGH	Lye Valley	Oxford	A4260 South	A4260 South	A4260 South	21	0	0	0	0	0	18	3	0	0	0	0	-1
38UBGY	38UCGK	North	Oxford	A4260 South	A4260 South	A4260 South	9	0	0	3	0	0	6	0	0	0	0	0	-1
38UBGY	38UCGP	St Clement's	Oxford	A4260 South	A4260 South	A4260 South	6	0	0	0	0	0	3	0	0	3	0	0	-1
38UBGY	38UCGQ	St Margaret's	Oxford	A4260 South	A4260 South	A4260 South	6	0	0	0	3	0	3	0	0	0	0	0	-1
38UBGY	38UCGR	St Mary's	Oxford	A4260 South	A4260 South	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	38UCGS	Summertown	Oxford	A4260 South	A4260 South	A4260 South	4	0	0	0	0	0	4	0	0	0	0	0	-1
38UBGY	38UDGZ	Forest Hill and Holton	South Oxfordshire	A4260 South	A4260 South	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	38UFGY	Ducklington	West Oxfordshire	A4260 South	A4260 South	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	38UFGZ	Eynsham and Cassington	West Oxfordshire	A4260 South	A4260 South	A4260 South	5	0	0	0	0	0	5	0	0	0	0	0	-1
38UBGY	38UFHG	Stonesfield and Tackley	West Oxfordshire	A4260 South	A4260 South	A4260 South	4	0	0	0	0	0	4	0	0	0	0	0	-1
38UBGY	38UFHM	Witney South	West Oxfordshire	A4260 South	A4260 South	A4260 South	9	0	0	0	0	0	9	0	0	0	0	0	-1
38UBGY	38UFHP	Woodstock and Bladon	West Oxfordshire	A4260 South	A4260 South	A4260 South	5	0	0	0	0	0	5	0	0	0	0	0	-1
38UBGY	00AAFS	Farringdon Within	City of London	M40 South	B4100 South	A4260 South	3	0	0	3	0	0	0	0	0	0	0	0	-1
38UBGY	00AAFT	Farringdon Without	City of London	M40 South	B4100 South	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	00AAFZ	Tower	City of London	M40 South	B4100 South	A4260 South	3	0	0	0	3	0	0	0	0	0	0	0	-1
38UBGY	00AGGP	Holborn and Covent Garden	Camden	M40 South	B4100 South	A4260 South	3	0	0	3	0	0	0	0	0	0	0	0	-1
38UBGY	00AJHB	Walpole	Ealing	M40 South	B4100 South	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	00ASGP	Heathrow Villages	Hillingdon	M40 South	B4100 South	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	00ASGR	Ickenham	Hillingdon	M40 South	B4100 South	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	00ASHA	Uxbridge South	Hillingdon	M40 South	B4100 South	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	00ATFY	Bedfont	Hounslow	M40 South	B4100 South	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	00ATGR	Osterley and Spring Grove	Hounslow	M40 South	B4100 South	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	00BBGJ	East Ham South	Newham	M40 South	B4100 South	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	00BCGE	Clementswood	Redbridge	M40 South	B4100 South	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	00BEGE	Cathedrals	Southwark	M40 South	B4100 South	A4260 South	3	0	0	3	0	0	0	0	0	0	0	0	-1
38UBGY	00BJGN	Shaftesbury	Wandsworth	M40 South	B4100 South	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	00BKGH	Knightsbridge and Belgravia	Westminster	M40 South	B4100 South	A4260 South	3	0	0	3	0	0	0	0	0	0	0	0	-1
38UBGY	00BKGQ	St James's	Westminster	M40 South	B4100 South	A4260 South	11	0	0	6	0	0	5	0	0	0	0	0	-1
38UBGY	00BKGW	West End	Westminster	M40 South	B4100 South	A4260 South	3	0	0	3	0	0	0	0	0	0	0	0	-1
38UBGY	00MANL	Priestwood and Garth	Bracknell Forest	M40 South	B4100 South	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	00MANN	Wildridings and Central	Bracknell Forest	M40 South	B4100 South	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	00MCMS	Battle	Reading	M40 South	B4100 South	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	00MCNH	Whitley	Reading	M40 South	B4100 South	A4260 South	3	0	0	3	0	0	0	0	0	0	0	0	-1
38UBGY	00MGNB	Bletchley and Fenny Stratford	Milton Keynes	A421 East	B4100 South	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	00MGND	Campbell Park	Milton Keynes	A421 East	B4100 South	A4260 South	8	0	0	0	0	0	5	0	3	0	0	0	-1
38UBGY	00MGNK	Hanslope Park	Milton Keynes	A421 East	B4100 South	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	00MGNL	Linford North	Milton Keynes	A421 East	B4100 South	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	00MGNU	Stantonbury	Milton Keynes	A421 East	B4100 South	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	00MGNW	Stony Stratford	Milton Keynes	A421 East	B4100 South	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	00MGNX	Walton Park	Milton Keynes	A421 East	B4100 South	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	00MGNZ	Wolverton	Milton Keynes	A421 East	B4100 South	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	00MSMR	Bargate	Southampton	A34 South	B4100 South	A4260 South	3	0	0	3	0	0	0	0	0	0	0	0	-1
38UBGY	11UBGS	Aylesbury Central	Aylesbury Vale	A421 East	B4100 South	A4260 South	3	0	0	0	0	0	0	0	0	0	3	0	-1
38UBGY	11UBGY	Buckingham South	Aylesbury Vale	A421 East	B4100 South	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	11UBHX	Tingewick	Aylesbury Vale	A421 East	B4100 South	A4260 South	7	0	0	0	0	0	7	0	0	0	0	0	-1
38UBGY	11UCGJ	Amersham-on-the-Hill	Chiltern	M40 South	B4100 South	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	11UFGK	Abbey	Wycombe	M40 South	B4100 South	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	11UFHM	The Risboroughs	Wycombe	M40 South	B4100 South	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	22UFGR	Moulsham and Central	Chelmsford	M40 South	B4100 South	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	26UCGF	Adeyfield East	Dacorum	B4100 South	B4100 South	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	26UJGK	Maple Cross & Mill End	Three Rivers	M40 South	B4100 South	A4260 South	3	0	0	0	0	0	0	0	0	0	3	0	-1
38UBGY	38UBGS	Bicester East	Cherwell	B4100 South	B4100 South	A4260 South	22	0	0	0	0	0	19	3	0	0	0	0	-1
38UBGY	38UBGU	Bicester South	Cherwell	B4100 South	B4100 South	A4260 South	4	0	0	0	0	0	4	0	0	0	0	0	-1
38UBGY	38UBGW	Bicester Town	Cherwell	B4100 South	B4100 South	A4260 South	24	0	0	0	0	0	21	0	0	0	3	0	-1
38UBGY	38UBGX	Bicester West	Cherwell	B4100 South	B4100 South	A4260 South	6	0	0	0	0	0	6	0	0	0	0	0	-1
38UBGY	38UBGZ	Caversfield	Cherwell	B4100 South	B4100 South	A4260 South	19	0	0	3	3	0	10	0	0	0	3	0	-1
38UBGY	38UBHC	Fringford	Cherwell	B4100 South	B4100 South	A4260 South	5	0	0	0	0	0	5	0	0	0	0	0	-1
38UBGY	38UBHH	Launton	Cherwell	B4100 South	B4100 South	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	38UDGL	Benson	South Oxfordshire	A34 South	B4100 South	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	38UDGU	Didcot All Saints	South Oxfordshire	A34 South	B4100 South	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	38UDHC	Great Milton	South Oxfordshire	M40 South	B4100 South	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	38UDHE	Henley North	South Oxfordshire	M40 South	B4100 South	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	38UDHK	Thame North	South Oxfordshire	M40 South	B4100 South	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	38UDHL	Thame South	South Oxfordshire	M40 South	B4100 South	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	38UDHP	Wheatley	South Oxfordshire	M40 South	B4100 South	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	38UEGM	Abingdon Fitzharris	Vale of White Horse	A34 South	B4100 South	A4260 South	6	0	0	0	0	0	6	0	0	0	0	0	-1
38UBGY	38UEGR	Appleton and Cumnor	Vale of White Horse	A34 South	B4100 South	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	38UEGZ	Hanneys	Vale of White Horse	A34 South	B4100 South	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	38UEHA	Harwell	Vale of White Horse	A34 South	B4100 South	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	38UEHC	Kennington and South Hinksey	Vale of White Horse	A34 South	B4100 South	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	38UEHG	North Hinksey and Wytham	Vale of White Horse	A34 South	B4100 South	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	43UBGJ	Molesey North	Elmbridge	M40 South	B4100 South	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	43UGFT	Chertsey St Ann's	Runnymede	M40 South	B4100 South	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	45UEFY	Northgate	Crawley	M40 South	B4100 South	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	38UBGY	Bloxham and Bodicote	Cherwell	Broad Gap / Weeping Cross	Broad Gap / Weeping Cross	Broad Gap / Weeping Cross	815	336	0	6	3	0	292	28	0	10	134	6	-1
38UBGY	34UFGH	Kingsley	Northampton	A43 North	Green Lane	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	34UFGL	Nene Valley	Northampton	A43 North	Green Lane	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	34UFGQ	St Crispin	Northampton	A43 North	Green Lane	A4260 South	4	0	0	0	0	0	4	0	0	0	0	0	-1
38UBGY	34UGGN	Brackley East	South Northamptonshire	Green Lane	Green Lane	A4260 South	18	0	0	0	3	0	15	0	0	0	0	0	-1
38UBGY	34UGGP	Brackley South	South Northamptonshire	Green Lane	Green Lane	A4260 South	12	0	0	0	0	0	12	0	0	0	0	0	-1
38UBGY	34UGHD	Kings Sutton	South Northamptonshire	Green Lane	Green Lane	A4260 South	8	0	0	0	3	0	5	0	0	0	0	0	-1
38UBGY	34UGHF	Little Brook	South Northamptonshire	Green Lane	Green Lane	A4260 South	18	0	0	0	0	0	18	0	0	0	0	0	-1
38UBGY	34UGHJ	Silverstone	South Northamptonshire	Green Lane	Green Lane	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	34UGHK	Steane	South Northamptonshire	Green Lane	Green Lane	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	34UGHN	Towcester Mill	South Northamptonshire	Green Lane	Green Lane	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	34UGHP	Wardoun	South Northamptonshire	Green Lane	Green Lane	A4260 South	20	0	0	0	0	0	20	0	0	0	0	0	-1
38UBGY	34UGHQ	Washington	South Northamptonshire	Green Lane	Green Lane	A4260 South	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	00HDPZ	Winterbourne	South Gloucestershire	A361 South	Wykham Lane	Broad Gap	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	23UBFY	Lansdown	Cheltenham	A361 South	Wykham Lane	Broad Gap	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	23UCHL	Sandywell	Cotswold	A361 South	Wykham Lane	Broad Gap	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	23UFHJ	Thrupp	Stroud	A361 South	Wykham Lane	Broad Gap	3	0	0	0	0	0	3	0	0	0	0	0	-1
38UBGY	38UBHD	Hook Norton	Cherwell	Wykham Lane	Wykham Lane	Broad Gap	28	0	0	0	0	0	19	6	0	3	0	0	-1
38UBGY	38UBHK	Sibford	Cherwell	Wykham Lane	Wykham Lane	Broad Gap	19	0	0	0	0	0	13	3	3	0	0	0	-1
38UBGY	38UFGX	Chipping Norton	West Oxfordshire	A361 South	Wykham Lane	Broad Gap	38	0	0	0	0	0	32	6	0	0	0	0	-1
38UBGY	38UFHB	Hailey, Minster Lovell and Leafield	West Oxfordshire	A361 South	Wykham Lane	Broad Gap	4	0	0	0	0	0	4	0	0	0	0	0	-1
38UBGY	38UFHC	Kingham, Rollright and Enstone	West Oxfordshire	A361 South	Wykham Lane	Broad Gap	19	0	0	0	0	0	19	0	0	0	0	0	-1
38UBGY	46UCJH	St. Paul Malmesbury Without and Sherston	North Wiltshire	A361 South	Wykham Lane	Broad Gap	3	0	0	0	0	0	3	0	0	0	0	0	-1

Local Route		
A34 South	6	0%
A361 North	14	0%
A422 East	141	5%
A422 West	187	7%
A4260 North	809	29%
A4260 South	374	13%
B4100 South	268	9%
Broad Gap	408	14%
Weeping Cross	408	14%
Green Lane	98	3%
Wykham Lane	123	4%
	2835	

Network Route		
A4260 North	946	33%
A4260 South	746	26%
Broad Gap	531	19%
Weeping Cross	408	14%
Farmfield Road	96	3%
Bankside	109	4%
	2835	

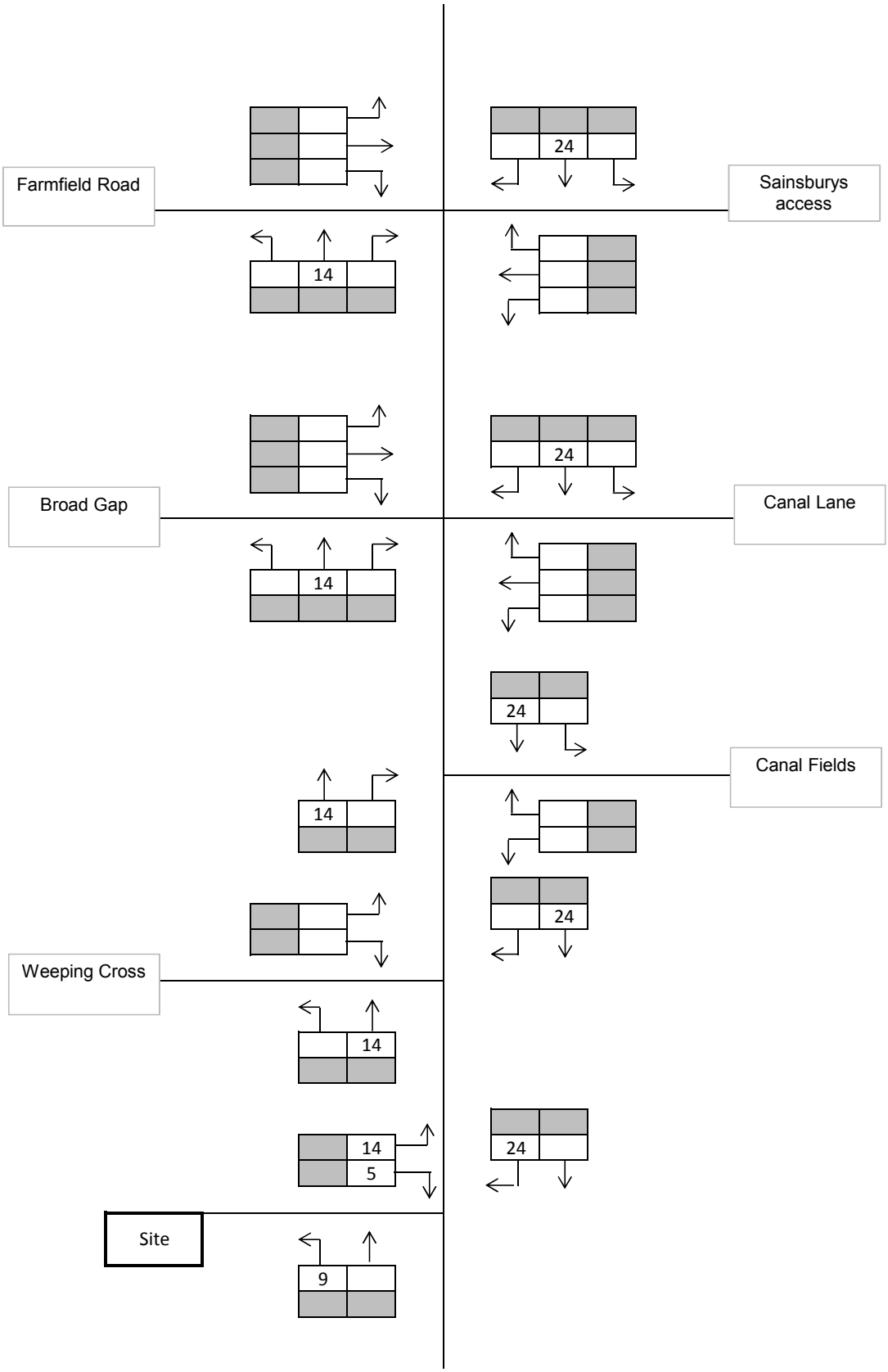
APPENDIX K: COMMITTED DEVELOPMENT TRAFFIC FLOWS

Application Reference	Application Name	Application TA Details
05/01337/OUT	Bankside / College Fields	Colin Buchanan Transport Assessment (April 2005) - Traffic flows shown at each junction assumed straight on through our site access junction
11/01870/F	Banbury Gateway Retail Park	Appendix I of Vectos 2011 TA shows Figure 23 and 26. No development on our network
11/01868/F	Relocated Prodrive Factory	Appendix I of Vectos 2011 TA shows Figure 23 and 26. No development on our network
12/00849/F	Multi Storey Car Park	SKM Colin Buchanan TA May 2012 - Approx 142 two way on Bridge St in the AM Peak and 137 in the PM Peak. Therefore assumed by our network traffic dispersed and covered by TEMPRO NTM growth
12/00080/OUT	Crouch Farm	Land East of Bloxham Road - Peter Brett TA January 2012 - '2017 Factored Year + Dev' minus '2017 Factored Year' for both AM and PM peaks
12/01789/OUT	Warwick Road North Hanwell Fields	WSP TA December 2012 - Figure 11 and 12: Assume 33.3% of development traffic shown on A422 Warwick Road continues south on A4260 on through our site access junction
10/01575/OUT	Southern Road SAPA Site	David Tucker Associates TA October 2010 - Table 5.7 and Table 5.8 show 20% B1 / 80% B2 worst case flows at A422 / A361 roundabout. Assume 33.3% of development traffic shown on Southam Road continue south on A4260 on through our site access junction
11/01878/OUT	Central M40 Site	Peter Brett TA December 2011 - 18 two way (AM Sens / PM Sens) on Overthorpe Road. Therefore assumed by our network traffic dispersed and covered by TEMPRO NTM growth
13/00158/OUT and 13/00159/OUT	West of Southam Road and East of Southam Road	David Tucker Associates TA January 2013 - Appendix J Zone J Traffic A4260 Oxford Road Assumed to continue through each of our junctions
13/00656/OUT	West of Warwick Road	RPS TA February 2013 Figure 6.1 and 6.2. Assume 33.3% of development traffic shown on A422 Warwick Road continues south on A4260 on through our site access junction
12/00329/OUT	Kraft Foods Site	Peter Brett TA March 2012 - Appendix H AM Dev Flows and PM Dev Flows. Assumed to continue through each of our junctions
13/00444/OUT	Bretch Hill	Phil Jones Associates Transport Assessment March 2013 - Appendix A outlines the Saturn Outputs and shows minimal traffic on the B4035 / A361 Roundabout. Therefore assumed by our network traffic dispersed and covered by TEMPRO NTM growth
11/00617/OUT	Land South Of Blackwood Place And Molyneux Drive And North West Of Cotefield Farm Oxford Road	Obtained from figure 17 from RPS application reference JNY6869-01D



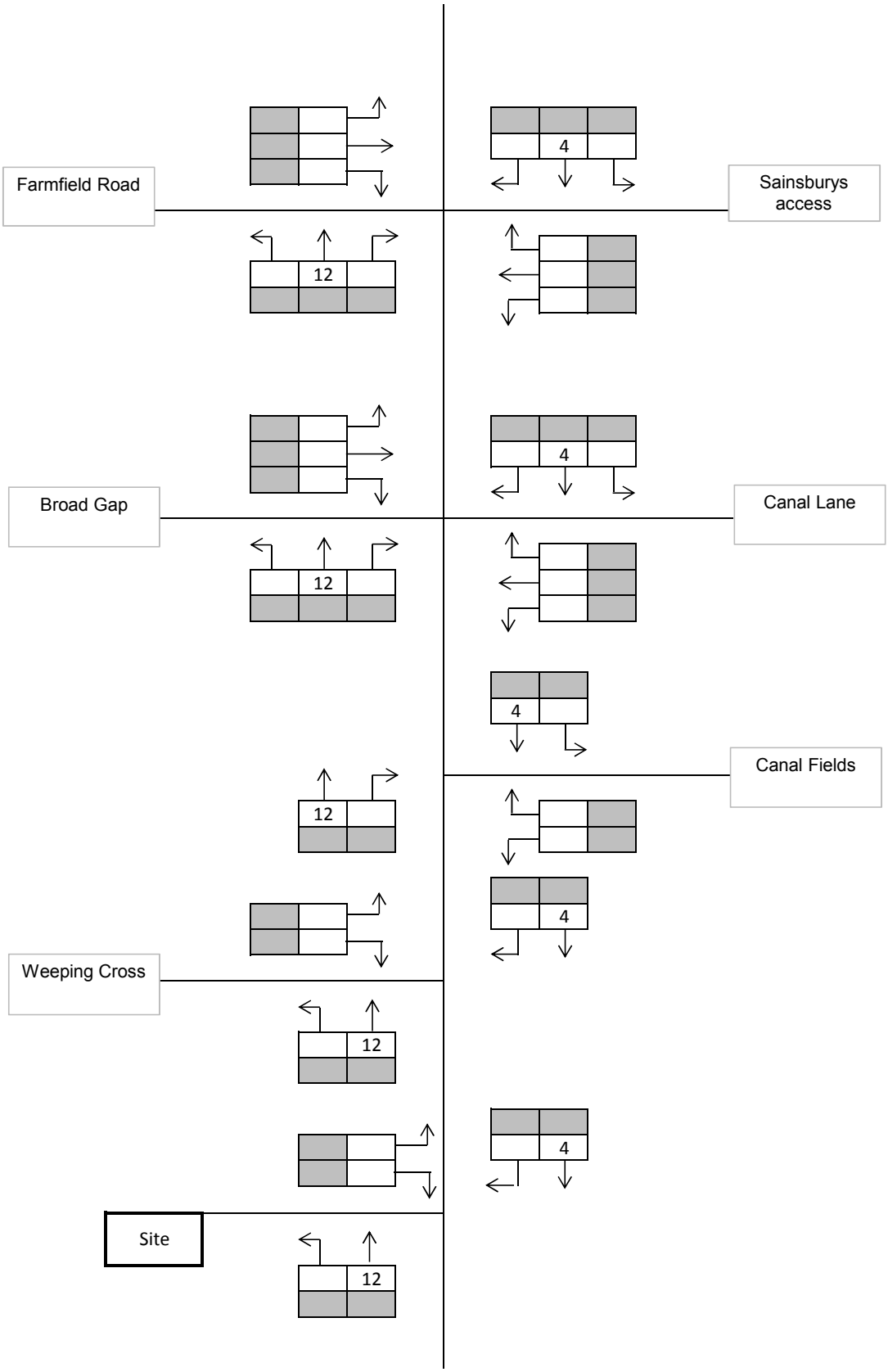
Taken from RPS Transport Assessment (April 2011)
Figure 17

Notes
Assume all development traffic flows straight through our network

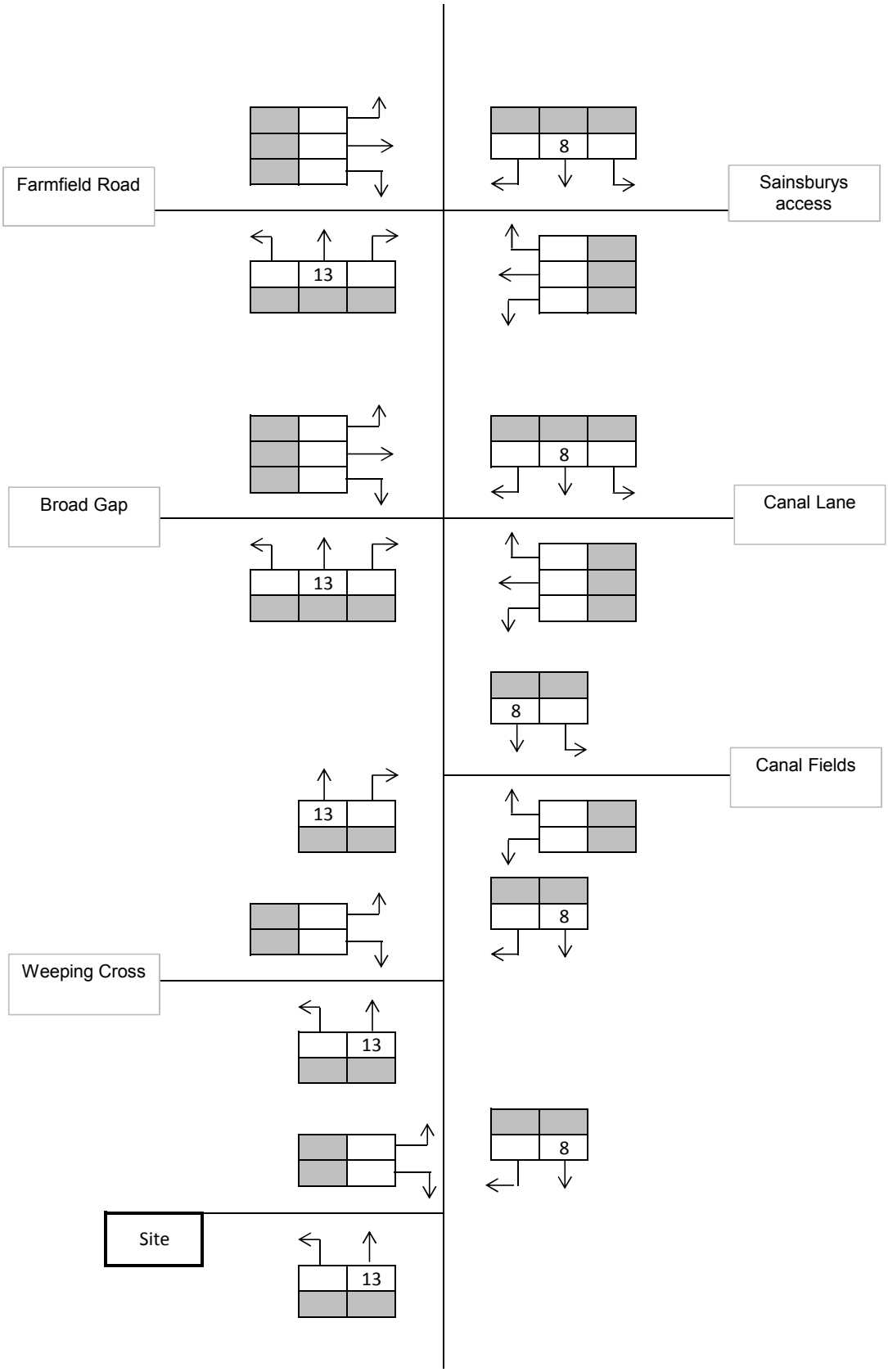


Taken from RPS Transport Assessment (April 2011)
Figure 17

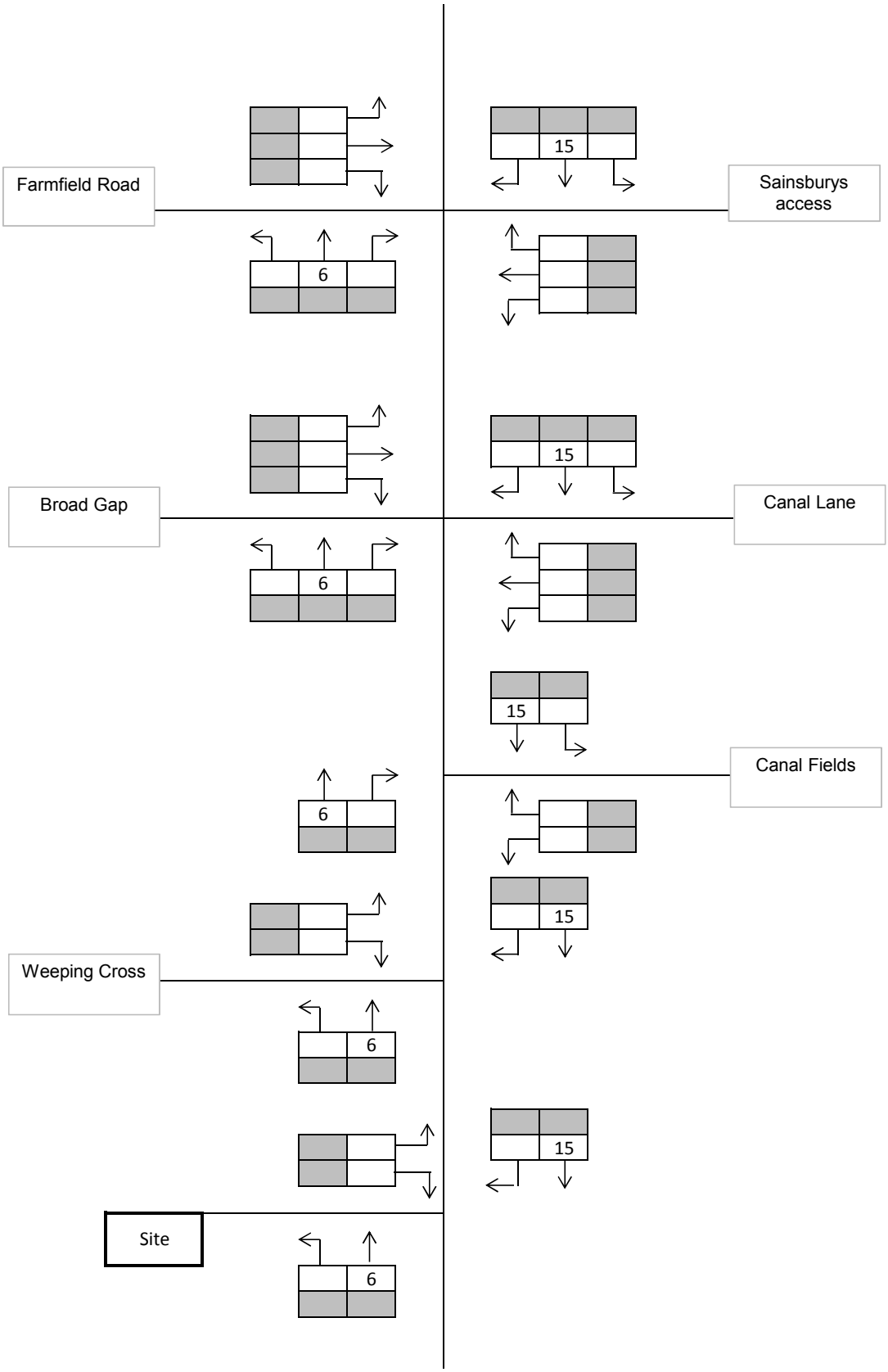
Notes
Assume all development traffic flows straight through our network



Taken from Peter Brett Associates Transport Assessment (March 2012)
Appendix H
AM Dev Flows
Notes
Assume all development traffic flows straight through our network



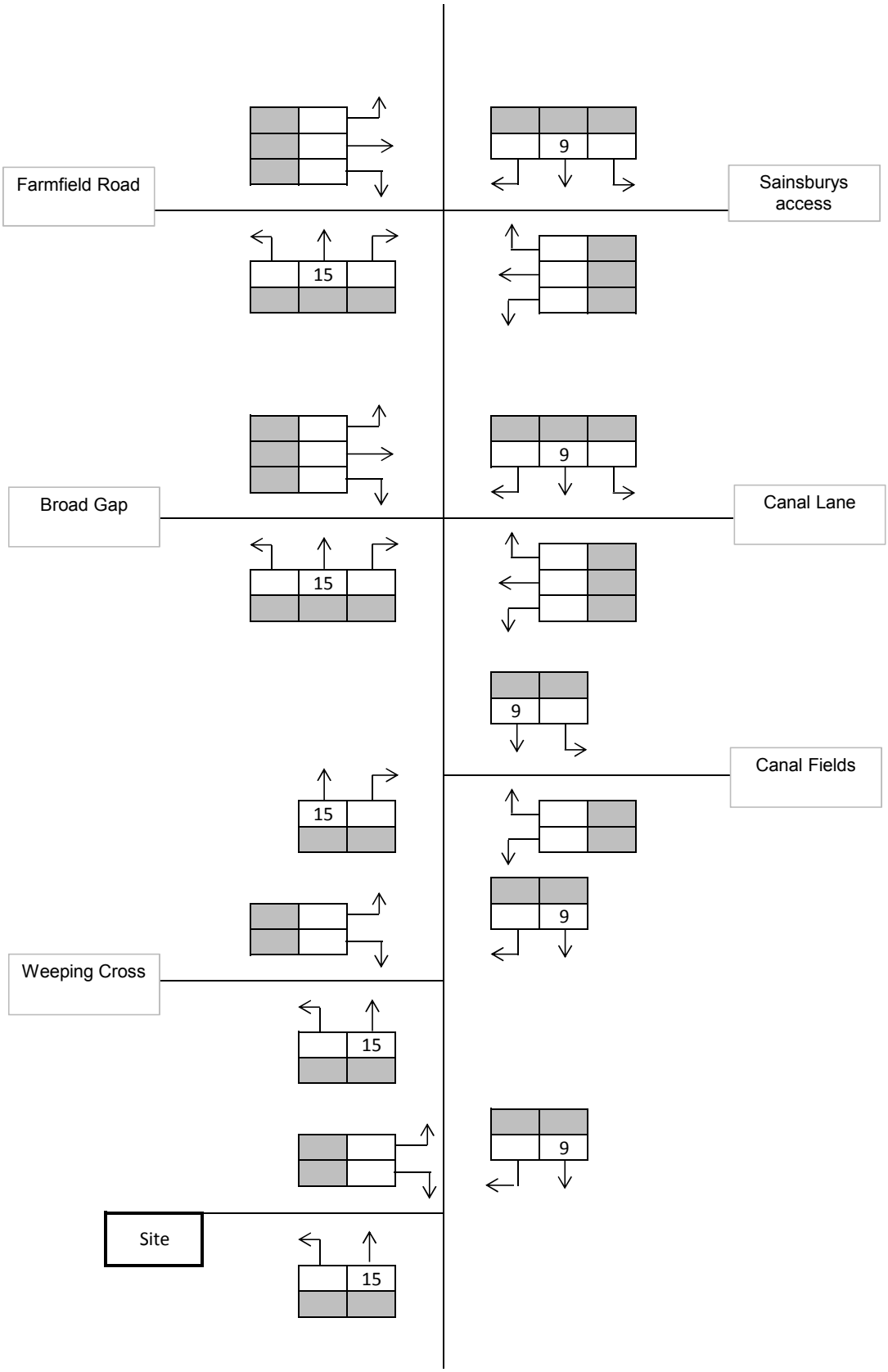
Taken from Peter Brett Associates Transport Assessment (March 2012)
Appendix H
PM Dev Flows
Notes
Assume all development traffic flows straight through our network



Taken from RPS TA February 2013
Figure 6.1

Notes
Assume a third (33.3%) of Traffic Shown on A422 Warwick Road continues south on A4260 through all assessed junctio

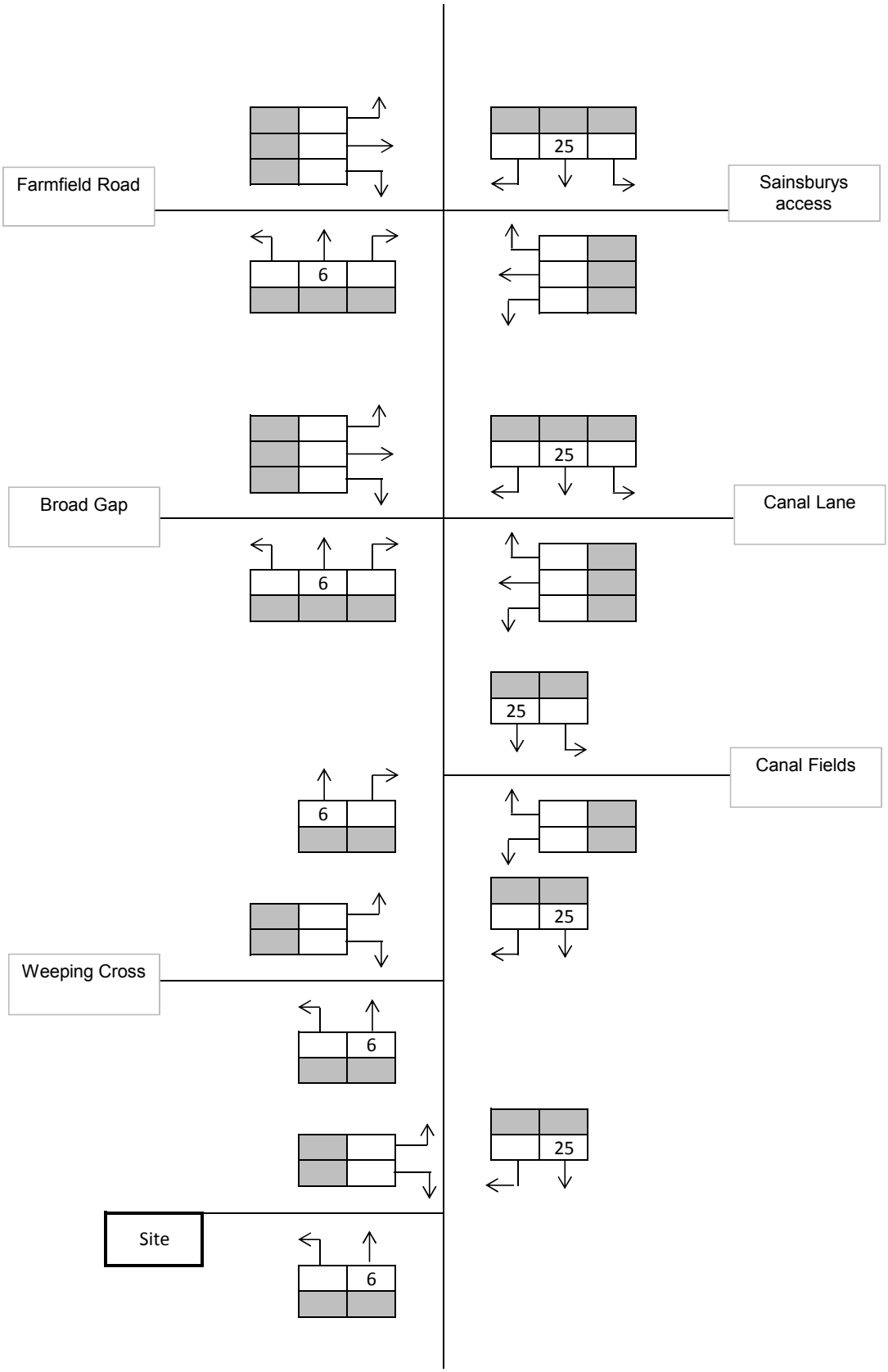
ns



Taken from RPS TA February 2013
Figure 6.2

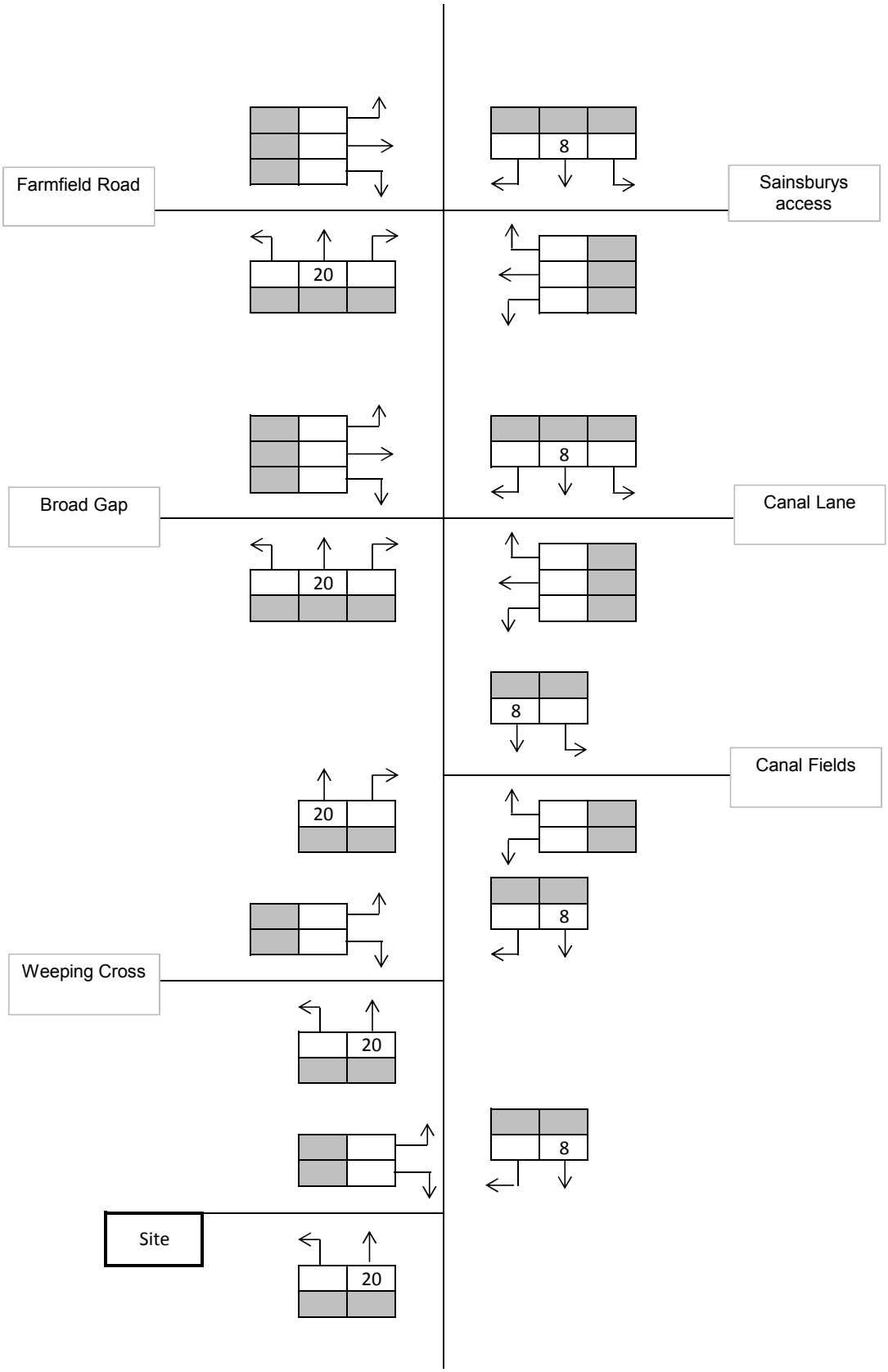
Notes
Assume a third (33.3%) of Traffic Shown on A422 Warwick Road continues south on A4260 through all assessed junctio

ns



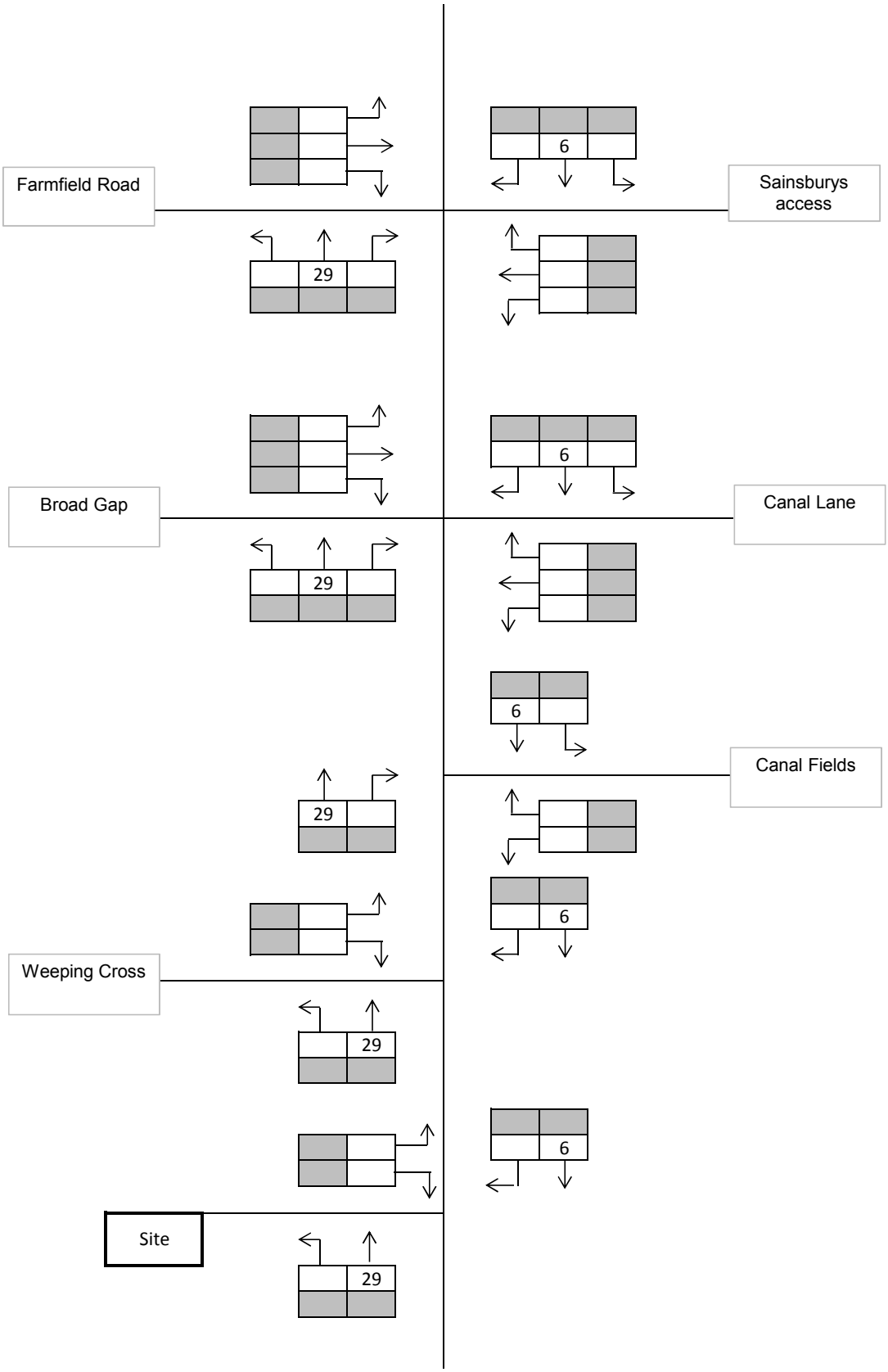
Taken from David Tucker Associates TA January 2013
Appendix J

Notes
Assume all development traffic flows straight through our network



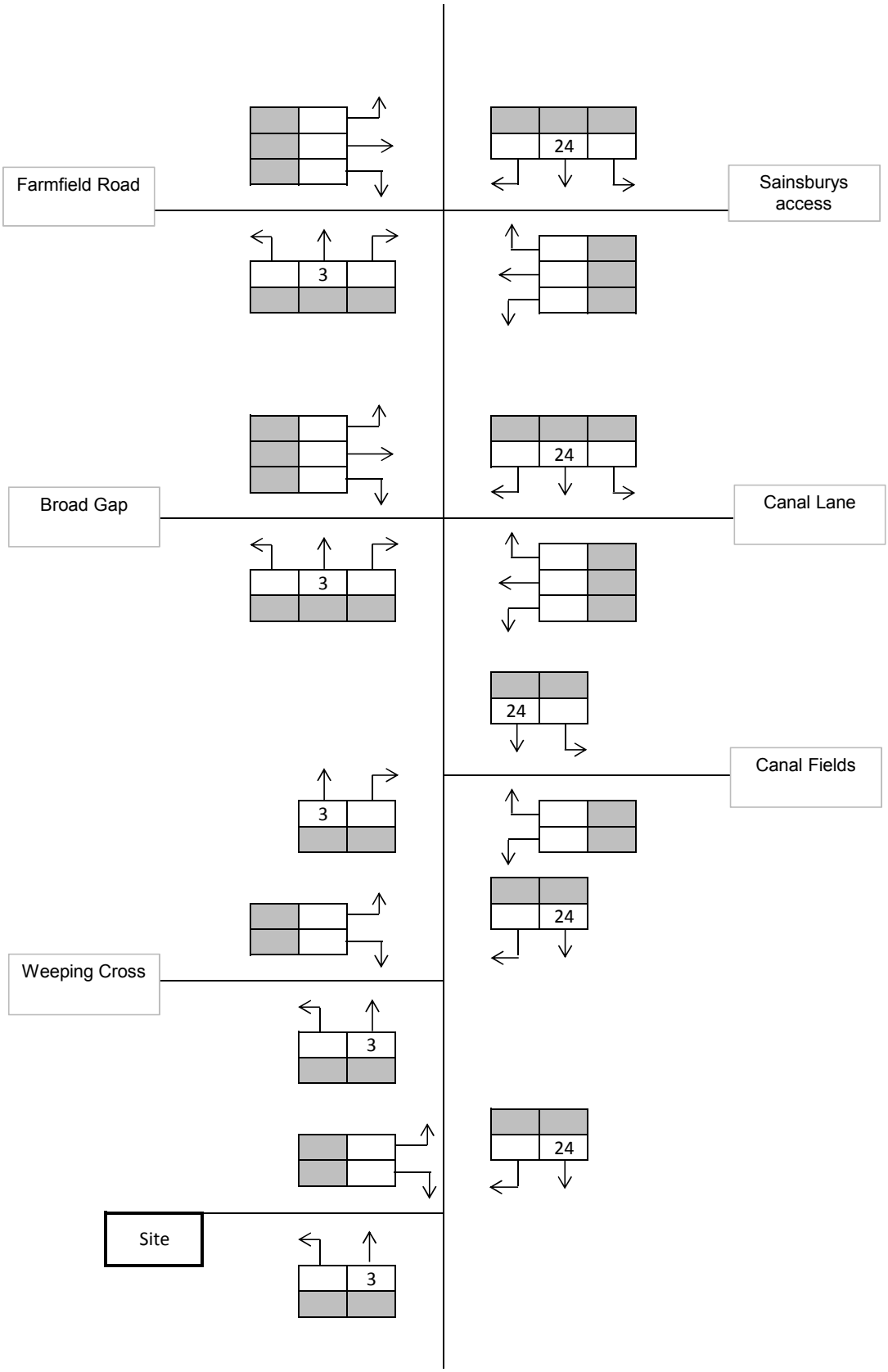
Taken from David Tucker Associates TA January 2013
Appendix J

Notes
Assume all development traffic flows straight through our network



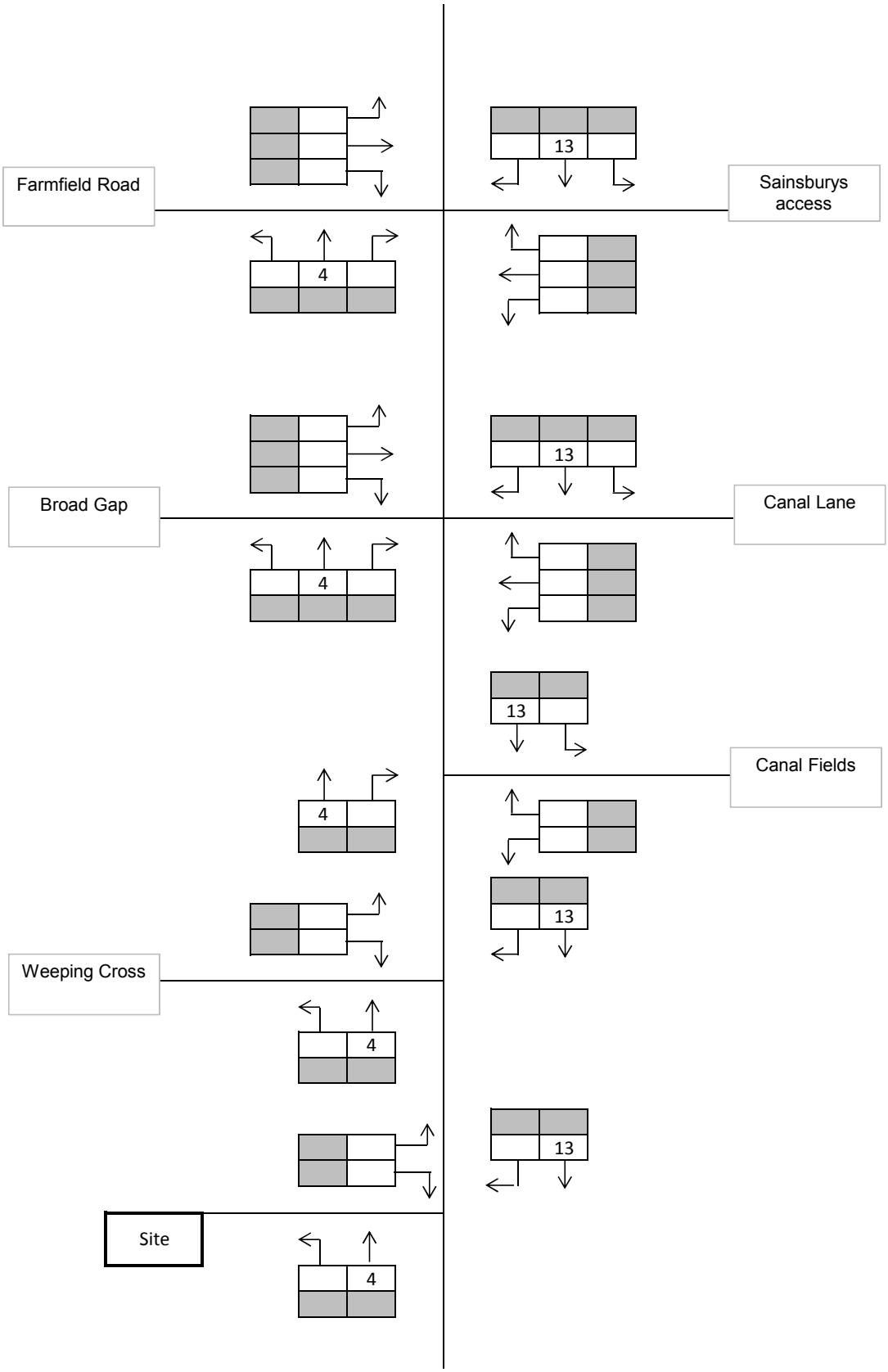
Taken from David Tucker Associates TA October 2010
Table 5.7 and Table 5.8 show 20% B1 / 80% B2 worst case flows at A422 / A361 roundabout

Notes
Assume a third (33.3%) of Traffic Shown on Southam Road continues south on A4260 through all assessed junctions



Taken from David Tucker Associates TA October 2010
Table 5.7 and Table 5.8 show 20% B1 / 80% B2 worst case flows at A422 / A361 roundabout

Notes
Assume a third (33.3%) of Traffic Shown on Southam Road continues south on A4260 through all assessed junctions



Taken from WSP Transport Assessment (December 2012)

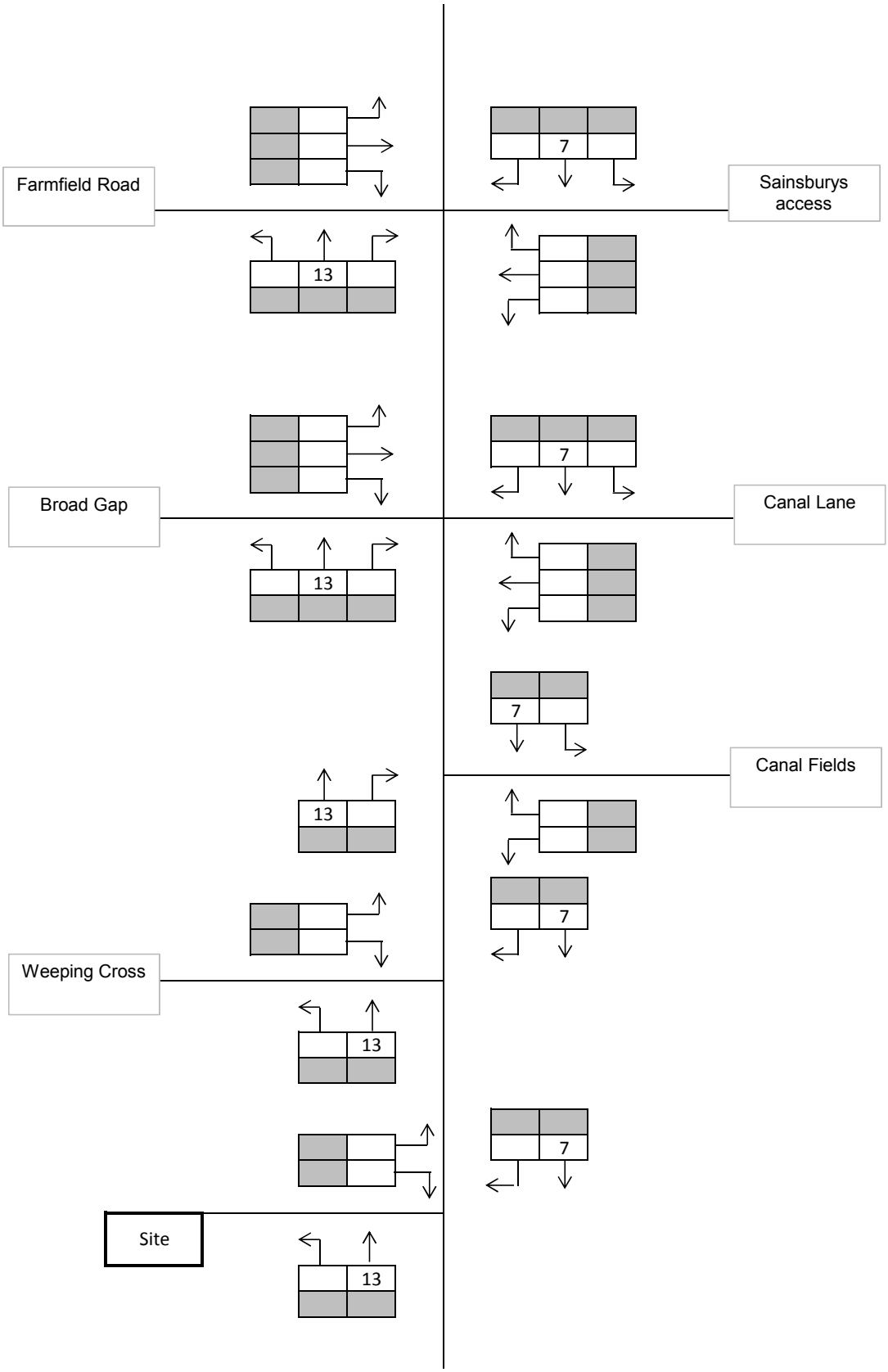
Figure 11

2018 Development Flows AM Peak

Notes

Assume a third (33.3%) of Traffic Shown on A422 Warwick Road continues south on A4260 through all assessed junctio

ns



Taken from WSP Transport Assessment (December 2012)

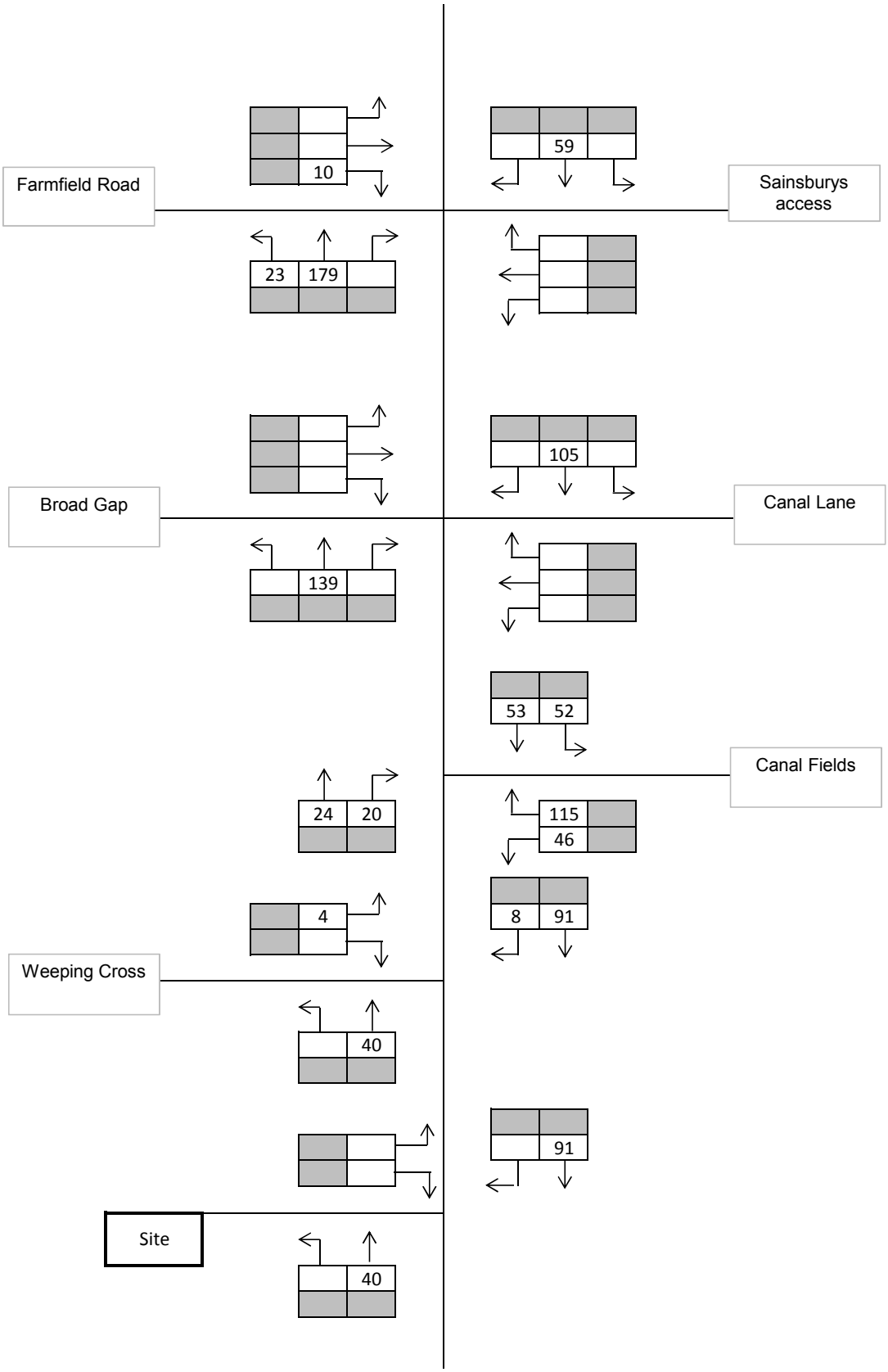
Figure 12

2018 Development Flows PM Peak

Notes

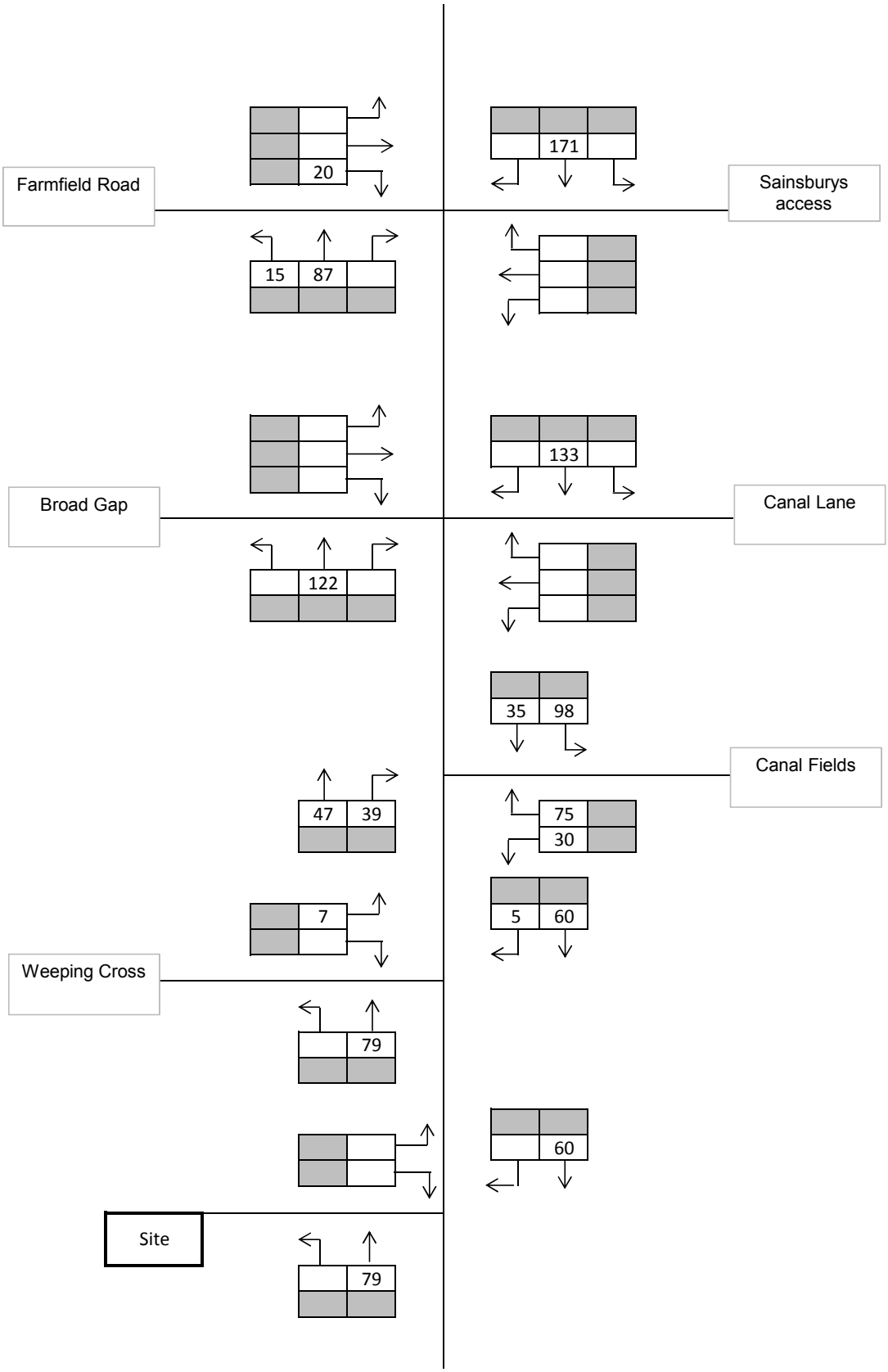
Assume a third (33.3%) of Traffic Shown on A422 Warwick Road continues south on A4260 through all assessed junctio

ns



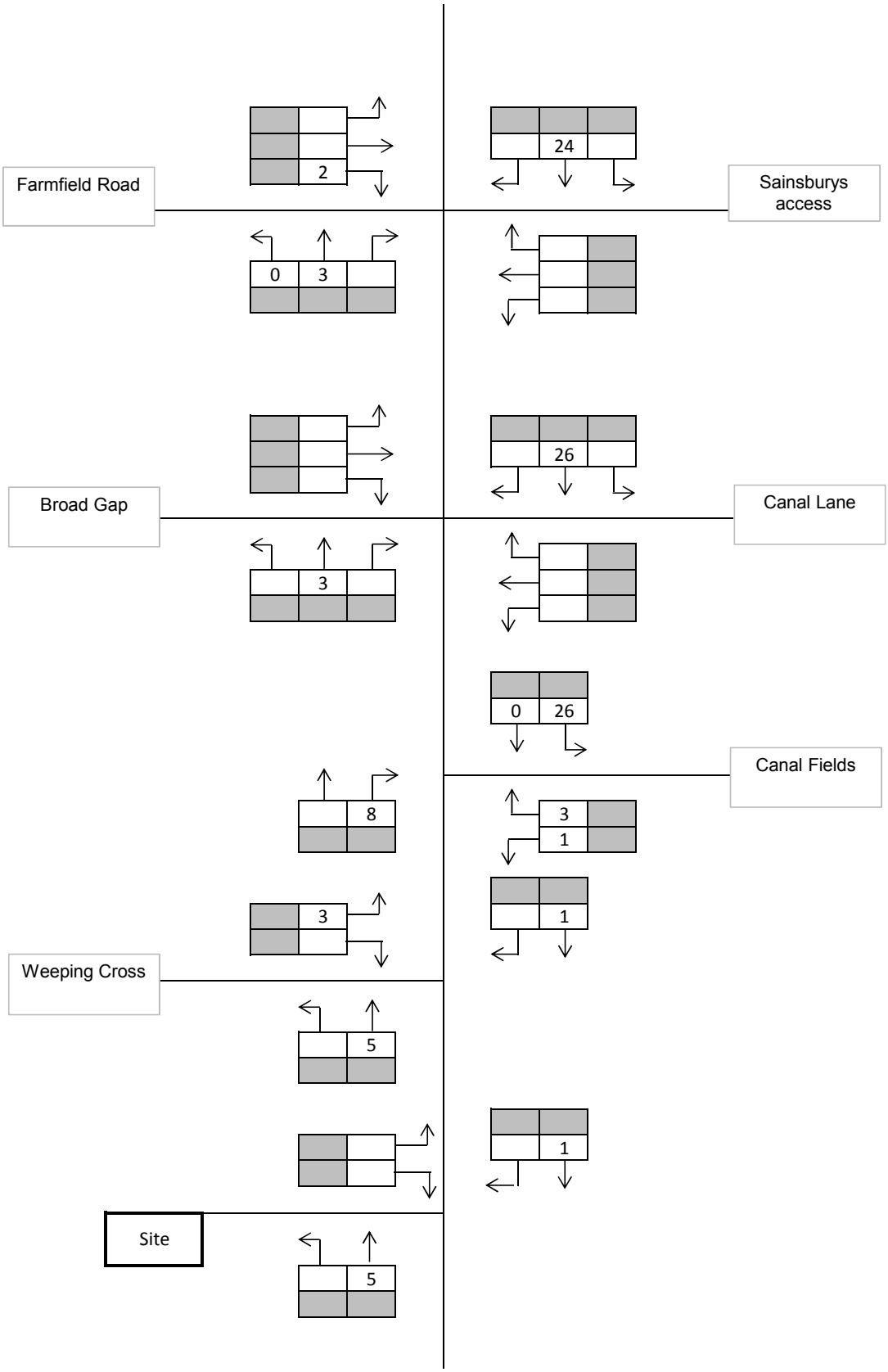
Taken from Colin Buchanan Transport Assessment (April 2005)
Figure 44 Residential Traffic Movements PM Peak

Notes
Assume all development traffic flows straight through our network



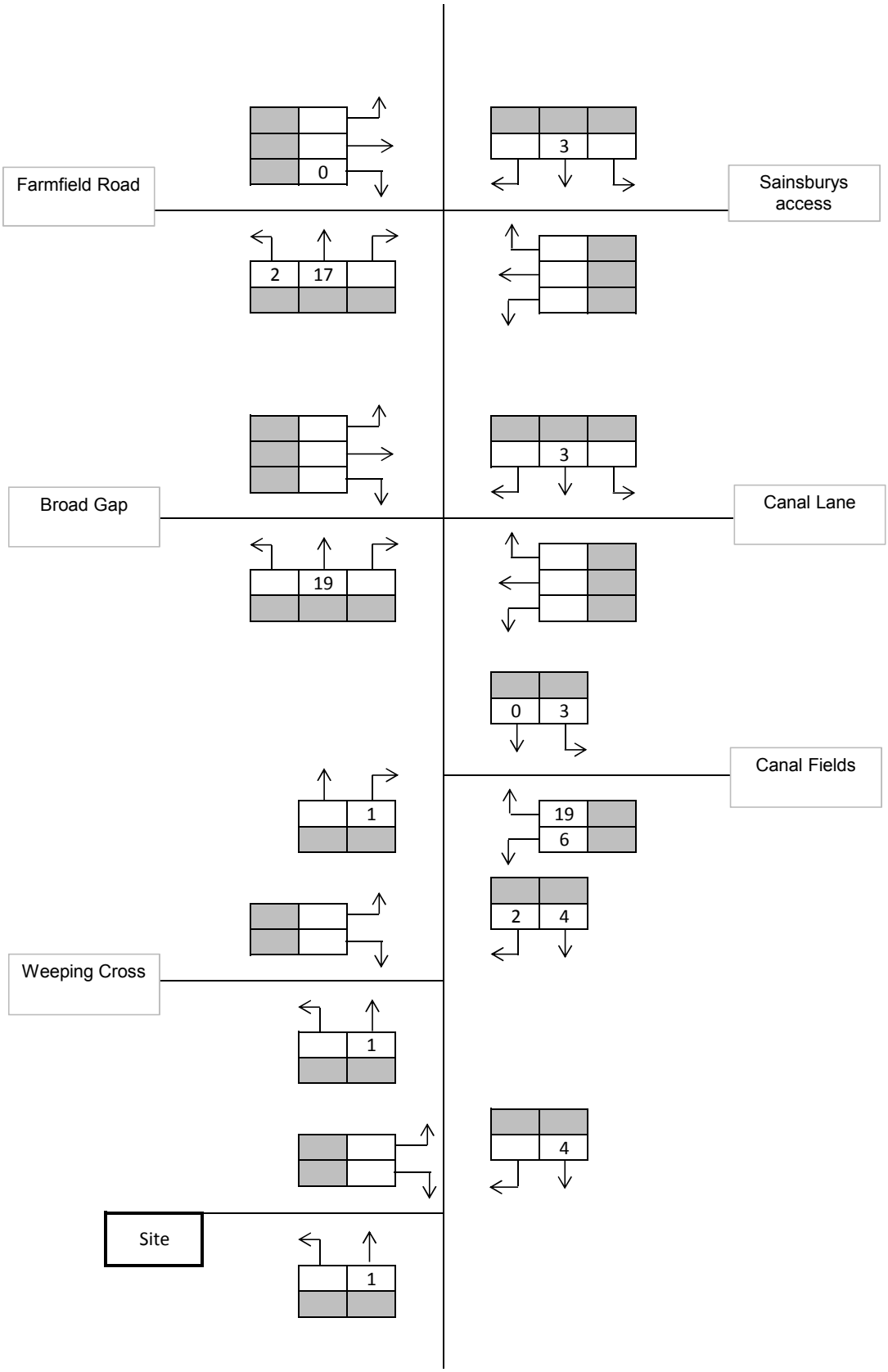
Taken from Colin Buchanan Transport Assessment (April 2005)
Figure 43 Residential Traffic Movements AM Peak

Notes
Assume all development traffic flows straight through our network



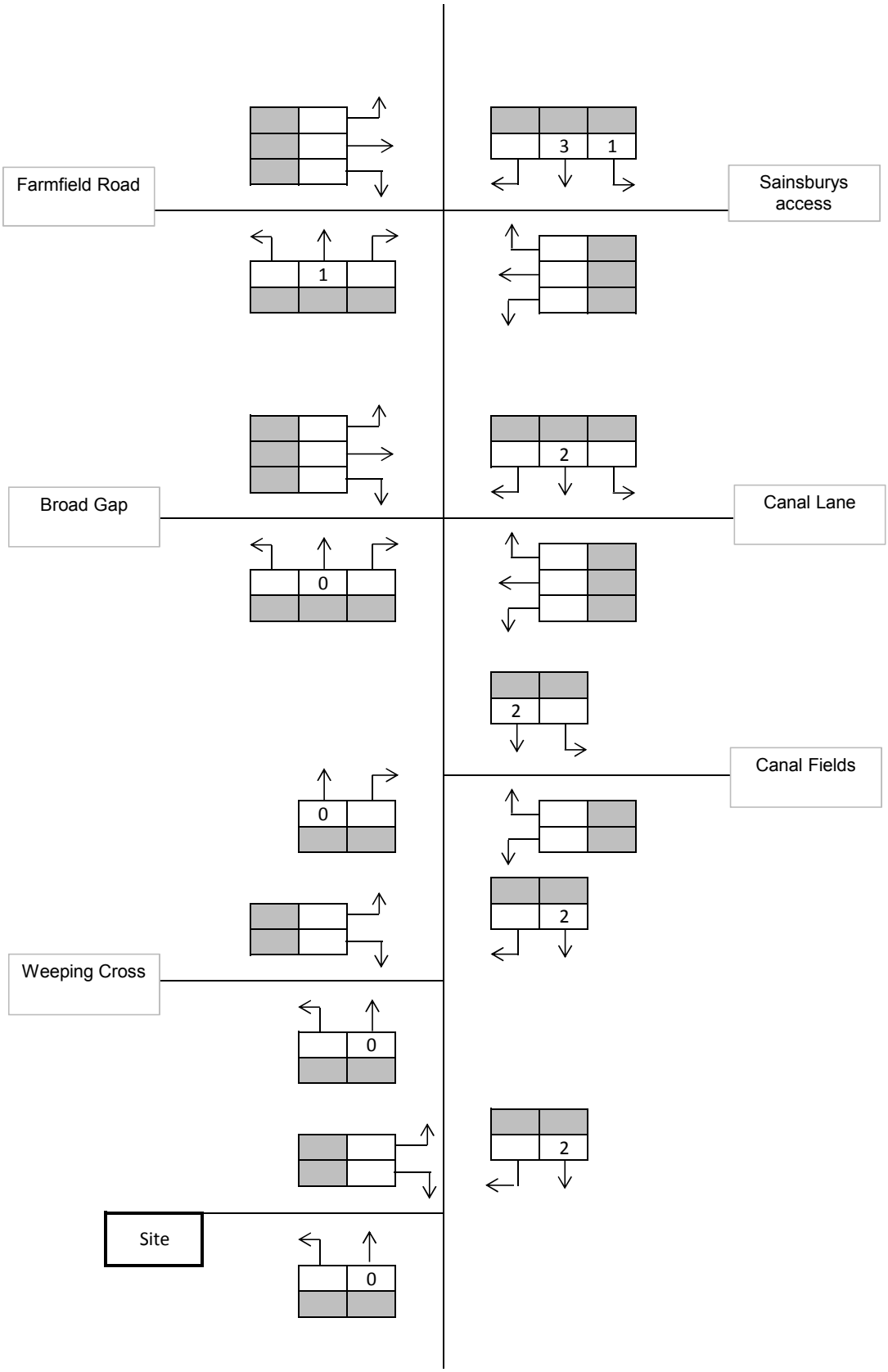
Taken from Colin Buchanan Transport Assessment (April 2005)
Figure 45 Employment Traffic Movements AM Peak

Notes
Assume all development traffic flows straight through our network



Taken from Colin Buchanan Transport Assessment (April 2005)
Figure 46 Employment Traffic Movements PM Peak

Notes
Assume all development traffic flows straight through our network



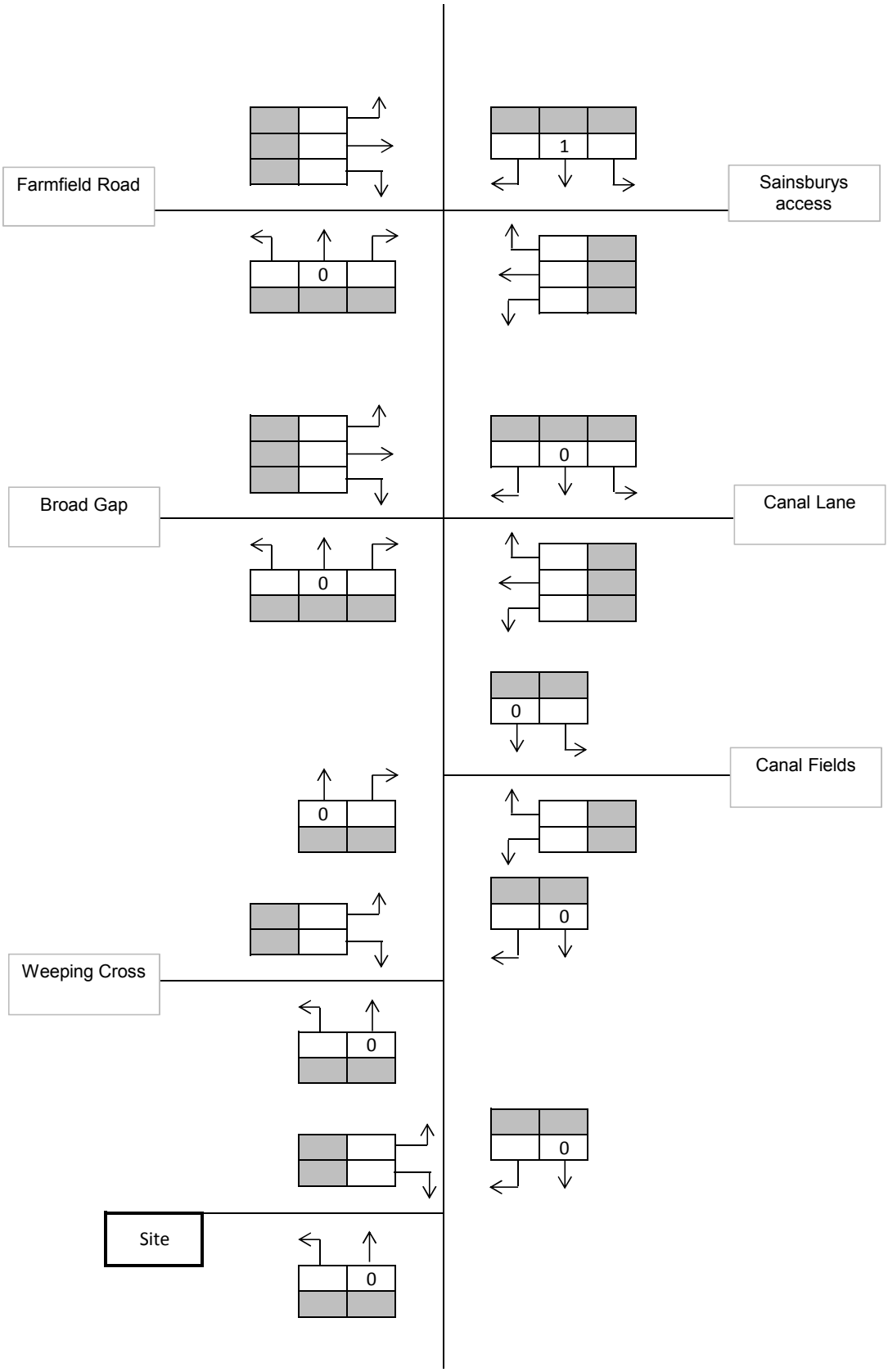
Taken from Peter Brett Associates Transport Assessment (January 2012)

Appendix F - Traffic Flow Diagrams

2017 Forecast Year + Development - AM' flows taken away from '2017 Forecast Year- AM' flows

Notes

Assume all development traffic flows straight through our network



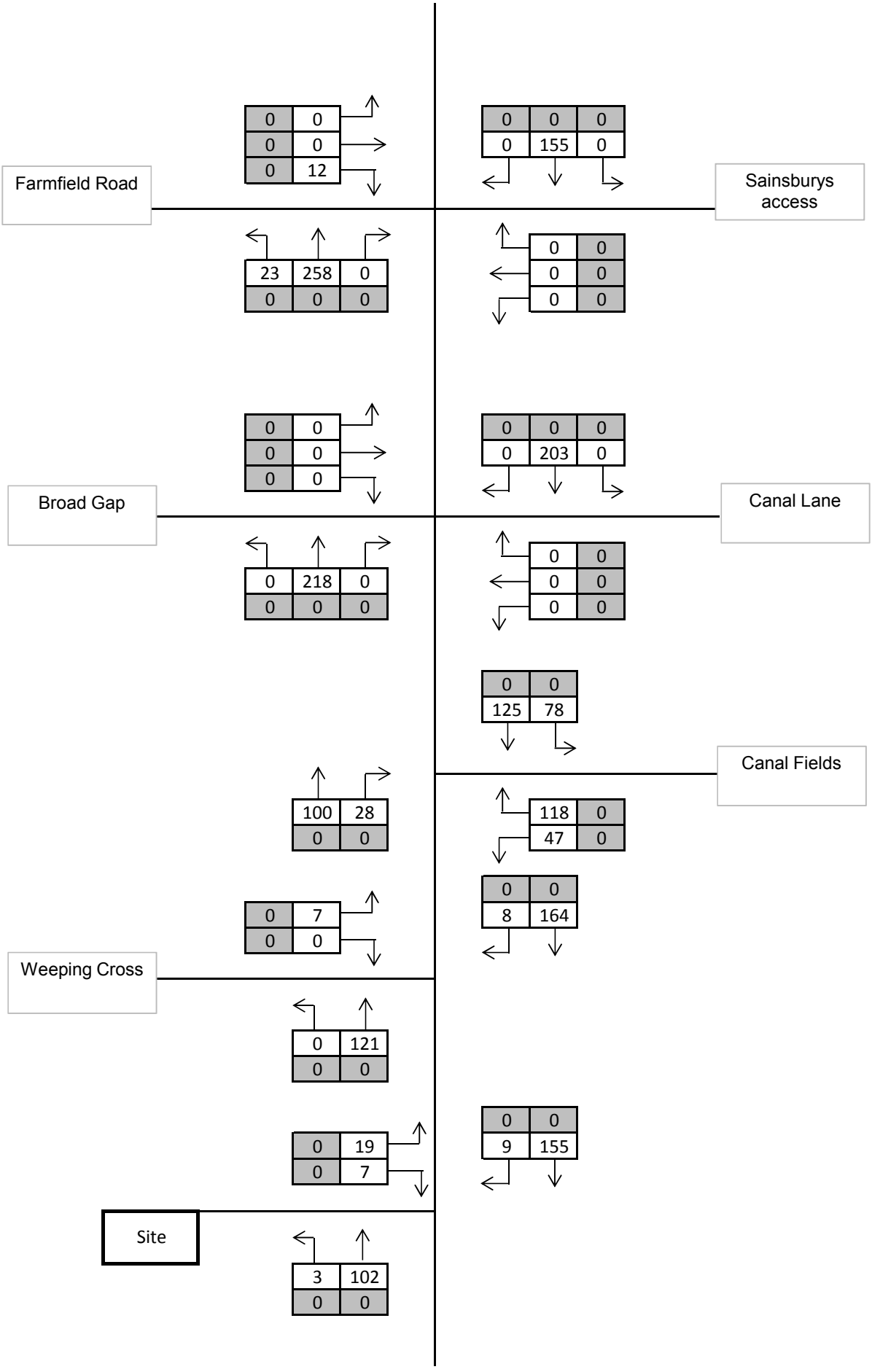
Taken from Peter Brett Associates Transport Assessment (January 2012)

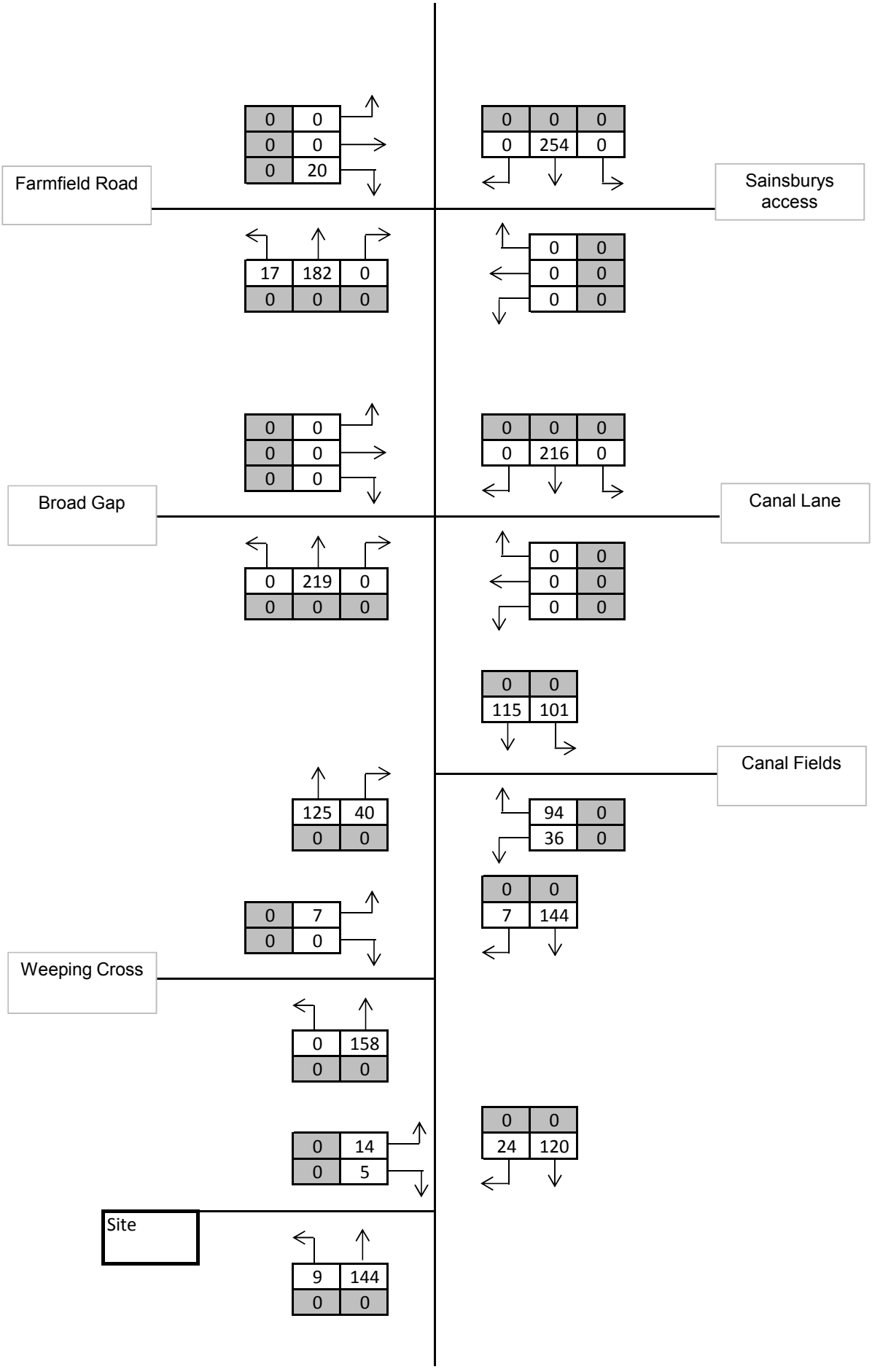
Appendix F - Traffic Flow Diagrams

2017 Forecast Year + Development - PM' flows taken away from '2017 Forecast Year- PM' flows

Notes

Assume all development traffic flows straight through our network


Farmfield Road
Sainsburys access
Broad Gap
Canal Lane
Canal Fields
Weeping Cross
Site
0 0
0 0
0 12
0 0 0
0 155 0
23 258 0
0 0 0
0 0
0 0
0 0
0 0 0
0 203 0
0 218 0
0 0 0
0 0
0 0
0 0
0 0
125 78
100 28
0 0
118 0
47 0
0 7
0 0
0 0
8 164
0 121
0 0
0 19
0 7
0 0
9 155
3 102
0 0


Farmfield Road
Sainsburys access
Broad Gap
Canal Lane
Canal Fields
Weeping Cross
Site
0 0
0 0
0 20
0 0 0
0 254 0
17 182 0
0 0 0
0 0
0 0
0 0
0 0 0
0 216 0
0 219 0
0 0 0
0 0
0 0
0 0
0 0
115 101
125 40
0 0
94 0
36 0
0 7
0 0
0 0
7 144
0 158
0 0
0 14
0 5
0 0
24 120
9 144
0 0

APPENDIX L: SITE ACCESS / A4260 PICADY OUTPUT

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.3.332 [14595,13/11/2013]

Filename: Site Access junction.arc8
Path: P:\JNY8146 - Land South of Bodicote\Transport\Picady
Report generation date: 07/08/2014 14:59:21

Summary of junction performance

	AM 2014			
	Queue (Veh)	Delay (s)	RFC	LOS
	Site Access - Scenario 1			
Stream B-C	0.00	0.00	0.00	A
Stream B-A	0.00	0.00	0.00	A
Stream C-A	-	-	-	-
Stream C-B	0.01	17.86	0.01	C
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-

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

"D1 - Scenario 1, AM 2014 " model duration: 07:30 - 09:00
"D2 - Scenario 1, PM 2014" model duration: 16:45 - 18:15
"D3 - Scenario 1, AM 2016" model duration: 07:30 - 09:00
"D4 - Scenario 1, PM 2016" model duration: 16:45 - 18:15
"D5 - Scenario 1, AM 2021" model duration: 07:30 - 09:00
"D6 - Scenario 1, PM 2021" model duration: 07:30 - 09:00
"D7 - Scenario 1, AM + dev 2016" model duration: 07:30 - 09:00
"D8 - Scenario 1, PM + dev 2016" model duration: 07:30 - 09:00
"D9 - Scenario 1, AM + dev 2021" model duration: 07:30 - 09:00
"D10 - Scenario 1, PM + dev 2021" model duration: 07:30 - 09:00

Run using Junctions 8.0.3.332 at 07/08/2014 14:59:18

File summary

File Description

Title	(untitled)
Location	
Site Number	
Date	07/08/2014
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Site Access - Scenario 1, AM 2014

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Site Access			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Scenario 1, AM 2014	Scenario 1	AM 2014		ONE HOUR	07:30	09:00	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
JNY8146 Bodicote - Site Access Junction	T-Junction	Two-way	A,B,C	17.86	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	(untitled)		Major
B	(untitled)		Minor
C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.55		0.00		2.20	200.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	10.00	7.20	5.20	5.00		4.00	150	150

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
Site	B-A	649.377	0.115	0.292	0.184	0.417
Site	B-C	771.588	0.115	0.292	-	-
Site	C-B	689.785	0.261	0.261	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	947.00	100.000
B	ONE HOUR	✓	3.00	100.000
C	ONE HOUR	✓	932.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction Site (for whole period)

		To		
		A	B	C
From	A	0.000	4.000	943.000
	B	0.000	0.000	3.000
	C	931.000	1.000	0.000

Turning Proportions (Veh) - Junction Site (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction Site (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.046
	B	1.000	1.000	1.667
	C	1.028	2.000	1.000

Heavy Vehicle Percentages - Junction Site (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	4.600
	B	0.000	0.000	66.700
	C	2.800	100.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.00	0.00	0.00	A
B-A	0.00	0.00	0.00	A
C-A	-	-	-	-
C-B	0.01	17.86	0.01	C
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:30-07:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	0.00	0.00	0.00	332.66	0.000	0.00	0.000	A
B-A	0.00	0.00	0.00	299.44	0.000	0.00	0.000	A
C-A	700.91	700.91	0.00	-	-	-	-	-
C-B	0.75	0.74	0.00	247.64	0.003	0.00	14.580	B
A-B	3.01	3.01	0.00	-	-	-	-	-
A-C	709.94	709.94	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	0.00	0.00	0.00	307.39	0.000	0.00	0.000	A
B-A	0.00	0.00	0.00	231.51	0.000	0.00	0.000	A
C-A	836.95	836.95	0.00	-	-	-	-	-
C-B	0.90	0.90	0.00	228.77	0.004	0.00	15.798	C
A-B	3.60	3.60	0.00	-	-	-	-	-
A-C	847.74	847.74	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	0.00	0.00	0.00	272.45	0.000	0.00	0.000	A
B-A	0.00	0.00	0.00	137.59	0.000	0.00	0.000	A
C-A	1025.05	1025.05	0.00	-	-	-	-	-
C-B	1.10	1.09	0.00	202.67	0.005	0.01	17.859	C
A-B	4.40	4.40	0.00	-	-	-	-	-
A-C	1038.26	1038.26	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	0.00	0.00	0.00	272.45	0.000	0.00	0.000	A
B-A	0.00	0.00	0.00	137.59	0.000	0.00	0.000	A
C-A	1025.05	1025.05	0.00	-	-	-	-	-
C-B	1.10	1.10	0.00	202.67	0.005	0.01	17.859	C
A-B	4.40	4.40	0.00	-	-	-	-	-
A-C	1038.26	1038.26	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	0.00	0.00	0.00	307.39	0.000	0.00	0.000	A
B-A	0.00	0.00	0.00	231.50	0.000	0.00	0.000	A
C-A	836.95	836.95	0.00	-	-	-	-	-
C-B	0.90	0.90	0.00	228.77	0.004	0.00	15.800	C
A-B	3.60	3.60	0.00	-	-	-	-	-
A-C	847.74	847.74	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	0.00	0.00	0.00	332.66	0.000	0.00	0.000	A
B-A	0.00	0.00	0.00	299.42	0.000	0.00	0.000	A
C-A	700.91	700.91	0.00	-	-	-	-	-
C-B	0.75	0.76	0.00	247.64	0.003	0.00	14.580	B
A-B	3.01	3.01	0.00	-	-	-	-	-
A-C	709.94	709.94	0.00	-	-	-	-	-

Site Access - Scenario 1, PM 2014

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Site Access			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Scenario 1, PM 2014	Scenario 1	PM 2014		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
JNY8146 Bodicote - Site Access Junction	T-Junction	Two-way	A,B,C	16.30	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	(untitled)		Major
B	(untitled)		Minor
C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.55		0.00		2.20	200.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	10.00	7.20	5.20	5.00		4.00	150	150

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
Site	B-A	578.405	0.103	0.260	0.164	0.371
Site	B-C	855.917	0.128	0.324	-	-
Site	C-B	689.785	0.261	0.261	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	983.00	100.000
B	ONE HOUR	✓	10.00	100.000
C	ONE HOUR	✓	905.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction Site (for whole period)

		To		
		A	B	C
From	A	0.000	1.000	982.000
	B	1.000	0.000	9.000
	C	898.000	7.000	0.000

Turning Proportions (Veh) - Junction Site (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.10	0.00	0.90
	C	0.99	0.01	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction Site (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.046
	B	1.000	1.000	1.667
	C	1.028	2.000	1.000

Heavy Vehicle Percentages - Junction Site (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	4.600
	B	0.000	0.000	66.700
	C	2.800	100.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.03	12.72	0.03	B
B-A	0.01	32.36	0.01	D
C-A	-	-	-	-
C-B	0.04	18.99	0.04	C
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	6.78	6.70	0.00	362.97	0.019	0.02	10.102	B
B-A	0.75	0.74	0.00	259.78	0.003	0.00	13.897	B
C-A	676.06	676.06	0.00	-	-	-	-	-
C-B	5.27	5.18	0.00	243.93	0.022	0.02	15.074	C
A-B	0.75	0.75	0.00	-	-	-	-	-
A-C	739.30	739.30	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	8.09	8.07	0.00	333.68	0.024	0.02	11.056	B
B-A	0.90	0.89	0.00	197.88	0.005	0.00	18.275	C
C-A	807.28	807.28	0.00	-	-	-	-	-
C-B	6.29	6.27	0.00	224.33	0.028	0.03	16.507	C
A-B	0.90	0.90	0.00	-	-	-	-	-
A-C	882.80	882.80	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	9.91	9.87	0.00	293.01	0.034	0.03	12.713	B
B-A	1.10	1.08	0.00	112.36	0.010	0.01	32.346	D
C-A	988.72	988.72	0.00	-	-	-	-	-
C-B	7.71	7.66	0.00	197.24	0.039	0.04	18.984	C
A-B	1.10	1.10	0.00	-	-	-	-	-
A-C	1081.20	1081.20	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	9.91	9.91	0.00	292.96	0.034	0.03	12.717	B
B-A	1.10	1.10	0.00	112.34	0.010	0.01	32.361	D
C-A	988.72	988.72	0.00	-	-	-	-	-
C-B	7.71	7.71	0.00	197.24	0.039	0.04	18.993	C
A-B	1.10	1.10	0.00	-	-	-	-	-
A-C	1081.20	1081.20	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	8.09	8.13	0.00	333.59	0.024	0.03	11.061	B
B-A	0.90	0.92	0.00	197.88	0.005	0.00	18.278	C
C-A	807.28	807.28	0.00	-	-	-	-	-
C-B	6.29	6.34	0.00	224.33	0.028	0.03	16.518	C
A-B	0.90	0.90	0.00	-	-	-	-	-
A-C	882.80	882.80	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	6.78	6.80	0.00	362.93	0.019	0.02	10.110	B
B-A	0.75	0.76	0.00	259.73	0.003	0.00	13.903	B
C-A	676.06	676.06	0.00	-	-	-	-	-
C-B	5.27	5.30	0.00	243.93	0.022	0.02	15.089	C
A-B	0.75	0.75	0.00	-	-	-	-	-
A-C	739.30	739.30	0.00	-	-	-	-	-

Site Access - Scenario 1, AM 2016

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Site Access			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Scenario 1, AM 2016	Scenario 1	AM 2016		ONE HOUR	07:30	09:00	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
JNY8146 Bodicote - Site Access Junction	T-Junction	Two-way	A,B,C	22.30	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	(untitled)		Major
B	(untitled)		Minor
C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.55		0.00		2.20	200.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	10.00	7.20	5.20	5.00		4.00	150	150

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
Site	B-A	598.569	0.106	0.269	0.169	0.384
Site	B-C	831.957	0.124	0.315	-	-
Site	C-B	689.785	0.261	0.261	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1077.00	100.000
B	ONE HOUR	✓	29.00	100.000
C	ONE HOUR	✓	1122.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction Site (for whole period)

		To		
		A	B	C
From	A	0.000	7.000	1070.000
	B	7.000	0.000	22.000
	C	1112.000	10.000	0.000

Turning Proportions (Veh) - Junction Site (for whole period)

		To		
		A	B	C
From	A	0.00	0.01	0.99
	B	0.24	0.00	0.76
	C	0.99	0.01	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction Site (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.041
	B	1.000	1.000	1.091
	C	1.024	1.100	1.000

Heavy Vehicle Percentages - Junction Site (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	4.100
	B	0.000	0.000	9.100
	C	2.400	10.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.06	9.83	0.07	A
B-A	0.15	82.64	0.17	F
C-A	-	-	-	-
C-B	0.03	11.13	0.03	B
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:30-07:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	16.56	16.43	0.00	517.07	0.032	0.03	7.188	A
B-A	5.27	5.18	0.00	224.21	0.024	0.02	16.429	C
C-A	837.17	837.17	0.00	-	-	-	-	-
C-B	7.53	7.46	0.00	426.96	0.018	0.02	8.581	A
A-B	5.27	5.27	0.00	-	-	-	-	-
A-C	805.55	805.55	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	19.78	19.73	0.00	467.97	0.042	0.04	8.030	A
B-A	6.29	6.22	0.00	151.57	0.042	0.04	24.755	C
C-A	999.67	999.67	0.00	-	-	-	-	-
C-B	8.99	8.97	0.00	388.12	0.023	0.02	9.495	A
A-B	6.29	6.29	0.00	-	-	-	-	-
A-C	961.91	961.91	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	24.22	24.14	0.00	392.10	0.062	0.07	9.781	A
B-A	7.71	7.23	0.00	51.07	0.151	0.16	81.341	F
C-A	1224.33	1224.33	0.00	-	-	-	-	-
C-B	11.01	10.97	0.00	334.41	0.033	0.03	11.128	B
A-B	7.71	7.71	0.00	-	-	-	-	-
A-C	1178.09	1178.09	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	24.22	24.22	0.00	390.49	0.062	0.07	9.828	A
B-A	7.71	7.68	0.00	51.16	0.151	0.17	82.645	F
C-A	1224.33	1224.33	0.00	-	-	-	-	-
C-B	11.01	11.01	0.00	334.41	0.033	0.03	11.131	B
A-B	7.71	7.71	0.00	-	-	-	-	-
A-C	1178.09	1178.09	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	19.78	19.86	0.00	466.34	0.042	0.04	8.065	A
B-A	6.29	6.79	0.00	151.99	0.041	0.04	24.870	C
C-A	999.67	999.67	0.00	-	-	-	-	-
C-B	8.99	9.03	0.00	388.12	0.023	0.02	9.497	A
A-B	6.29	6.29	0.00	-	-	-	-	-
A-C	961.91	961.91	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	16.56	16.61	0.00	516.61	0.032	0.03	7.202	A
B-A	5.27	5.35	0.00	224.35	0.023	0.02	16.445	C
C-A	837.17	837.17	0.00	-	-	-	-	-
C-B	7.53	7.55	0.00	426.96	0.018	0.02	8.583	A
A-B	5.27	5.27	0.00	-	-	-	-	-
A-C	805.55	805.55	0.00	-	-	-	-	-

Site Access - Scenario 1, PM 2016

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Site Access			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Scenario 1, PM 2016	Scenario 1	PM 2016		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
JNY8146 Bodicote - Site Access Junction	T-Junction	Two-way	A,B,C	13.10	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	(untitled)		Major
B	(untitled)		Minor
C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.55		0.00		2.20	200.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	10.00	7.20	5.20	5.00		4.00	150	150

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
Site	B-A	583.036	0.104	0.262	0.165	0.374
Site	B-C	850.413	0.127	0.322	-	-
Site	C-B	689.785	0.261	0.261	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1153.00	100.000
B	ONE HOUR	✓	10.00	100.000
C	ONE HOUR	✓	1049.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction Site (for whole period)

		To		
		A	B	C
From	A	0.000	1.000	1152.000
	B	1.000	0.000	9.000
	C	1042.000	7.000	0.000

Turning Proportions (Veh) - Junction Site (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.10	0.00	0.90
	C	0.99	0.01	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction Site (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.013
	B	1.000	1.000	1.000
	C	1.023	1.000	1.000

Heavy Vehicle Percentages - Junction Site (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	1.300
	B	0.000	0.000	0.000
	C	2.300	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.02	8.49	0.02	A
B-A	0.02	73.60	0.02	F
C-A	-	-	-	-
C-B	0.02	10.39	0.02	B
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	6.78	6.73	0.00	567.27	0.012	0.01	6.422	A
B-A	0.75	0.74	0.00	218.54	0.003	0.00	16.528	C
C-A	784.47	784.47	0.00	-	-	-	-	-
C-B	5.27	5.22	0.00	460.40	0.011	0.01	7.907	A
A-B	0.75	0.75	0.00	-	-	-	-	-
A-C	867.29	867.29	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	8.09	8.08	0.00	512.04	0.016	0.02	7.142	A
B-A	0.90	0.89	0.00	147.80	0.006	0.01	24.503	C
C-A	936.74	936.74	0.00	-	-	-	-	-
C-B	6.29	6.28	0.00	415.88	0.015	0.02	8.788	A
A-B	0.90	0.90	0.00	-	-	-	-	-
A-C	1035.62	1035.62	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	9.91	9.88	0.00	434.49	0.023	0.02	8.478	A
B-A	1.10	1.04	0.00	49.96	0.022	0.02	73.505	F
C-A	1147.26	1147.26	0.00	-	-	-	-	-
C-B	7.71	7.68	0.00	354.32	0.022	0.02	10.385	B
A-B	1.10	1.10	0.00	-	-	-	-	-
A-C	1268.38	1268.38	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	9.91	9.91	0.00	434.02	0.023	0.02	8.488	A
B-A	1.10	1.10	0.00	50.00	0.022	0.02	73.604	F
C-A	1147.26	1147.26	0.00	-	-	-	-	-
C-B	7.71	7.71	0.00	354.32	0.022	0.02	10.385	B
A-B	1.10	1.10	0.00	-	-	-	-	-
A-C	1268.38	1268.38	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	8.09	8.12	0.00	511.39	0.016	0.02	7.155	A
B-A	0.90	0.96	0.00	147.99	0.006	0.01	24.493	C
C-A	936.74	936.74	0.00	-	-	-	-	-
C-B	6.29	6.32	0.00	415.88	0.015	0.02	8.791	A
A-B	0.90	0.90	0.00	-	-	-	-	-
A-C	1035.62	1035.62	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	6.78	6.79	0.00	567.05	0.012	0.01	6.425	A
B-A	0.75	0.76	0.00	218.61	0.003	0.00	16.527	C
C-A	784.47	784.47	0.00	-	-	-	-	-
C-B	5.27	5.29	0.00	460.40	0.011	0.01	7.910	A
A-B	0.75	0.75	0.00	-	-	-	-	-
A-C	867.29	867.29	0.00	-	-	-	-	-

Site Access - Scenario 1, AM 2021

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Site Access			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Scenario 1, AM 2021	Scenario 1	AM 2021		ONE HOUR	07:30	09:00	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
JNY8146 Bodicote - Site Access Junction	T-Junction	Two-way	A,B,C	73.73	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	(untitled)		Major
B	(untitled)		Minor
C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.55		0.00		2.20	200.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	10.00	7.20	5.20	5.00		4.00	150	150

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
Site	B-A	598.569	0.106	0.269	0.169	0.384
Site	B-C	831.957	0.124	0.315	-	-
Site	C-B	689.785	0.261	0.261	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1147.00	100.000
B	ONE HOUR	✓	29.00	100.000
C	ONE HOUR	✓	1192.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction Site (for whole period)

		To		
		A	B	C
From	A	0.000	7.000	1140.000
	B	7.000	0.000	22.000
	C	1182.000	10.000	0.000

Turning Proportions (Veh) - Junction Site (for whole period)

		To		
		A	B	C
From	A	0.00	0.01	0.99
	B	0.24	0.00	0.76
	C	0.99	0.01	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction Site (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.041
	B	1.000	1.000	1.091
	C	1.025	1.100	1.000

Heavy Vehicle Percentages - Junction Site (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	4.100
	B	0.000	0.000	9.100
	C	2.500	10.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.08	12.83	0.09	B
B-A	0.48	379.84	0.67	F
C-A	-	-	-	-
C-B	0.03	11.83	0.04	B
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:30-07:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	16.56	16.43	0.00	500.99	0.033	0.03	7.427	A
B-A	5.27	5.16	0.00	200.17	0.026	0.03	18.452	C
C-A	889.87	889.87	0.00	-	-	-	-	-
C-B	7.53	7.46	0.00	413.95	0.018	0.02	8.855	A
A-B	5.27	5.27	0.00	-	-	-	-	-
A-C	858.25	858.25	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	19.78	19.73	0.00	448.13	0.044	0.05	8.402	A
B-A	6.29	6.19	0.00	122.86	0.051	0.05	30.832	D
C-A	1062.59	1062.59	0.00	-	-	-	-	-
C-B	8.99	8.97	0.00	372.58	0.024	0.02	9.900	A
A-B	6.29	6.29	0.00	-	-	-	-	-
A-C	1024.84	1024.84	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	24.22	24.09	0.00	331.24	0.073	0.08	11.715	B
B-A	7.71	5.74	0.00	15.90	0.485	0.54	322.373	F
C-A	1301.41	1301.41	0.00	-	-	-	-	-
C-B	11.01	10.97	0.00	315.38	0.035	0.04	11.824	B
A-B	7.71	7.71	0.00	-	-	-	-	-
A-C	1255.16	1255.16	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	24.22	24.19	0.00	304.63	0.080	0.09	12.835	B
B-A	7.71	7.21	0.00	16.01	0.481	0.67	379.838	F
C-A	1301.41	1301.41	0.00	-	-	-	-	-
C-B	11.01	11.01	0.00	315.38	0.035	0.04	11.826	B
A-B	7.71	7.71	0.00	-	-	-	-	-
A-C	1255.16	1255.16	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	19.78	19.93	0.00	440.96	0.045	0.05	8.553	A
B-A	6.29	8.74	0.00	124.41	0.051	0.06	31.705	D
C-A	1062.59	1062.59	0.00	-	-	-	-	-
C-B	8.99	9.03	0.00	372.58	0.024	0.03	9.903	A
A-B	6.29	6.29	0.00	-	-	-	-	-
A-C	1024.84	1024.84	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	16.56	16.61	0.00	500.39	0.033	0.03	7.444	A
B-A	5.27	5.38	0.00	200.35	0.026	0.03	18.474	C
C-A	889.87	889.87	0.00	-	-	-	-	-
C-B	7.53	7.55	0.00	413.95	0.018	0.02	8.858	A
A-B	5.27	5.27	0.00	-	-	-	-	-
A-C	858.25	858.25	0.00	-	-	-	-	-

Site Access - Scenario 1, PM 2021

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Site Access			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Scenario 1, PM 2021	Scenario 1	PM 2021		ONE HOUR	07:30	09:00	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
JNY8146 Bodicote - Site Access Junction	T-Junction	Two-way	A,B,C	23.95	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	(untitled)		Major
B	(untitled)		Minor
C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.55		0.00		2.20	200.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	10.00	7.20	5.20	5.00		4.00	150	150

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
Site	B-A	581.914	0.103	0.261	0.165	0.374
Site	B-C	851.747	0.127	0.322	-	-
Site	C-B	689.785	0.261	0.261	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1229.00	100.000
B	ONE HOUR	✓	11.00	100.000
C	ONE HOUR	✓	1120.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction Site (for whole period)

		To		
		A	B	C
From	A	0.000	1.000	1228.000
	B	1.000	0.000	10.000
	C	1112.000	8.000	0.000

Turning Proportions (Veh) - Junction Site (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.09	0.00	0.91
	C	0.99	0.01	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction Site (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.014
	B	1.000	1.000	1.000
	C	1.022	1.000	1.000

Heavy Vehicle Percentages - Junction Site (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	1.400
	B	0.000	0.000	0.000
	C	2.200	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.03	9.28	0.03	A
B-A	0.08	273.03	0.07	F
C-A	-	-	-	-
C-B	0.03	11.14	0.03	B
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:30-07:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	7.53	7.47	0.00	549.15	0.014	0.01	6.645	A
B-A	0.75	0.74	0.00	193.71	0.004	0.00	18.654	C
C-A	837.17	837.17	0.00	-	-	-	-	-
C-B	6.02	5.97	0.00	445.04	0.014	0.01	8.198	A
A-B	0.75	0.75	0.00	-	-	-	-	-
A-C	924.50	924.50	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	8.99	8.97	0.00	490.03	0.018	0.02	7.482	A
B-A	0.90	0.88	0.00	118.36	0.008	0.01	30.641	D
C-A	999.67	999.67	0.00	-	-	-	-	-
C-B	7.19	7.17	0.00	397.54	0.018	0.02	9.222	A
A-B	0.90	0.90	0.00	-	-	-	-	-
A-C	1103.95	1103.95	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	11.01	10.97	0.00	401.69	0.027	0.03	9.214	A
B-A	1.10	0.87	0.00	14.15	0.078	0.06	268.117	F
C-A	1224.33	1224.33	0.00	-	-	-	-	-
C-B	8.81	8.77	0.00	331.86	0.027	0.03	11.141	B
A-B	1.10	1.10	0.00	-	-	-	-	-
A-C	1352.05	1352.05	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	11.01	11.01	0.00	398.96	0.028	0.03	9.279	A
B-A	1.10	1.07	0.00	14.19	0.078	0.07	273.028	F
C-A	1224.33	1224.33	0.00	-	-	-	-	-
C-B	8.81	8.81	0.00	331.86	0.027	0.03	11.143	B
A-B	1.10	1.10	0.00	-	-	-	-	-
A-C	1352.05	1352.05	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	8.99	9.03	0.00	487.75	0.018	0.02	7.519	A
B-A	0.90	1.16	0.00	118.94	0.008	0.01	30.623	D
C-A	999.67	999.67	0.00	-	-	-	-	-
C-B	7.19	7.23	0.00	397.54	0.018	0.02	9.223	A
A-B	0.90	0.90	0.00	-	-	-	-	-
A-C	1103.95	1103.95	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	7.53	7.55	0.00	548.88	0.014	0.01	6.652	A
B-A	0.75	0.77	0.00	193.79	0.004	0.00	18.653	C
C-A	837.17	837.17	0.00	-	-	-	-	-
C-B	6.02	6.04	0.00	445.04	0.014	0.01	8.202	A
A-B	0.75	0.75	0.00	-	-	-	-	-
A-C	924.50	924.50	0.00	-	-	-	-	-

Site Access - Scenario 1, AM + dev 2016

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Site Access			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Scenario 1, AM + dev 2016	Scenario 1	AM + dev 2016		ONE HOUR	07:30	09:00	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
JNY8146 Bodicote - Site Access Junction	T-Junction	Two-way	A,B,C	30.23	D

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	(untitled)		Major
B	(untitled)		Minor
C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.55		0.00		2.20	200.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	10.00	7.20	5.20	5.00		4.00	150	150

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
Site	B-A	600.572	0.107	0.270	0.170	0.386
Site	B-C	829.577	0.124	0.314	-	-
Site	C-B	689.785	0.261	0.261	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1081.00	100.000
B	ONE HOUR	✓	60.00	100.000
C	ONE HOUR	✓	1132.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction Site (for whole period)

		To		
		A	B	C
From	A	0.000	11.000	1070.000
	B	15.000	0.000	45.000
	C	1112.000	20.000	0.000

Turning Proportions (Veh) - Junction Site (for whole period)

		To		
		A	B	C
From	A	0.00	0.01	0.99
	B	0.25	0.00	0.75
	C	0.98	0.02	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction Site (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.041
	B	1.000	1.000	1.044
	C	1.024	1.050	1.000

Heavy Vehicle Percentages - Junction Site (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	4.100
	B	0.000	0.000	4.400
	C	2.400	5.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.13	10.88	0.15	B
B-A	0.36	117.74	0.50	F
C-A	-	-	-	-
C-B	0.06	11.00	0.07	B
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:30-07:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	33.88	33.61	0.00	534.73	0.063	0.07	7.181	A
B-A	11.29	11.08	0.00	221.74	0.051	0.05	17.070	C
C-A	837.17	837.17	0.00	-	-	-	-	-
C-B	15.06	14.92	0.00	446.54	0.034	0.03	8.338	A
A-B	8.28	8.28	0.00	-	-	-	-	-
A-C	805.55	805.55	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	40.45	40.36	0.00	481.01	0.084	0.09	8.168	A
B-A	13.48	13.31	0.00	148.20	0.091	0.10	26.651	D
C-A	999.67	999.67	0.00	-	-	-	-	-
C-B	17.98	17.93	0.00	405.71	0.044	0.05	9.282	A
A-B	9.89	9.89	0.00	-	-	-	-	-
A-C	961.91	961.91	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	49.55	49.33	0.00	385.14	0.129	0.15	10.714	B
B-A	16.52	15.05	0.00	46.49	0.355	0.46	110.397	F
C-A	1224.33	1224.33	0.00	-	-	-	-	-
C-B	22.02	21.94	0.00	349.24	0.063	0.07	10.996	B
A-B	12.11	12.11	0.00	-	-	-	-	-
A-C	1178.09	1178.09	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	49.55	49.54	0.00	380.45	0.130	0.15	10.878	B
B-A	16.52	16.37	0.00	46.60	0.354	0.50	117.742	F
C-A	1224.33	1224.33	0.00	-	-	-	-	-
C-B	22.02	22.02	0.00	349.24	0.063	0.07	11.001	B
A-B	12.11	12.11	0.00	-	-	-	-	-
A-C	1178.09	1178.09	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	40.45	40.67	0.00	477.72	0.085	0.09	8.242	A
B-A	13.48	15.07	0.00	148.81	0.091	0.10	27.205	D
C-A	999.67	999.67	0.00	-	-	-	-	-
C-B	17.98	18.06	0.00	405.71	0.044	0.05	9.290	A
A-B	9.89	9.89	0.00	-	-	-	-	-
A-C	961.91	961.91	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	33.88	33.98	0.00	534.05	0.063	0.07	7.202	A
B-A	11.29	11.49	0.00	221.87	0.051	0.05	17.126	C
C-A	837.17	837.17	0.00	-	-	-	-	-
C-B	15.06	15.10	0.00	446.54	0.034	0.04	8.344	A
A-B	8.28	8.28	0.00	-	-	-	-	-
A-C	805.55	805.55	0.00	-	-	-	-	-

Site Access - Scenario 1, PM + dev 2016

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Site Access			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Scenario 1, PM + dev 2016	Scenario 1	PM + dev 2016		ONE HOUR	07:30	09:00	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
JNY8146 Bodicote - Site Access Junction	T-Junction	Two-way	A,B,C	20.02	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	(untitled)		Major
B	(untitled)		Minor
C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.55		0.00		2.20	200.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	10.00	7.20	5.20	5.00		4.00	150	150

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
Site	B-A	595.384	0.106	0.268	0.168	0.382
Site	B-C	835.741	0.125	0.316	-	-
Site	C-B	689.785	0.261	0.261	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1161.00	100.000
B	ONE HOUR	✓	30.00	100.000
C	ONE HOUR	✓	1071.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction Site (for whole period)

		To		
		A	B	C
From	A	0.000	9.000	1152.000
	B	6.000	0.000	24.000
	C	1042.000	29.000	0.000

Turning Proportions (Veh) - Junction Site (for whole period)

		To		
		A	B	C
From	A	0.00	0.01	0.99
	B	0.20	0.00	0.80
	C	0.97	0.03	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction Site (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.013
	B	1.000	1.000	1.000
	C	1.023	1.000	1.000

Heavy Vehicle Percentages - Junction Site (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	1.300
	B	0.000	0.000	0.000
	C	2.300	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.06	9.43	0.07	A
B-A	0.16	104.83	0.18	F
C-A	-	-	-	-
C-B	0.09	11.25	0.10	B
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:30-07:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	18.07	17.93	0.00	554.30	0.033	0.03	6.710	A
B-A	4.52	4.43	0.00	216.20	0.021	0.02	17.000	C
C-A	784.47	784.47	0.00	-	-	-	-	-
C-B	21.83	21.63	0.00	458.83	0.048	0.05	8.231	A
A-B	6.78	6.78	0.00	-	-	-	-	-
A-C	867.29	867.29	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	21.58	21.53	0.00	498.19	0.043	0.04	7.552	A
B-A	5.39	5.32	0.00	142.57	0.038	0.04	26.217	D
C-A	936.74	936.74	0.00	-	-	-	-	-
C-B	26.07	26.00	0.00	414.01	0.063	0.07	9.277	A
A-B	8.09	8.09	0.00	-	-	-	-	-
A-C	1035.62	1035.62	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	26.42	26.33	0.00	410.45	0.064	0.07	9.370	A
B-A	6.61	6.08	0.00	40.76	0.162	0.17	102.475	F
C-A	1147.26	1147.26	0.00	-	-	-	-	-
C-B	31.93	31.80	0.00	352.03	0.091	0.10	11.237	B
A-B	9.91	9.91	0.00	-	-	-	-	-
A-C	1268.38	1268.38	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	26.42	26.42	0.00	408.23	0.065	0.07	9.428	A
B-A	6.61	6.57	0.00	40.81	0.162	0.18	104.826	F
C-A	1147.26	1147.26	0.00	-	-	-	-	-
C-B	31.93	31.93	0.00	352.03	0.091	0.10	11.246	B
A-B	9.91	9.91	0.00	-	-	-	-	-
A-C	1268.38	1268.38	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	21.58	21.67	0.00	496.14	0.043	0.05	7.590	A
B-A	5.39	5.96	0.00	143.00	0.038	0.04	26.367	D
C-A	936.74	936.74	0.00	-	-	-	-	-
C-B	26.07	26.20	0.00	414.01	0.063	0.07	9.285	A
A-B	8.09	8.09	0.00	-	-	-	-	-
A-C	1035.62	1035.62	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	18.07	18.12	0.00	553.81	0.033	0.03	6.722	A
B-A	4.52	4.59	0.00	216.28	0.021	0.02	17.011	C
C-A	784.47	784.47	0.00	-	-	-	-	-
C-B	21.83	21.90	0.00	458.83	0.048	0.05	8.241	A
A-B	6.78	6.78	0.00	-	-	-	-	-
A-C	867.29	867.29	0.00	-	-	-	-	-

Site Access - Scenario 1, AM + dev 2021

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Site Access			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Scenario 1, AM + dev 2021	Scenario 1	AM + dev 2021		ONE HOUR	07:30	09:00	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
JNY8146 Bodicote - Site Access Junction	T-Junction	Two-way	A,B,C	30.23	D

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	(untitled)		Major
B	(untitled)		Minor
C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.55		0.00		2.20	200.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	10.00	7.20	5.20	5.00		4.00	150	150

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
Site	B-A	600.572	0.107	0.270	0.170	0.386
Site	B-C	829.577	0.124	0.314	-	-
Site	C-B	689.785	0.261	0.261	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1081.00	100.000
B	ONE HOUR	✓	60.00	100.000
C	ONE HOUR	✓	1132.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction Site (for whole period)

		To		
		A	B	C
From	A	0.000	11.000	1070.000
	B	15.000	0.000	45.000
	C	1112.000	20.000	0.000

Turning Proportions (Veh) - Junction Site (for whole period)

		To		
		A	B	C
From	A	0.00	0.01	0.99
	B	0.25	0.00	0.75
	C	0.98	0.02	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction Site (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.041
	B	1.000	1.000	1.044
	C	1.024	1.050	1.000

Heavy Vehicle Percentages - Junction Site (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	4.100
	B	0.000	0.000	4.400
	C	2.400	5.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.13	10.88	0.15	B
B-A	0.36	117.74	0.50	F
C-A	-	-	-	-
C-B	0.06	11.00	0.07	B
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:30-07:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	33.88	33.61	0.00	534.73	0.063	0.07	7.181	A
B-A	11.29	11.08	0.00	221.74	0.051	0.05	17.070	C
C-A	837.17	837.17	0.00	-	-	-	-	-
C-B	15.06	14.92	0.00	446.54	0.034	0.03	8.338	A
A-B	8.28	8.28	0.00	-	-	-	-	-
A-C	805.55	805.55	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	40.45	40.36	0.00	481.01	0.084	0.09	8.168	A
B-A	13.48	13.31	0.00	148.20	0.091	0.10	26.651	D
C-A	999.67	999.67	0.00	-	-	-	-	-
C-B	17.98	17.93	0.00	405.71	0.044	0.05	9.282	A
A-B	9.89	9.89	0.00	-	-	-	-	-
A-C	961.91	961.91	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	49.55	49.33	0.00	385.14	0.129	0.15	10.714	B
B-A	16.52	15.05	0.00	46.49	0.355	0.46	110.397	F
C-A	1224.33	1224.33	0.00	-	-	-	-	-
C-B	22.02	21.94	0.00	349.24	0.063	0.07	10.996	B
A-B	12.11	12.11	0.00	-	-	-	-	-
A-C	1178.09	1178.09	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	49.55	49.54	0.00	380.45	0.130	0.15	10.878	B
B-A	16.52	16.37	0.00	46.60	0.354	0.50	117.742	F
C-A	1224.33	1224.33	0.00	-	-	-	-	-
C-B	22.02	22.02	0.00	349.24	0.063	0.07	11.001	B
A-B	12.11	12.11	0.00	-	-	-	-	-
A-C	1178.09	1178.09	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	40.45	40.67	0.00	477.72	0.085	0.09	8.242	A
B-A	13.48	15.07	0.00	148.81	0.091	0.10	27.205	D
C-A	999.67	999.67	0.00	-	-	-	-	-
C-B	17.98	18.06	0.00	405.71	0.044	0.05	9.290	A
A-B	9.89	9.89	0.00	-	-	-	-	-
A-C	961.91	961.91	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	33.88	33.98	0.00	534.05	0.063	0.07	7.202	A
B-A	11.29	11.49	0.00	221.87	0.051	0.05	17.126	C
C-A	837.17	837.17	0.00	-	-	-	-	-
C-B	15.06	15.10	0.00	446.54	0.034	0.04	8.344	A
A-B	8.28	8.28	0.00	-	-	-	-	-
A-C	805.55	805.55	0.00	-	-	-	-	-

Site Access - Scenario 1, PM + dev 2021

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Site Access			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Scenario 1, PM + dev 2021	Scenario 1	PM + dev 2021		ONE HOUR	07:30	09:00	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
JNY8146 Bodicote - Site Access Junction	T-Junction	Two-way	A,B,C	20.02	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	(untitled)		Major
B	(untitled)		Minor
C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.55		0.00		2.20	200.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	10.00	7.20	5.20	5.00		4.00	150	150

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
Site	B-A	595.384	0.106	0.268	0.168	0.382
Site	B-C	835.741	0.125	0.316	-	-
Site	C-B	689.785	0.261	0.261	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1161.00	100.000
B	ONE HOUR	✓	30.00	100.000
C	ONE HOUR	✓	1071.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction Site (for whole period)

		To		
		A	B	C
From	A	0.000	9.000	1152.000
	B	6.000	0.000	24.000
	C	1042.000	29.000	0.000

Turning Proportions (Veh) - Junction Site (for whole period)

		To		
		A	B	C
From	A	0.00	0.01	0.99
	B	0.20	0.00	0.80
	C	0.97	0.03	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction Site (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.013
	B	1.000	1.000	1.000
	C	1.023	1.000	1.000

Heavy Vehicle Percentages - Junction Site (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	1.300
	B	0.000	0.000	0.000
	C	2.300	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.06	9.43	0.07	A
B-A	0.16	104.83	0.18	F
C-A	-	-	-	-
C-B	0.09	11.25	0.10	B
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:30-07:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	18.07	17.93	0.00	554.30	0.033	0.03	6.710	A
B-A	4.52	4.43	0.00	216.20	0.021	0.02	17.000	C
C-A	784.47	784.47	0.00	-	-	-	-	-
C-B	21.83	21.63	0.00	458.83	0.048	0.05	8.231	A
A-B	6.78	6.78	0.00	-	-	-	-	-
A-C	867.29	867.29	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	21.58	21.53	0.00	498.19	0.043	0.04	7.552	A
B-A	5.39	5.32	0.00	142.57	0.038	0.04	26.217	D
C-A	936.74	936.74	0.00	-	-	-	-	-
C-B	26.07	26.00	0.00	414.01	0.063	0.07	9.277	A
A-B	8.09	8.09	0.00	-	-	-	-	-
A-C	1035.62	1035.62	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	26.42	26.33	0.00	410.45	0.064	0.07	9.370	A
B-A	6.61	6.08	0.00	40.76	0.162	0.17	102.475	F
C-A	1147.26	1147.26	0.00	-	-	-	-	-
C-B	31.93	31.80	0.00	352.03	0.091	0.10	11.237	B
A-B	9.91	9.91	0.00	-	-	-	-	-
A-C	1268.38	1268.38	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	26.42	26.42	0.00	408.23	0.065	0.07	9.428	A
B-A	6.61	6.57	0.00	40.81	0.162	0.18	104.826	F
C-A	1147.26	1147.26	0.00	-	-	-	-	-
C-B	31.93	31.93	0.00	352.03	0.091	0.10	11.246	B
A-B	9.91	9.91	0.00	-	-	-	-	-
A-C	1268.38	1268.38	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	21.58	21.67	0.00	496.14	0.043	0.05	7.590	A
B-A	5.39	5.96	0.00	143.00	0.038	0.04	26.367	D
C-A	936.74	936.74	0.00	-	-	-	-	-
C-B	26.07	26.20	0.00	414.01	0.063	0.07	9.285	A
A-B	8.09	8.09	0.00	-	-	-	-	-
A-C	1035.62	1035.62	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	18.07	18.12	0.00	553.81	0.033	0.03	6.722	A
B-A	4.52	4.59	0.00	216.28	0.021	0.02	17.011	C
C-A	784.47	784.47	0.00	-	-	-	-	-
C-B	21.83	21.90	0.00	458.83	0.048	0.05	8.241	A
A-B	6.78	6.78	0.00	-	-	-	-	-
A-C	867.29	867.29	0.00	-	-	-	-	-

APPENDIX M: WEEPING CROSS / OXFORD ROAD LINSIG OUTPUT

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.4.487 [15039,24/03/2014]

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

Filename: Weeping Cross Junction.arc8
Path: P:\JNY8146 - Land South of Bodicote\Transport\Picady
Report generation date: 07/10/2014 17:31:36

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	01 2014 Observed							
Stream B-C	0.08	8.16	0.08	A	0.12	9.09	0.11	A
Stream B-A	0.17	23.03	0.15	C	0.24	26.33	0.19	D
Stream C-AB	0.16	8.58	0.12	A	0.13	8.53	0.10	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	02 2016 Base							
Stream B-C	0.09	8.36	0.08	A	0.12	8.86	0.11	A
Stream B-A	0.19	24.75	0.16	C	0.27	28.74	0.21	D
Stream C-AB	0.17	8.66	0.13	A	0.14	8.61	0.11	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	03 2016 Baseline							
Stream B-C	0.13	10.16	0.12	B	0.19	12.08	0.16	B
Stream B-A	0.34	44.54	0.26	E	0.59	64.79	0.38	F

Stream C-AB	0.25	8.88	0.17	A	0.22	9.01	0.15	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	04 2021 Base							
Stream B-C	0.10	8.98	0.09	A	0.16	10.29	0.14	B
Stream B-A	0.26	31.47	0.21	D	0.38	39.10	0.28	E
Stream C-AB	0.20	8.85	0.14	A	0.17	8.80	0.12	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	05 2021 Baseline							
Stream B-C	0.16	11.79	0.14	B	0.35	20.62	0.26	C
Stream B-A	0.58	71.58	0.38	F	1.36	149.88	0.62	F
Stream C-AB	0.31	9.05	0.19	A	0.27	9.17	0.17	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	06 2016 Base + Dev							
Stream B-C	0.09	8.59	0.08	A	0.13	9.20	0.11	A
Stream B-A	0.22	26.16	0.18	D	0.33	31.11	0.25	D
Stream C-AB	0.17	8.74	0.13	A	0.14	8.64	0.11	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	07 2016 Baseline + Dev							
Stream B-C	0.13	10.01	0.11	B	0.21	13.01	0.17	B
Stream B-A	0.41	49.57	0.30	E	0.79	78.68	0.46	F
Stream C-AB	0.26	8.96	0.17	A	0.22	9.04	0.15	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	08 2021 Base + Dev							
Stream B-C	0.10	9.27	0.09	A	0.16	10.28	0.14	B
Stream B-A	0.30	33.92	0.24	D	0.48	43.72	0.33	E
Stream C-AB	0.21	8.94	0.14	A	0.17	8.83	0.13	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	09 2021 Baseline + Dev							
Stream B-C	0.16	12.18	0.14	B	0.97	58.85	0.52	F
Stream B-A	0.73	85.30	0.44	F	2.28	230.76	0.78	F
Stream C-AB	0.32	9.13	0.19	A	0.28	9.19	0.17	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-

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

"D1 - 01 2014 Observed, AM " model duration: 07:30 - 09:00
"D2 - 01 2014 Observed, PM" model duration: 16:45 - 18:15
"D3 - 02 2016 Base, AM" model duration: 07:30 - 09:00
"D4 - 02 2016 Base, PM" model duration: 16:45 - 18:15
"D5 - 03 2016 Baseline, AM" model duration: 07:30 - 09:00
"D6 - 03 2016 Baseline, PM" model duration: 16:45 - 18:15

"D7 - 04 2021 Base, AM" model duration: 07:30 - 09:00
"D8 - 04 2021 Base, PM" model duration: 16:45 - 18:15
"D9 - 05 2021 Baseline, AM" model duration: 07:30 - 09:00
"D10 - 05 2021 Baseline, PM" model duration: 16:45 - 18:15
"D11 - 06 2016 Base + Dev, AM" model duration: 07:30 - 09:00
"D12 - 06 2016 Base + Dev, PM" model duration: 16:45 - 18:15
"D13 - 07 2016 Baseline + Dev, AM" model duration: 07:30 - 09:00
"D14 - 07 2016 Baseline + Dev, PM" model duration: 16:45 - 18:15
"D15 - 08 2021 Base + Dev, AM" model duration: 07:30 - 09:00
"D16 - 08 2021 Base + Dev, PM" model duration: 16:45 - 18:15
"D17 - 09 2021 Baseline + Dev, AM" model duration: 07:30 - 09:00
"D18 - 09 2021 Baseline + Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 07/10/2014 17:31:32

File summary

Title	Oxford Road/Weeping Cross Junction
Location	Bodlicote, Banbury
Site Number	
Date	07/10/2014
Version	
Status	Existing Junction
Identifier	
Client	
Jobnumber	JNY8146
Enumerator	pauline.pettitt
Description	Standalone Junction

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	Veh	Veh	perHour	s	-Min	perMin

01 2014 Observed, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
01 2014 Observed, AM	01 2014 Observed	AM		ONE HOUR	07:30	09:00	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	A,B,C	11.79	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	A2460 Oxford Road (South)		Major
B	B	Weeping Cross		Minor
C	C	A4260 Oxford Road (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.75		0.00		2.20	100.00	✓	1.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	7.20	4.30	3.40	3.40	✓	1.00	44	51

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	570.095	0.096	0.242	0.153	0.346
1	B-C	759.463	0.108	0.272	-	-
1	C-B	631.874	0.226	0.226	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	883.00	100.000
B	ONE HOUR	✓	59.00	100.000
C	ONE HOUR	✓	830.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	68.000	815.000
	B	25.000	0.000	34.000
	C	788.000	42.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.08	0.92
	B	0.42	0.00	0.58
	C	0.95	0.05	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.032
	B	1.000	1.000	1.000
	C	1.046	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	3.2
	B	0.0	0.0	0.0
	C	4.6	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.08	8.16	0.08	A
B-A	0.15	23.03	0.17	C
C-AB	0.12	8.58	0.16	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:30-07:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	25.60	25.41	0.00	572.74	0.045	0.05	6.576	A
B-A	18.82	18.56	0.00	306.00	0.062	0.06	12.513	B
C-AB	34.23	33.92	0.00	504.86	0.068	0.08	7.639	A
C-A	590.64	590.64	0.00	-	-	-	-	-
A-B	51.19	51.19	0.00	-	-	-	-	-
A-C	613.57	613.57	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	30.57	30.51	0.00	534.55	0.057	0.06	7.142	A
B-A	22.47	22.35	0.00	254.72	0.088	0.10	15.485	C
C-AB	42.81	42.70	0.00	489.42	0.087	0.10	8.051	A
C-A	703.34	703.34	0.00	-	-	-	-	-
A-B	61.13	61.13	0.00	-	-	-	-	-
A-C	732.67	732.67	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	37.43	37.34	0.00	478.91	0.078	0.08	8.151	A
B-A	27.53	27.22	0.00	183.74	0.150	0.17	22.965	C
C-AB	57.53	57.31	0.00	476.29	0.121	0.16	8.576	A
C-A	856.32	856.32	0.00	-	-	-	-	-
A-B	74.87	74.87	0.00	-	-	-	-	-
A-C	897.33	897.33	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	37.43	37.43	0.00	478.36	0.078	0.08	8.164	A
B-A	27.53	27.52	0.00	183.79	0.150	0.17	23.032	C
C-AB	57.53	57.52	0.00	477.00	0.121	0.16	8.584	A
C-A	856.32	856.32	0.00	-	-	-	-	-
A-B	74.87	74.87	0.00	-	-	-	-	-
A-C	897.33	897.33	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	30.57	30.66	0.00	533.73	0.057	0.06	7.156	A
B-A	22.47	22.77	0.00	254.91	0.088	0.10	15.527	C
C-AB	42.81	43.02	0.00	490.81	0.087	0.11	8.061	A
C-A	703.34	703.34	0.00	-	-	-	-	-
A-B	61.13	61.13	0.00	-	-	-	-	-
A-C	732.67	732.67	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	25.60	25.65	0.00	572.06	0.045	0.05	6.588	A
B-A	18.82	18.95	0.00	306.13	0.061	0.07	12.542	B
C-AB	34.23	34.34	0.00	505.38	0.068	0.08	7.652	A
C-A	590.64	590.64	0.00	-	-	-	-	-
A-B	51.19	51.19	0.00	-	-	-	-	-
A-C	613.57	613.57	0.00	-	-	-	-	-

01 2014 Observed, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
01 2014 Observed, PM	01 2014 Observed	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	A,B,C	13.32	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	A2460 Oxford Road (South)		Major
B	B	Weeping Cross		Minor
C	C	A4260 Oxford Road (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.75		0.00		2.20	100.00	✓	1.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	7.20	4.30	3.40	3.40	✓	1.00	44	51

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	565.674	0.095	0.241	0.151	0.344
1	B-C	727.241	0.103	0.260	-	-
1	C-B	631.874	0.226	0.226	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	893.00	100.000
B	ONE HOUR	✓	75.00	100.000
C	ONE HOUR	✓	882.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	41.000	852.000
	B	30.000	0.000	45.000
	C	846.000	36.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.05	0.95
	B	0.40	0.00	0.60
	C	0.96	0.04	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.026
	B	1.000	1.000	1.000
	C	1.037	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	2.6
	B	0.0	0.0	0.0
	C	3.7	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.11	9.09	0.12	A
B-A	0.19	26.33	0.24	D
C-AB	0.10	8.53	0.13	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	33.88	33.61	0.00	541.92	0.063	0.07	7.079	A
B-A	22.59	22.26	0.00	295.02	0.077	0.08	13.178	B
C-AB	29.17	28.91	0.00	501.82	0.058	0.06	7.609	A
C-A	634.85	634.85	0.00	-	-	-	-	-
A-B	30.87	30.87	0.00	-	-	-	-	-
A-C	641.43	641.43	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	40.45	40.37	0.00	503.49	0.080	0.09	7.773	A
B-A	26.97	26.81	0.00	242.44	0.111	0.12	16.694	C
C-AB	36.37	36.28	0.00	485.25	0.075	0.09	8.012	A
C-A	756.53	756.53	0.00	-	-	-	-	-
A-B	36.86	36.86	0.00	-	-	-	-	-
A-C	765.93	765.93	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	49.55	49.40	0.00	445.48	0.111	0.12	9.086	A
B-A	33.03	32.59	0.00	169.60	0.195	0.23	26.189	D
C-AB	48.60	48.43	0.00	470.05	0.103	0.13	8.527	A
C-A	922.50	922.50	0.00	-	-	-	-	-
A-B	45.14	45.14	0.00	-	-	-	-	-
A-C	938.07	938.07	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	49.55	49.56	0.00	467.74	0.106	0.12	8.608	A
B-A	33.03	33.02	0.00	169.72	0.195	0.24	26.326	D
C-AB	48.60	48.60	0.00	470.59	0.103	0.13	8.533	A
C-A	922.50	922.50	0.00	-	-	-	-	-
A-B	45.14	45.14	0.00	-	-	-	-	-
A-C	938.07	938.07	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	40.45	40.60	0.00	528.50	0.077	0.08	7.382	A
B-A	26.97	27.41	0.00	242.71	0.111	0.13	16.753	C
C-AB	36.37	36.54	0.00	486.30	0.075	0.09	8.021	A
C-A	756.53	756.53	0.00	-	-	-	-	-
A-B	36.86	36.86	0.00	-	-	-	-	-
A-C	765.93	765.93	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	33.88	33.96	0.00	569.33	0.060	0.06	6.727	A
B-A	22.59	22.76	0.00	295.21	0.077	0.08	13.223	B
C-AB	29.17	29.26	0.00	502.21	0.058	0.07	7.619	A
C-A	634.85	634.85	0.00	-	-	-	-	-
A-B	30.87	30.87	0.00	-	-	-	-	-
A-C	641.43	641.43	0.00	-	-	-	-	-

02 2016 Base, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
02 2016 Base, AM	02 2016 Base	AM	With growth applied only	ONE HOUR	07:30	09:00	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	A,B,C	12.30	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	A2460 Oxford Road (South)		Major
B	B	Weeping Cross		Minor
C	C	A4260 Oxford Road (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.75		0.00		2.20	100.00	✓	1.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	7.20	4.30	3.40	3.40	✓	1.00	44	51

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	570.561	0.096	0.243	0.153	0.347
1	B-C	758.871	0.107	0.272	-	-
1	C-B	631.874	0.226	0.226	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	906.00	100.000
B	ONE HOUR	✓	61.00	100.000
C	ONE HOUR	✓	851.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	70.000	836.000
	B	26.000	0.000	35.000
	C	808.000	43.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.08	0.92
	B	0.43	0.00	0.57
	C	0.95	0.05	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.032
	B	1.000	1.000	1.000
	C	1.046	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	3.2
	B	0.0	0.0	0.0
	C	4.6	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.08	8.36	0.09	A
B-A	0.16	24.75	0.19	C
C-AB	0.13	8.66	0.17	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:30-07:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	26.35	26.16	0.00	567.19	0.046	0.05	6.652	A
B-A	19.57	19.30	0.00	299.48	0.065	0.07	12.839	B
C-AB	35.22	34.91	0.00	502.52	0.070	0.08	7.694	A
C-A	605.46	605.46	0.00	-	-	-	-	-
A-B	52.70	52.70	0.00	-	-	-	-	-
A-C	629.38	629.38	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	31.46	31.41	0.00	527.80	0.060	0.06	7.252	A
B-A	23.37	23.24	0.00	246.83	0.095	0.10	16.091	C
C-AB	44.21	44.09	0.00	487.28	0.091	0.11	8.115	A
C-A	720.82	720.82	0.00	-	-	-	-	-
A-B	62.93	62.93	0.00	-	-	-	-	-
A-C	751.55	751.55	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	38.54	38.43	0.00	469.76	0.082	0.09	8.344	A
B-A	28.63	28.27	0.00	173.96	0.165	0.19	24.651	C
C-AB	59.83	59.60	0.00	475.10	0.126	0.17	8.648	A
C-A	877.14	877.14	0.00	-	-	-	-	-
A-B	77.07	77.07	0.00	-	-	-	-	-
A-C	920.45	920.45	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	38.54	38.53	0.00	469.11	0.082	0.09	8.360	A
B-A	28.63	28.62	0.00	174.02	0.165	0.19	24.752	C
C-AB	59.83	59.83	0.00	475.85	0.126	0.17	8.656	A
C-A	877.14	877.14	0.00	-	-	-	-	-
A-B	77.07	77.07	0.00	-	-	-	-	-
A-C	920.45	920.45	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	31.46	31.56	0.00	526.87	0.060	0.06	7.271	A
B-A	23.37	23.72	0.00	247.04	0.095	0.11	16.144	C
C-AB	44.21	44.43	0.00	488.76	0.090	0.11	8.128	A
C-A	720.82	720.82	0.00	-	-	-	-	-
A-B	62.93	62.93	0.00	-	-	-	-	-
A-C	751.55	751.55	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	26.35	26.41	0.00	566.47	0.047	0.05	6.665	A
B-A	19.57	19.72	0.00	299.61	0.065	0.07	12.867	B
C-AB	35.22	35.34	0.00	503.07	0.070	0.08	7.708	A
C-A	605.46	605.46	0.00	-	-	-	-	-
A-B	52.70	52.70	0.00	-	-	-	-	-
A-C	629.38	629.38	0.00	-	-	-	-	-

02 2016 Base, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
02 2016 Base, PM	02 2016 Base	PM	With growth applied only	ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	A,B,C	13.89	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	A2460 Oxford Road (South)		Major
B	B	Weeping Cross		Minor
C	C	A4260 Oxford Road (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.75		0.00		2.20	100.00	✓	1.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	7.20	4.30	3.40	3.40	✓	1.00	44	51

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	566.158	0.095	0.241	0.151	0.344
1	B-C	726.995	0.103	0.260	-	-
1	C-B	631.874	0.226	0.226	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	917.00	100.000
B	ONE HOUR	✓	77.00	100.000
C	ONE HOUR	✓	905.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	42.000	875.000
	B	31.000	0.000	46.000
	C	868.000	37.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.05	0.95
	B	0.40	0.00	0.60
	C	0.96	0.04	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.026
	B	1.000	1.000	1.000
	C	1.037	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	2.6
	B	0.0	0.0	0.0
	C	3.7	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.11	8.86	0.12	A
B-A	0.21	28.74	0.27	D
C-AB	0.11	8.61	0.14	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	34.63	34.36	0.00	536.47	0.065	0.07	7.167	A
B-A	23.34	22.99	0.00	288.06	0.081	0.09	13.564	B
C-AB	30.13	29.86	0.00	499.33	0.060	0.07	7.665	A
C-A	651.20	651.20	0.00	-	-	-	-	-
A-B	31.62	31.62	0.00	-	-	-	-	-
A-C	658.75	658.75	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	41.35	41.29	0.00	522.18	0.079	0.09	7.486	A
B-A	27.87	27.69	0.00	234.04	0.119	0.13	17.429	C
C-AB	37.71	37.61	0.00	482.95	0.078	0.09	8.077	A
C-A	775.87	775.87	0.00	-	-	-	-	-
A-B	37.76	37.76	0.00	-	-	-	-	-
A-C	786.61	786.61	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	50.65	50.50	0.00	457.82	0.111	0.12	8.835	A
B-A	34.13	33.61	0.00	159.20	0.214	0.26	28.547	D
C-AB	50.76	50.57	0.00	468.68	0.108	0.14	8.598	A
C-A	945.67	945.67	0.00	-	-	-	-	-
A-B	46.24	46.24	0.00	-	-	-	-	-
A-C	963.39	963.39	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	50.65	50.64	0.00	456.85	0.111	0.12	8.862	A
B-A	34.13	34.11	0.00	159.29	0.214	0.27	28.745	D
C-AB	50.76	50.75	0.00	469.25	0.108	0.14	8.606	A
C-A	945.67	945.67	0.00	-	-	-	-	-
A-B	46.24	46.24	0.00	-	-	-	-	-
A-C	963.39	963.39	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	41.35	41.50	0.00	520.94	0.079	0.09	7.513	A
B-A	27.87	28.39	0.00	234.32	0.119	0.14	17.524	C
C-AB	37.71	37.89	0.00	484.07	0.078	0.09	8.087	A
C-A	775.87	775.87	0.00	-	-	-	-	-
A-B	37.76	37.76	0.00	-	-	-	-	-
A-C	786.61	786.61	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	34.63	34.72	0.00	563.28	0.061	0.07	6.811	A
B-A	23.34	23.53	0.00	288.25	0.081	0.09	13.611	B
C-AB	30.13	30.23	0.00	499.75	0.060	0.07	7.675	A
C-A	651.20	651.20	0.00	-	-	-	-	-
A-B	31.62	31.62	0.00	-	-	-	-	-
A-C	658.75	658.75	0.00	-	-	-	-	-

03 2016 Baseline, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
03 2016 Baseline, AM	03 2016 Baseline	AM	With committed dev	ONE HOUR	07:30	09:00	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	A,B,C	16.19	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	A2460 Oxford Road (South)		Major
B	B	Weeping Cross		Minor
C	C	A4260 Oxford Road (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.75		0.00		2.20	100.00	✓	1.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	7.20	4.30	3.40	3.40	✓	1.00	44	51

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	562.385	0.095	0.239	0.150	0.342
1	B-C	728.910	0.103	0.261	-	-
1	C-B	631.874	0.226	0.226	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1027.00	100.000
B	ONE HOUR	✓	68.00	100.000
C	ONE HOUR	✓	1023.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	70.000	957.000
	B	26.000	0.000	42.000
	C	972.000	51.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.07	0.93
	B	0.38	0.00	0.62
	C	0.95	0.05	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.028
	B	1.000	1.000	1.000
	C	1.038	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	2.8
	B	0.0	0.0	0.0
	C	3.8	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.12	10.16	0.13	B
B-A	0.26	44.54	0.34	E
C-AB	0.17	8.88	0.25	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:30-07:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	31.62	31.36	0.00	519.71	0.061	0.06	7.368	A
B-A	19.57	19.24	0.00	252.74	0.077	0.08	15.397	C
C-AB	43.67	43.25	0.00	496.74	0.088	0.10	7.932	A
C-A	726.50	726.50	0.00	-	-	-	-	-
A-B	52.70	52.70	0.00	-	-	-	-	-
A-C	720.48	720.48	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	37.76	37.67	0.00	475.59	0.079	0.09	8.218	A
B-A	23.37	23.16	0.00	192.56	0.121	0.13	21.225	C
C-AB	56.38	56.20	0.00	486.10	0.116	0.15	8.363	A
C-A	863.28	863.28	0.00	-	-	-	-	-
A-B	62.93	62.93	0.00	-	-	-	-	-
A-C	860.32	860.32	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	46.24	46.07	0.00	402.15	0.115	0.13	10.106	B
B-A	28.63	27.83	0.00	109.23	0.262	0.33	43.817	E
C-AB	80.87	80.47	0.00	485.60	0.167	0.25	8.868	A
C-A	1045.47	1045.47	0.00	-	-	-	-	-
A-B	77.07	77.07	0.00	-	-	-	-	-
A-C	1053.68	1053.68	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	46.24	46.24	0.00	400.56	0.115	0.13	10.159	B
B-A	28.63	28.59	0.00	109.31	0.262	0.34	44.536	E
C-AB	80.87	80.86	0.00	486.47	0.166	0.25	8.884	A
C-A	1045.47	1045.47	0.00	-	-	-	-	-
A-B	77.07	77.07	0.00	-	-	-	-	-
A-C	1053.68	1053.68	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	37.76	37.93	0.00	474.32	0.080	0.09	8.253	A
B-A	23.37	24.18	0.00	192.95	0.121	0.14	21.426	C
C-AB	56.38	56.78	0.00	487.86	0.116	0.15	8.385	A
C-A	863.28	863.28	0.00	-	-	-	-	-
A-B	62.93	62.93	0.00	-	-	-	-	-
A-C	860.32	860.32	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	31.62	31.71	0.00	519.13	0.061	0.07	7.389	A
B-A	19.57	19.80	0.00	252.90	0.077	0.09	15.458	C
C-AB	43.67	43.86	0.00	497.43	0.088	0.11	7.953	A
C-A	726.50	726.50	0.00	-	-	-	-	-
A-B	52.70	52.70	0.00	-	-	-	-	-
A-C	720.48	720.48	0.00	-	-	-	-	-

03 2016 Baseline, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
03 2016 Baseline, PM	03 2016 Baseline	PM	With committed dev	ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	A,B,C	22.48	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	A2460 Oxford Road (South)		Major
B	B	Weeping Cross		Minor
C	C	A4260 Oxford Road (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.75		0.00		2.20	100.00	✓	1.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	7.20	4.30	3.40	3.40	✓	1.00	44	51

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	559.906	0.094	0.238	0.150	0.340
1	B-C	730.169	0.103	0.261	-	-
1	C-B	631.874	0.226	0.226	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1075.00	100.000
B	ONE HOUR	✓	84.00	100.000
C	ONE HOUR	✓	1056.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	42.000	1033.000
	B	31.000	0.000	53.000
	C	1012.000	44.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.04	0.96
	B	0.37	0.00	0.63
	C	0.96	0.04	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.022
	B	1.000	1.000	1.000
	C	1.032	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	2.2
	B	0.0	0.0	0.0
	C	3.2	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.16	12.08	0.19	B
B-A	0.38	64.79	0.59	F
C-AB	0.15	9.01	0.22	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	39.90	39.56	0.00	505.98	0.079	0.08	7.713	A
B-A	23.34	22.91	0.00	238.44	0.098	0.11	16.672	C
C-AB	37.35	36.99	0.00	485.87	0.077	0.09	8.015	A
C-A	757.66	757.66	0.00	-	-	-	-	-
A-B	31.62	31.62	0.00	-	-	-	-	-
A-C	777.70	777.70	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	47.65	47.52	0.00	457.08	0.104	0.12	8.787	A
B-A	27.87	27.56	0.00	175.92	0.158	0.18	24.215	C
C-AB	48.08	47.92	0.00	472.44	0.102	0.13	8.471	A
C-A	901.24	901.24	0.00	-	-	-	-	-
A-B	37.76	37.76	0.00	-	-	-	-	-
A-C	928.65	928.65	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	58.35	58.05	0.00	360.90	0.162	0.19	11.874	B
B-A	34.13	32.63	0.00	89.18	0.383	0.56	62.162	F
C-AB	68.79	68.44	0.00	467.91	0.147	0.22	8.996	A
C-A	1093.89	1093.89	0.00	-	-	-	-	-
A-B	46.24	46.24	0.00	-	-	-	-	-
A-C	1137.35	1137.35	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	58.35	58.34	0.00	356.43	0.164	0.19	12.076	B
B-A	34.13	34.02	0.00	89.31	0.382	0.59	64.789	F
C-AB	68.79	68.78	0.00	468.62	0.147	0.22	9.011	A
C-A	1093.89	1093.89	0.00	-	-	-	-	-
A-B	46.24	46.24	0.00	-	-	-	-	-
A-C	1137.35	1137.35	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	47.65	47.95	0.00	454.73	0.105	0.12	8.856	A
B-A	27.87	29.44	0.00	176.54	0.158	0.19	24.711	C
C-AB	48.08	48.42	0.00	473.87	0.101	0.13	8.492	A
C-A	901.24	901.24	0.00	-	-	-	-	-
A-B	37.76	37.76	0.00	-	-	-	-	-
A-C	928.65	928.65	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	39.90	40.03	0.00	505.21	0.079	0.09	7.742	A
B-A	23.34	23.67	0.00	238.65	0.098	0.11	16.771	C
C-AB	37.35	37.51	0.00	486.42	0.077	0.09	8.032	A
C-A	757.66	757.66	0.00	-	-	-	-	-
A-B	31.62	31.62	0.00	-	-	-	-	-
A-C	777.70	777.70	0.00	-	-	-	-	-

04 2021 Base, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
04 2021 Base, AM	04 2021 Base	AM	With growth applied only	ONE HOUR	07:30	09:00	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	A,B,C	14.10	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	A2460 Oxford Road (South)		Major
B	B	Weeping Cross		Minor
C	C	A4260 Oxford Road (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.75		0.00		2.20	100.00	✓	1.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	7.20	4.30	3.40	3.40	✓	1.00	44	51

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	571.407	0.096	0.243	0.153	0.347
1	B-C	757.798	0.107	0.271	-	-
1	C-B	631.874	0.226	0.226	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	972.00	100.000
B	ONE HOUR	✓	65.00	100.000
C	ONE HOUR	✓	914.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	75.000	897.000
	B	28.000	0.000	37.000
	C	868.000	46.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.08	0.92
	B	0.43	0.00	0.57
	C	0.95	0.05	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.032
	B	1.000	1.000	1.000
	C	1.046	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	3.2
	B	0.0	0.0	0.0
	C	4.6	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.09	8.98	0.10	A
B-A	0.21	31.47	0.26	D
C-AB	0.14	8.85	0.20	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:30-07:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	27.86	27.64	0.00	551.88	0.050	0.05	6.862	A
B-A	21.08	20.76	0.00	280.02	0.075	0.08	13.869	B
C-AB	38.31	37.96	0.00	496.37	0.077	0.09	7.848	A
C-A	649.80	649.80	0.00	-	-	-	-	-
A-B	56.46	56.46	0.00	-	-	-	-	-
A-C	675.31	675.31	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	33.26	33.20	0.00	508.91	0.065	0.07	7.567	A
B-A	25.17	24.99	0.00	223.42	0.113	0.12	18.126	C
C-AB	48.62	48.48	0.00	482.09	0.101	0.12	8.291	A
C-A	773.04	773.04	0.00	-	-	-	-	-
A-B	67.42	67.42	0.00	-	-	-	-	-
A-C	806.38	806.38	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	40.74	40.61	0.00	442.70	0.092	0.10	8.950	A
B-A	30.83	30.29	0.00	145.05	0.213	0.26	31.223	D
C-AB	67.39	67.09	0.00	473.42	0.142	0.20	8.839	A
C-A	938.94	938.94	0.00	-	-	-	-	-
A-B	82.58	82.58	0.00	-	-	-	-	-
A-C	987.62	987.62	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	40.74	40.73	0.00	441.60	0.092	0.10	8.980	A
B-A	30.83	30.81	0.00	145.13	0.212	0.26	31.472	D
C-AB	67.39	67.38	0.00	474.29	0.142	0.20	8.854	A
C-A	938.94	938.94	0.00	-	-	-	-	-
A-B	82.58	82.58	0.00	-	-	-	-	-
A-C	987.62	987.62	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	33.26	33.38	0.00	507.56	0.066	0.07	7.593	A
B-A	25.17	25.71	0.00	223.70	0.113	0.13	18.229	C
C-AB	48.62	48.91	0.00	483.83	0.100	0.13	8.310	A
C-A	773.04	773.04	0.00	-	-	-	-	-
A-B	67.42	67.42	0.00	-	-	-	-	-
A-C	806.38	806.38	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	27.86	27.92	0.00	551.01	0.051	0.05	6.882	A
B-A	21.08	21.27	0.00	280.17	0.075	0.08	13.916	B
C-AB	38.31	38.46	0.00	497.03	0.077	0.09	7.864	A
C-A	649.80	649.80	0.00	-	-	-	-	-
A-B	56.46	56.46	0.00	-	-	-	-	-
A-C	675.31	675.31	0.00	-	-	-	-	-

04 2021 Base, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
04 2021 Base, PM	04 2021 Base	PM	With growth applied only	ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	A,B,C	16.96	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	A2460 Oxford Road (South)		Major
B	B	Weeping Cross		Minor
C	C	A4260 Oxford Road (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.75		0.00		2.20	100.00	✓	1.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	7.20	4.30	3.40	3.40	✓	1.00	44	51

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	565.225	0.095	0.240	0.151	0.343
1	B-C	727.469	0.103	0.260	-	-
1	C-B	631.874	0.226	0.226	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	986.00	100.000
B	ONE HOUR	✓	83.00	100.000
C	ONE HOUR	✓	974.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	45.000	941.000
	B	33.000	0.000	50.000
	C	934.000	40.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.05	0.95
	B	0.40	0.00	0.60
	C	0.96	0.04	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.026
	B	1.000	1.000	1.000
	C	1.036	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	2.6
	B	0.0	0.0	0.0
	C	3.6	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.14	10.29	0.16	B
B-A	0.28	39.10	0.38	E
C-AB	0.12	8.80	0.17	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	37.64	37.33	0.00	521.83	0.072	0.08	7.425	A
B-A	24.84	24.44	0.00	266.62	0.093	0.10	14.842	B
C-AB	33.13	32.83	0.00	492.80	0.067	0.08	7.822	A
C-A	700.15	700.15	0.00	-	-	-	-	-
A-B	33.88	33.88	0.00	-	-	-	-	-
A-C	708.43	708.43	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	44.95	44.85	0.00	477.92	0.094	0.10	8.311	A
B-A	29.67	29.42	0.00	208.57	0.142	0.16	20.064	C
C-AB	41.93	41.81	0.00	477.37	0.088	0.11	8.258	A
C-A	833.68	833.68	0.00	-	-	-	-	-
A-B	40.45	40.45	0.00	-	-	-	-	-
A-C	845.94	845.94	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	55.05	54.84	0.00	404.59	0.136	0.16	10.286	B
B-A	36.33	35.48	0.00	128.08	0.284	0.37	38.535	E
C-AB	57.84	57.59	0.00	466.65	0.124	0.17	8.786	A
C-A	1014.56	1014.56	0.00	-	-	-	-	-
A-B	49.55	49.55	0.00	-	-	-	-	-
A-C	1036.06	1036.06	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	55.05	55.07	0.00	423.76	0.130	0.15	9.766	A
B-A	36.33	36.29	0.00	128.25	0.283	0.38	39.101	E
C-AB	57.84	57.83	0.00	467.31	0.124	0.17	8.797	A
C-A	1014.56	1014.56	0.00	-	-	-	-	-
A-B	49.55	49.55	0.00	-	-	-	-	-
A-C	1036.06	1036.06	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	44.95	45.15	0.00	500.92	0.090	0.10	7.903	A
B-A	29.67	30.52	0.00	208.98	0.142	0.17	20.265	C
C-AB	41.93	42.17	0.00	478.68	0.088	0.11	8.272	A
C-A	833.68	833.68	0.00	-	-	-	-	-
A-B	40.45	40.45	0.00	-	-	-	-	-
A-C	845.94	845.94	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	37.64	37.73	0.00	521.20	0.072	0.08	7.446	A
B-A	24.84	25.10	0.00	266.82	0.093	0.10	14.908	B
C-AB	33.13	33.25	0.00	493.30	0.067	0.08	7.837	A
C-A	700.15	700.15	0.00	-	-	-	-	-
A-B	33.88	33.88	0.00	-	-	-	-	-
A-C	708.43	708.43	0.00	-	-	-	-	-

05 2021 Baseline, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
05 2021 Baseline, AM	05 2021 Baseline	AM	With committed dev	ONE HOUR	07:30	09:00	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	A,B,C	21.89	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	A2460 Oxford Road (South)		Major
B	B	Weeping Cross		Minor
C	C	A4260 Oxford Road (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.75		0.00		2.20	100.00	✓	1.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	7.20	4.30	3.40	3.40	✓	1.00	44	51

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	563.603	0.095	0.240	0.151	0.342
1	B-C	728.292	0.103	0.261	-	-
1	C-B	631.874	0.226	0.226	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1093.00	100.000
B	ONE HOUR	✓	72.00	100.000
C	ONE HOUR	✓	1086.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	75.000	1018.000
	B	28.000	0.000	44.000
	C	1032.000	54.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.07	0.93
	B	0.39	0.00	0.61
	C	0.95	0.05	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.028
	B	1.000	1.000	1.000
	C	1.039	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	2.8
	B	0.0	0.0	0.0
	C	3.9	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.14	11.79	0.16	B
B-A	0.38	71.58	0.58	F
C-AB	0.19	9.05	0.31	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:30-07:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	33.13	32.85	0.00	505.05	0.066	0.07	7.621	A
B-A	21.08	20.69	0.00	233.64	0.090	0.10	16.876	C
C-AB	47.26	46.79	0.00	492.19	0.096	0.12	8.076	A
C-A	770.34	770.34	0.00	-	-	-	-	-
A-B	56.46	56.46	0.00	-	-	-	-	-
A-C	766.40	766.40	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	39.56	39.46	0.00	456.58	0.087	0.09	8.628	A
B-A	25.17	24.88	0.00	169.48	0.149	0.17	24.845	C
C-AB	61.95	61.73	0.00	483.58	0.128	0.17	8.522	A
C-A	914.34	914.34	0.00	-	-	-	-	-
A-B	67.42	67.42	0.00	-	-	-	-	-
A-C	915.16	915.16	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	48.44	48.21	0.00	358.92	0.135	0.15	11.586	B
B-A	30.83	29.29	0.00	80.59	0.383	0.55	68.366	F
C-AB	91.76	91.24	0.00	488.98	0.188	0.30	9.031	A
C-A	1103.94	1103.94	0.00	-	-	-	-	-
A-B	82.58	82.58	0.00	-	-	-	-	-
A-C	1120.84	1120.84	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	48.44	48.43	0.00	353.79	0.137	0.16	11.789	B
B-A	30.83	30.71	0.00	80.71	0.382	0.58	71.580	F
C-AB	91.76	91.74	0.00	490.00	0.187	0.31	9.052	A
C-A	1103.94	1103.94	0.00	-	-	-	-	-
A-B	82.58	82.58	0.00	-	-	-	-	-
A-C	1120.84	1120.84	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	39.56	39.82	0.00	477.16	0.083	0.09	8.237	A
B-A	25.17	26.78	0.00	170.16	0.148	0.18	25.365	D
C-AB	61.95	62.47	0.00	485.66	0.128	0.18	8.551	A
C-A	914.34	914.34	0.00	-	-	-	-	-
A-B	67.42	67.42	0.00	-	-	-	-	-
A-C	915.16	915.16	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	33.13	33.21	0.00	504.28	0.066	0.07	7.642	A
B-A	21.08	21.39	0.00	233.83	0.090	0.10	16.971	C
C-AB	47.26	47.49	0.00	493.00	0.096	0.12	8.102	A
C-A	770.34	770.34	0.00	-	-	-	-	-
A-B	56.46	56.46	0.00	-	-	-	-	-
A-C	766.40	766.40	0.00	-	-	-	-	-

05 2021 Baseline, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
05 2021 Baseline, PM	05 2021 Baseline	PM	With committed dev	ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	A,B,C	43.68	E

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	A2460 Oxford Road (South)		Major
B	B	Weeping Cross		Minor
C	C	A4260 Oxford Road (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.75		0.00		2.20	100.00	✓	1.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	7.20	4.30	3.40	3.40	✓	1.00	44	51

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	559.462	0.094	0.238	0.150	0.340
1	B-C	730.394	0.103	0.261	-	-
1	C-B	631.874	0.226	0.226	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1144.00	100.000
B	ONE HOUR	✓	90.00	100.000
C	ONE HOUR	✓	1125.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	45.000	1099.000
	B	33.000	0.000	57.000
	C	1078.000	47.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.04	0.96
	B	0.37	0.00	0.63
	C	0.96	0.04	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.022
	B	1.000	1.000	1.000
	C	1.032	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	2.2
	B	0.0	0.0	0.0
	C	3.2	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.26	20.62	0.35	C
B-A	0.62	149.88	1.36	F
C-AB	0.17	9.17	0.27	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	42.91	42.53	0.00	490.65	0.087	0.09	8.027	A
B-A	24.84	24.34	0.00	217.47	0.114	0.13	18.591	C
C-AB	40.80	40.40	0.00	480.99	0.085	0.10	8.165	A
C-A	806.15	806.15	0.00	-	-	-	-	-
A-B	33.88	33.88	0.00	-	-	-	-	-
A-C	827.38	827.38	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	51.24	51.09	0.00	435.80	0.118	0.13	9.358	A
B-A	29.67	29.23	0.00	150.91	0.197	0.24	29.480	D
C-AB	53.38	53.19	0.00	469.71	0.114	0.15	8.633	A
C-A	957.97	957.97	0.00	-	-	-	-	-
A-B	40.45	40.45	0.00	-	-	-	-	-
A-C	987.98	987.98	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	62.76	62.08	0.00	265.49	0.236	0.30	17.643	C
B-A	36.33	32.50	0.00	58.34	0.623	1.19	126.317	F
C-AB	79.09	78.63	0.00	471.51	0.168	0.26	9.145	A
C-A	1159.56	1159.56	0.00	-	-	-	-	-
A-B	49.55	49.55	0.00	-	-	-	-	-
A-C	1210.02	1210.02	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	62.76	62.56	0.00	236.88	0.265	0.35	20.624	C
B-A	36.33	35.66	0.00	58.43	0.622	1.36	149.875	F
C-AB	79.09	79.07	0.00	472.32	0.167	0.27	9.165	A
C-A	1159.56	1159.56	0.00	-	-	-	-	-
A-B	49.55	49.55	0.00	-	-	-	-	-
A-C	1210.02	1210.02	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	51.24	52.10	0.00	428.95	0.119	0.14	9.575	A
B-A	29.67	34.10	0.00	152.22	0.195	0.25	31.488	D
C-AB	53.38	53.83	0.00	471.37	0.113	0.15	8.661	A
C-A	957.97	957.97	0.00	-	-	-	-	-
A-B	40.45	40.45	0.00	-	-	-	-	-
A-C	987.98	987.98	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	42.91	43.07	0.00	489.60	0.088	0.10	8.064	A
B-A	24.84	25.33	0.00	217.72	0.114	0.13	18.755	C
C-AB	40.80	41.01	0.00	481.63	0.085	0.10	8.187	A
C-A	806.15	806.15	0.00	-	-	-	-	-
A-B	33.88	33.88	0.00	-	-	-	-	-
A-C	827.38	827.38	0.00	-	-	-	-	-

06 2016 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
06 2016 Base + Dev, AM	06 2016 Base + Dev	AM	Base + Development	ONE HOUR	07:30	09:00	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	A,B,C	12.97	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	A2460 Oxford Road (South)		Major
B	B	Weeping Cross		Minor
C	C	A4260 Oxford Road (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.75		0.00		2.20	100.00	✓	1.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	7.20	4.30	3.40	3.40	✓	1.00	44	51

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	573.956	0.097	0.244	0.154	0.349
1	B-C	754.564	0.107	0.270	-	-
1	C-B	631.874	0.226	0.226	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	928.00	100.000
B	ONE HOUR	✓	63.00	100.000
C	ONE HOUR	✓	859.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	74.000	854.000
	B	28.000	0.000	35.000
	C	816.000	43.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.08	0.92
	B	0.44	0.00	0.56
	C	0.95	0.05	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.032
	B	1.000	1.000	1.000
	C	1.045	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	3.2
	B	0.0	0.0	0.0
	C	4.5	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.08	8.59	0.09	A
B-A	0.18	26.16	0.22	D
C-AB	0.13	8.74	0.17	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:30-07:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	26.35	26.15	0.00	559.09	0.047	0.05	6.754	A
B-A	21.08	20.78	0.00	296.68	0.071	0.08	13.033	B
C-AB	35.30	34.98	0.00	499.30	0.071	0.08	7.749	A
C-A	611.40	611.40	0.00	-	-	-	-	-
A-B	55.71	55.71	0.00	-	-	-	-	-
A-C	642.94	642.94	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	31.46	31.40	0.00	518.69	0.061	0.06	7.387	A
B-A	25.17	25.02	0.00	242.83	0.104	0.11	16.517	C
C-AB	44.38	44.26	0.00	483.77	0.092	0.11	8.183	A
C-A	727.84	727.84	0.00	-	-	-	-	-
A-B	66.52	66.52	0.00	-	-	-	-	-
A-C	767.73	767.73	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	38.54	38.43	0.00	458.38	0.084	0.09	8.570	A
B-A	30.83	30.41	0.00	168.28	0.183	0.22	26.034	D
C-AB	60.32	60.08	0.00	471.57	0.128	0.17	8.732	A
C-A	885.46	885.46	0.00	-	-	-	-	-
A-B	81.48	81.48	0.00	-	-	-	-	-
A-C	940.27	940.27	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	38.54	38.53	0.00	457.62	0.084	0.09	8.589	A
B-A	30.83	30.81	0.00	168.34	0.183	0.22	26.163	D
C-AB	60.32	60.31	0.00	472.33	0.128	0.17	8.742	A
C-A	885.46	885.46	0.00	-	-	-	-	-
A-B	81.48	81.48	0.00	-	-	-	-	-
A-C	940.27	940.27	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	31.46	31.57	0.00	517.66	0.061	0.07	7.406	A
B-A	25.17	25.58	0.00	243.05	0.104	0.12	16.585	C
C-AB	44.38	44.62	0.00	485.25	0.091	0.11	8.195	A
C-A	727.84	727.84	0.00	-	-	-	-	-
A-B	66.52	66.52	0.00	-	-	-	-	-
A-C	767.73	767.73	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	26.35	26.41	0.00	558.33	0.047	0.05	6.770	A
B-A	21.08	21.24	0.00	296.82	0.071	0.08	13.072	B
C-AB	35.30	35.42	0.00	499.86	0.071	0.08	7.764	A
C-A	611.40	611.40	0.00	-	-	-	-	-
A-B	55.71	55.71	0.00	-	-	-	-	-
A-C	642.94	642.94	0.00	-	-	-	-	-

06 2016 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
06 2016 Base + Dev, PM	06 2016 Base + Dev	PM	Base + Development	ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	A,B,C	15.16	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	A2460 Oxford Road (South)		Major
B	B	Weeping Cross		Minor
C	C	A4260 Oxford Road (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.75		0.00		2.20	100.00	✓	1.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	7.20	4.30	3.40	3.40	✓	1.00	44	51

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	571.655	0.096	0.243	0.153	0.347
1	B-C	757.484	0.107	0.271	-	-
1	C-B	631.874	0.226	0.226	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	932.00	100.000
B	ONE HOUR	✓	81.00	100.000
C	ONE HOUR	✓	923.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	45.000	887.000
	B	35.000	0.000	46.000
	C	886.000	37.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.05	0.95
	B	0.43	0.00	0.57
	C	0.96	0.04	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.026
	B	1.000	1.000	1.000
	C	1.036	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	2.6
	B	0.0	0.0	0.0
	C	3.6	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.11	9.20	0.13	A
B-A	0.25	31.11	0.33	D
C-AB	0.11	8.64	0.14	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	34.63	34.37	0.00	554.59	0.062	0.07	6.917	A
B-A	26.35	25.95	0.00	286.34	0.092	0.10	13.805	B
C-AB	30.21	29.94	0.00	497.50	0.061	0.07	7.696	A
C-A	664.68	664.68	0.00	-	-	-	-	-
A-B	33.88	33.88	0.00	-	-	-	-	-
A-C	667.78	667.78	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	41.35	41.27	0.00	511.50	0.081	0.09	7.656	A
B-A	31.46	31.25	0.00	230.90	0.136	0.15	18.011	C
C-AB	37.86	37.76	0.00	481.11	0.079	0.09	8.114	A
C-A	791.90	791.90	0.00	-	-	-	-	-
A-B	40.45	40.45	0.00	-	-	-	-	-
A-C	797.39	797.39	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	50.65	50.49	0.00	443.19	0.114	0.13	9.163	A
B-A	38.54	37.88	0.00	154.07	0.250	0.32	30.808	D
C-AB	51.16	50.97	0.00	467.16	0.110	0.14	8.638	A
C-A	965.08	965.08	0.00	-	-	-	-	-
A-B	49.55	49.55	0.00	-	-	-	-	-
A-C	976.61	976.61	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	50.65	50.64	0.00	441.93	0.115	0.13	9.200	A
B-A	38.54	38.51	0.00	154.17	0.250	0.33	31.106	D
C-AB	51.16	51.16	0.00	467.74	0.109	0.14	8.644	A
C-A	965.08	965.08	0.00	-	-	-	-	-
A-B	49.55	49.55	0.00	-	-	-	-	-
A-C	976.61	976.61	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	41.35	41.51	0.00	510.04	0.081	0.09	7.685	A
B-A	31.46	32.12	0.00	231.22	0.136	0.16	18.140	C
C-AB	37.86	38.06	0.00	482.23	0.079	0.09	8.123	A
C-A	791.90	791.90	0.00	-	-	-	-	-
A-B	40.45	40.45	0.00	-	-	-	-	-
A-C	797.39	797.39	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	34.63	34.72	0.00	553.66	0.063	0.07	6.940	A
B-A	26.35	26.58	0.00	286.53	0.092	0.10	13.860	B
C-AB	30.21	30.31	0.00	497.93	0.061	0.07	7.707	A
C-A	664.68	664.68	0.00	-	-	-	-	-
A-B	33.88	33.88	0.00	-	-	-	-	-
A-C	667.78	667.78	0.00	-	-	-	-	-

07 2016 Baseline + Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
07 2016 Baseline + Dev, AM	07 2016 Baseline + Dev	AM	Baseline + Development	ONE HOUR	07:30	09:00	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	A,B,C	17.59	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	A2460 Oxford Road (South)		Major
B	B	Weeping Cross		Minor
C	C	A4260 Oxford Road (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.75		0.00		2.20	100.00	✓	1.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	7.20	4.30	3.40	3.40	✓	1.00	44	51

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	565.674	0.095	0.241	0.151	0.344
1	B-C	727.241	0.103	0.260	-	-
1	C-B	631.874	0.226	0.226	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1049.00	100.000
B	ONE HOUR	✓	70.00	100.000
C	ONE HOUR	✓	1031.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	74.000	975.000
	B	28.000	0.000	42.000
	C	980.000	51.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.07	0.93
	B	0.40	0.00	0.60
	C	0.95	0.05	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.028
	B	1.000	1.000	1.000
	C	1.038	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	2.8
	B	0.0	0.0	0.0
	C	3.8	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.11	10.01	0.13	B
B-A	0.30	49.57	0.41	E
C-AB	0.17	8.96	0.26	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:30-07:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	31.62	31.36	0.00	513.68	0.062	0.07	7.461	A
B-A	21.08	20.72	0.00	249.63	0.084	0.09	15.703	C
C-AB	43.80	43.38	0.00	493.77	0.089	0.11	7.987	A
C-A	732.39	732.39	0.00	-	-	-	-	-
A-B	55.71	55.71	0.00	-	-	-	-	-
A-C	734.03	734.03	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	37.76	37.67	0.00	468.16	0.081	0.09	8.360	A
B-A	25.17	24.93	0.00	188.20	0.134	0.15	22.016	C
C-AB	56.70	56.52	0.00	483.02	0.117	0.15	8.430	A
C-A	870.14	870.14	0.00	-	-	-	-	-
A-B	66.52	66.52	0.00	-	-	-	-	-
A-C	876.51	876.51	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	46.24	46.09	0.00	408.83	0.113	0.13	9.920	A
B-A	30.83	29.84	0.00	103.16	0.299	0.40	48.510	E
C-AB	81.85	81.43	0.00	483.00	0.169	0.26	8.945	A
C-A	1053.30	1053.30	0.00	-	-	-	-	-
A-B	81.48	81.48	0.00	-	-	-	-	-
A-C	1073.50	1073.50	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	46.24	46.24	0.00	406.02	0.114	0.13	10.005	B
B-A	30.83	30.77	0.00	103.26	0.299	0.41	49.567	E
C-AB	81.85	81.84	0.00	483.90	0.169	0.26	8.963	A
C-A	1053.30	1053.30	0.00	-	-	-	-	-
A-B	81.48	81.48	0.00	-	-	-	-	-
A-C	1073.50	1073.50	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	37.76	37.93	0.00	489.84	0.077	0.08	7.968	A
B-A	25.17	26.18	0.00	188.68	0.133	0.16	22.283	C
C-AB	56.70	57.12	0.00	484.83	0.117	0.16	8.455	A
C-A	870.14	870.14	0.00	-	-	-	-	-
A-B	66.52	66.52	0.00	-	-	-	-	-
A-C	876.51	876.51	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	31.62	31.71	0.00	539.28	0.059	0.06	7.095	A
B-A	21.08	21.34	0.00	249.82	0.084	0.09	15.773	C
C-AB	43.80	44.00	0.00	494.46	0.089	0.11	8.008	A
C-A	732.39	732.39	0.00	-	-	-	-	-
A-B	55.71	55.71	0.00	-	-	-	-	-
A-C	734.03	734.03	0.00	-	-	-	-	-

07 2016 Baseline + Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
07 2016 Baseline + Dev, PM	07 2016 Baseline + Dev	PM	Baseline + Development	ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	A,B,C	27.32	D

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	A2460 Oxford Road (South)		Major
B	B	Weeping Cross		Minor
C	C	A4260 Oxford Road (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.75		0.00		2.20	100.00	✓	1.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	7.20	4.30	3.40	3.40	✓	1.00	44	51

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	565.250	0.095	0.240	0.151	0.343
1	B-C	727.456	0.103	0.260	-	-
1	C-B	631.874	0.226	0.226	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1090.00	100.000
B	ONE HOUR	✓	88.00	100.000
C	ONE HOUR	✓	1074.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	45.000	1045.000
	B	35.000	0.000	53.000
	C	1030.000	44.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.04	0.96
	B	0.40	0.00	0.60
	C	0.96	0.04	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.022
	B	1.000	1.000	1.000
	C	1.031	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	2.2
	B	0.0	0.0	0.0
	C	3.1	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.17	13.01	0.21	B
B-A	0.46	78.68	0.79	F
C-AB	0.15	9.04	0.22	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	39.90	39.56	0.00	499.58	0.080	0.09	7.820	A
B-A	26.35	25.86	0.00	236.27	0.112	0.12	17.072	C
C-AB	37.47	37.11	0.00	484.31	0.077	0.09	8.045	A
C-A	771.09	771.09	0.00	-	-	-	-	-
A-B	33.88	33.88	0.00	-	-	-	-	-
A-C	786.73	786.73	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	47.65	47.52	0.00	448.60	0.106	0.12	8.972	A
B-A	31.46	31.09	0.00	172.27	0.183	0.22	25.431	D
C-AB	48.36	48.21	0.00	471.07	0.103	0.13	8.504	A
C-A	917.14	917.14	0.00	-	-	-	-	-
A-B	40.45	40.45	0.00	-	-	-	-	-
A-C	939.43	939.43	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	58.35	57.99	0.00	334.33	0.175	0.21	13.010	B
B-A	38.54	36.41	0.00	83.41	0.462	0.75	73.750	F
C-AB	69.60	69.24	0.00	467.36	0.149	0.22	9.027	A
C-A	1112.90	1112.90	0.00	-	-	-	-	-
A-B	49.55	49.55	0.00	-	-	-	-	-
A-C	1150.57	1150.57	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	58.35	58.36	0.00	342.57	0.170	0.21	12.669	B
B-A	38.54	38.35	0.00	83.64	0.461	0.79	78.678	F
C-AB	69.60	69.59	0.00	468.07	0.149	0.22	9.044	A
C-A	1112.90	1112.90	0.00	-	-	-	-	-
A-B	49.55	49.55	0.00	-	-	-	-	-
A-C	1150.57	1150.57	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	47.65	48.01	0.00	467.04	0.102	0.11	8.600	A
B-A	31.46	33.72	0.00	173.10	0.182	0.23	26.206	D
C-AB	48.36	48.72	0.00	472.50	0.102	0.13	8.525	A
C-A	917.14	917.14	0.00	-	-	-	-	-
A-B	40.45	40.45	0.00	-	-	-	-	-
A-C	939.43	939.43	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	39.90	40.03	0.00	524.33	0.076	0.08	7.437	A
B-A	26.35	26.76	0.00	236.54	0.111	0.13	17.194	C
C-AB	37.47	37.64	0.00	484.85	0.077	0.09	8.065	A
C-A	771.09	771.09	0.00	-	-	-	-	-
A-B	33.88	33.88	0.00	-	-	-	-	-
A-C	786.73	786.73	0.00	-	-	-	-	-

08 2021 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
08 2021 Base + Dev, AM	08 2021 Base + Dev	AM	Base + Development	ONE HOUR	07:30	09:00	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	A,B,C	15.09	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	A2460 Oxford Road (South)		Major
B	B	Weeping Cross		Minor
C	C	A4260 Oxford Road (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.75		0.00		2.20	100.00	✓	1.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	7.20	4.30	3.40	3.40	✓	1.00	44	51

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	574.574	0.097	0.244	0.154	0.349
1	B-C	753.780	0.107	0.270	-	-
1	C-B	631.874	0.226	0.226	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	994.00	100.000
B	ONE HOUR	✓	67.00	100.000
C	ONE HOUR	✓	922.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	79.000	915.000
	B	30.000	0.000	37.000
	C	876.000	46.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.08	0.92
	B	0.45	0.00	0.55
	C	0.95	0.05	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.032
	B	1.000	1.000	1.000
	C	1.046	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	3.2
	B	0.0	0.0	0.0
	C	4.6	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.09	9.27	0.10	A
B-A	0.24	33.92	0.30	D
C-AB	0.14	8.94	0.21	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:30-07:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	27.86	27.64	0.00	544.01	0.051	0.05	6.968	A
B-A	22.59	22.24	0.00	276.89	0.082	0.09	14.119	B
C-AB	38.41	38.05	0.00	493.23	0.078	0.09	7.904	A
C-A	655.72	655.72	0.00	-	-	-	-	-
A-B	59.48	59.48	0.00	-	-	-	-	-
A-C	688.86	688.86	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	33.26	33.19	0.00	499.90	0.067	0.07	7.713	A
B-A	26.97	26.77	0.00	219.06	0.123	0.14	18.702	C
C-AB	48.85	48.71	0.00	478.73	0.102	0.13	8.360	A
C-A	780.01	780.01	0.00	-	-	-	-	-
A-B	71.02	71.02	0.00	-	-	-	-	-
A-C	822.57	822.57	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	40.74	40.61	0.00	430.27	0.095	0.10	9.236	A
B-A	33.03	32.39	0.00	138.99	0.238	0.30	33.574	D
C-AB	68.05	67.74	0.00	470.23	0.145	0.20	8.923	A
C-A	947.09	947.09	0.00	-	-	-	-	-
A-B	86.98	86.98	0.00	-	-	-	-	-
A-C	1007.43	1007.43	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	40.74	40.73	0.00	428.93	0.095	0.10	9.273	A
B-A	33.03	33.00	0.00	139.07	0.238	0.30	33.917	D
C-AB	68.05	68.04	0.00	471.13	0.144	0.21	8.936	A
C-A	947.09	947.09	0.00	-	-	-	-	-
A-B	86.98	86.98	0.00	-	-	-	-	-
A-C	1007.43	1007.43	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	33.26	33.39	0.00	498.35	0.067	0.07	7.744	A
B-A	26.97	27.61	0.00	219.37	0.123	0.14	18.833	C
C-AB	48.85	49.15	0.00	480.51	0.102	0.13	8.379	A
C-A	780.01	780.01	0.00	-	-	-	-	-
A-B	71.02	71.02	0.00	-	-	-	-	-
A-C	822.57	822.57	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	27.86	27.93	0.00	543.08	0.051	0.05	6.988	A
B-A	22.59	22.80	0.00	277.05	0.082	0.09	14.170	B
C-AB	38.41	38.56	0.00	493.91	0.078	0.09	7.921	A
C-A	655.72	655.72	0.00	-	-	-	-	-
A-B	59.48	59.48	0.00	-	-	-	-	-
A-C	688.86	688.86	0.00	-	-	-	-	-

08 2021 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
08 2021 Base + Dev, PM	08 2021 Base + Dev	PM	Base + Development	ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	A,B,C	18.86	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	A2460 Oxford Road (South)		Major
B	B	Weeping Cross		Minor
C	C	A4260 Oxford Road (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.75		0.00		2.20	100.00	✓	1.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	7.20	4.30	3.40	3.40	✓	1.00	44	51

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	570.386	0.096	0.243	0.153	0.347
1	B-C	759.094	0.107	0.272	-	-
1	C-B	631.874	0.226	0.226	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1001.00	100.000
B	ONE HOUR	✓	87.00	100.000
C	ONE HOUR	✓	992.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	48.000	953.000
	B	37.000	0.000	50.000
	C	952.000	40.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.05	0.95
	B	0.43	0.00	0.57
	C	0.96	0.04	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.025
	B	1.000	1.000	1.000
	C	1.036	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	2.5
	B	0.0	0.0	0.0
	C	3.6	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.14	10.28	0.16	B
B-A	0.33	43.72	0.48	E
C-AB	0.13	8.83	0.17	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	37.64	37.35	0.00	540.17	0.070	0.07	7.157	A
B-A	27.86	27.39	0.00	264.62	0.105	0.12	15.147	C
C-AB	33.22	32.91	0.00	491.21	0.068	0.08	7.850	A
C-A	713.61	713.61	0.00	-	-	-	-	-
A-B	36.14	36.14	0.00	-	-	-	-	-
A-C	717.47	717.47	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	44.95	44.85	0.00	492.38	0.091	0.10	8.042	A
B-A	33.26	32.97	0.00	205.18	0.162	0.19	20.867	C
C-AB	42.13	42.01	0.00	475.85	0.089	0.11	8.290	A
C-A	849.66	849.66	0.00	-	-	-	-	-
A-B	43.15	43.15	0.00	-	-	-	-	-
A-C	856.73	856.73	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	55.05	54.83	0.00	407.83	0.135	0.15	10.192	B
B-A	40.74	39.63	0.00	122.74	0.332	0.46	42.773	E
C-AB	58.37	58.11	0.00	465.65	0.125	0.17	8.819	A
C-A	1033.84	1033.84	0.00	-	-	-	-	-
A-B	52.85	52.85	0.00	-	-	-	-	-
A-C	1049.27	1049.27	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	55.05	55.04	0.00	405.09	0.136	0.16	10.283	B
B-A	40.74	40.68	0.00	122.87	0.332	0.48	43.717	E
C-AB	58.37	58.36	0.00	466.32	0.125	0.17	8.830	A
C-A	1033.84	1033.84	0.00	-	-	-	-	-
A-B	52.85	52.85	0.00	-	-	-	-	-
A-C	1049.27	1049.27	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	44.95	45.17	0.00	489.96	0.092	0.10	8.098	A
B-A	33.26	34.39	0.00	205.64	0.162	0.20	21.152	C
C-AB	42.13	42.38	0.00	477.20	0.088	0.11	8.303	A
C-A	849.66	849.66	0.00	-	-	-	-	-
A-B	43.15	43.15	0.00	-	-	-	-	-
A-C	856.73	856.73	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	37.64	37.75	0.00	539.01	0.070	0.08	7.185	A
B-A	27.86	28.17	0.00	264.84	0.105	0.12	15.229	C
C-AB	33.22	33.35	0.00	491.72	0.068	0.08	7.865	A
C-A	713.61	713.61	0.00	-	-	-	-	-
A-B	36.14	36.14	0.00	-	-	-	-	-
A-C	717.47	717.47	0.00	-	-	-	-	-

09 2021 Baseline + Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
09 2021 Baseline + Dev, AM	09 2021 Baseline + Dev	AM	Baseline + Development	ONE HOUR	07:30	09:00	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	A,B,C	25.43	D

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	A2460 Oxford Road (South)		Major
B	B	Weeping Cross		Minor
C	C	A4260 Oxford Road (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.75		0.00		2.20	100.00	✓	1.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	7.20	4.30	3.40	3.40	✓	1.00	44	51

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	566.681	0.095	0.241	0.152	0.344
1	B-C	763.795	0.108	0.273	-	-
1	C-B	631.874	0.226	0.226	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1115.00	100.000
B	ONE HOUR	✓	74.00	100.000
C	ONE HOUR	✓	1094.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	79.000	1036.000
	B	30.000	0.000	44.000
	C	1040.000	54.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.07	0.93
	B	0.41	0.00	0.59
	C	0.95	0.05	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.028
	B	1.000	1.000	1.000
	C	1.038	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	2.8
	B	0.0	0.0	0.0
	C	3.8	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.14	12.18	0.16	B
B-A	0.44	85.30	0.73	F
C-AB	0.19	9.13	0.32	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:30-07:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	33.13	32.86	0.00	524.50	0.063	0.07	7.319	A
B-A	22.59	22.16	0.00	230.44	0.098	0.11	17.251	C
C-AB	47.43	46.96	0.00	489.35	0.097	0.12	8.131	A
C-A	776.19	776.19	0.00	-	-	-	-	-
A-B	59.48	59.48	0.00	-	-	-	-	-
A-C	779.96	779.96	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	39.56	39.46	0.00	471.59	0.084	0.09	8.329	A
B-A	26.97	26.64	0.00	165.07	0.163	0.19	25.941	D
C-AB	62.37	62.14	0.00	480.77	0.130	0.17	8.587	A
C-A	921.12	921.12	0.00	-	-	-	-	-
A-B	71.02	71.02	0.00	-	-	-	-	-
A-C	931.34	931.34	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	48.44	48.18	0.00	353.49	0.137	0.16	11.782	B
B-A	33.03	31.03	0.00	74.47	0.444	0.69	79.765	F
C-AB	93.07	92.53	0.00	486.97	0.191	0.31	9.105	A
C-A	1111.44	1111.44	0.00	-	-	-	-	-
A-B	86.98	86.98	0.00	-	-	-	-	-
A-C	1140.66	1140.66	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	48.44	48.42	0.00	344.04	0.141	0.16	12.178	B
B-A	33.03	32.85	0.00	74.60	0.443	0.73	85.299	F
C-AB	93.07	93.05	0.00	487.97	0.191	0.32	9.129	A
C-A	1111.44	1111.44	0.00	-	-	-	-	-
A-B	86.98	86.98	0.00	-	-	-	-	-
A-C	1140.66	1140.66	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	39.56	39.83	0.00	466.53	0.085	0.09	8.443	A
B-A	26.97	29.11	0.00	165.88	0.163	0.20	26.693	D
C-AB	62.37	62.91	0.00	482.84	0.129	0.18	8.618	A
C-A	921.12	921.12	0.00	-	-	-	-	-
A-B	71.02	71.02	0.00	-	-	-	-	-
A-C	931.34	931.34	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	33.13	33.23	0.00	523.07	0.063	0.07	7.352	A
B-A	22.59	22.95	0.00	230.65	0.098	0.11	17.362	C
C-AB	47.43	47.67	0.00	490.15	0.097	0.12	8.158	A
C-A	776.19	776.19	0.00	-	-	-	-	-
A-B	59.48	59.48	0.00	-	-	-	-	-
A-C	779.96	779.96	0.00	-	-	-	-	-

09 2021 Baseline + Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
09 2021 Baseline + Dev, PM	09 2021 Baseline + Dev	PM	Baseline + Development	ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	A,B,C	78.98	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	A2460 Oxford Road (South)		Major
B	B	Weeping Cross		Minor
C	C	A4260 Oxford Road (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.75		0.00		2.20	100.00	✓	1.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	7.20	4.30	3.40	3.40	✓	1.00	44	51

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	564.484	0.095	0.240	0.151	0.343
1	B-C	727.845	0.103	0.261	-	-
1	C-B	631.874	0.226	0.226	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1159.00	100.000
B	ONE HOUR	✓	94.00	100.000
C	ONE HOUR	✓	1143.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	48.000	1111.000
	B	37.000	0.000	57.000
	C	1096.000	47.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.04	0.96
	B	0.39	0.00	0.61
	C	0.96	0.04	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.022
	B	1.000	1.000	1.000
	C	1.031	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	2.2
	B	0.0	0.0	0.0
	C	3.1	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.52	58.85	0.97	F
B-A	0.78	230.76	2.28	F
C-AB	0.17	9.19	0.28	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	42.91	42.53	0.00	484.16	0.089	0.10	8.145	A
B-A	27.86	27.27	0.00	214.98	0.130	0.15	19.123	C
C-AB	40.96	40.55	0.00	479.56	0.085	0.10	8.194	A
C-A	819.55	819.55	0.00	-	-	-	-	-
A-B	36.14	36.14	0.00	-	-	-	-	-
A-C	836.42	836.42	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	51.24	51.09	0.00	426.30	0.120	0.14	9.590	A
B-A	33.26	32.72	0.00	146.94	0.226	0.28	31.372	D
C-AB	53.74	53.55	0.00	468.58	0.115	0.15	8.664	A
C-A	973.79	973.79	0.00	-	-	-	-	-
A-B	43.15	43.15	0.00	-	-	-	-	-
A-C	998.77	998.77	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	62.76	61.33	0.00	184.68	0.340	0.49	28.872	D
B-A	40.74	34.54	0.00	52.10	0.782	1.83	171.579	F
C-AB	80.17	79.70	0.00	471.47	0.170	0.27	9.172	A
C-A	1178.29	1178.29	0.00	-	-	-	-	-
A-B	52.85	52.85	0.00	-	-	-	-	-
A-C	1223.23	1223.23	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	62.76	60.84	0.00	120.15	0.522	0.97	58.848	F
B-A	40.74	38.94	0.00	52.21	0.780	2.28	230.759	F
C-AB	80.17	80.15	0.00	472.27	0.170	0.28	9.193	A
C-A	1178.29	1178.29	0.00	-	-	-	-	-
A-B	52.85	52.85	0.00	-	-	-	-	-
A-C	1223.23	1223.23	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	51.24	54.58	0.00	432.83	0.118	0.14	9.598	A
B-A	33.26	41.17	0.00	148.49	0.224	0.30	35.721	E
C-AB	53.74	54.22	0.00	470.23	0.114	0.16	8.693	A
C-A	973.79	973.79	0.00	-	-	-	-	-
A-B	43.15	43.15	0.00	-	-	-	-	-
A-C	998.77	998.77	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	42.91	43.06	0.00	482.91	0.089	0.10	8.188	A
B-A	27.86	28.46	0.00	215.28	0.129	0.15	19.327	C
C-AB	40.96	41.17	0.00	480.20	0.085	0.11	8.217	A
C-A	819.55	819.55	0.00	-	-	-	-	-
A-B	36.14	36.14	0.00	-	-	-	-	-
A-C	836.42	836.42	0.00	-	-	-	-	-

APPENDIX N: WEEPING CROSS / OXFORD ROAD LINSIG OUTPUT DATA

Basic Results Summary

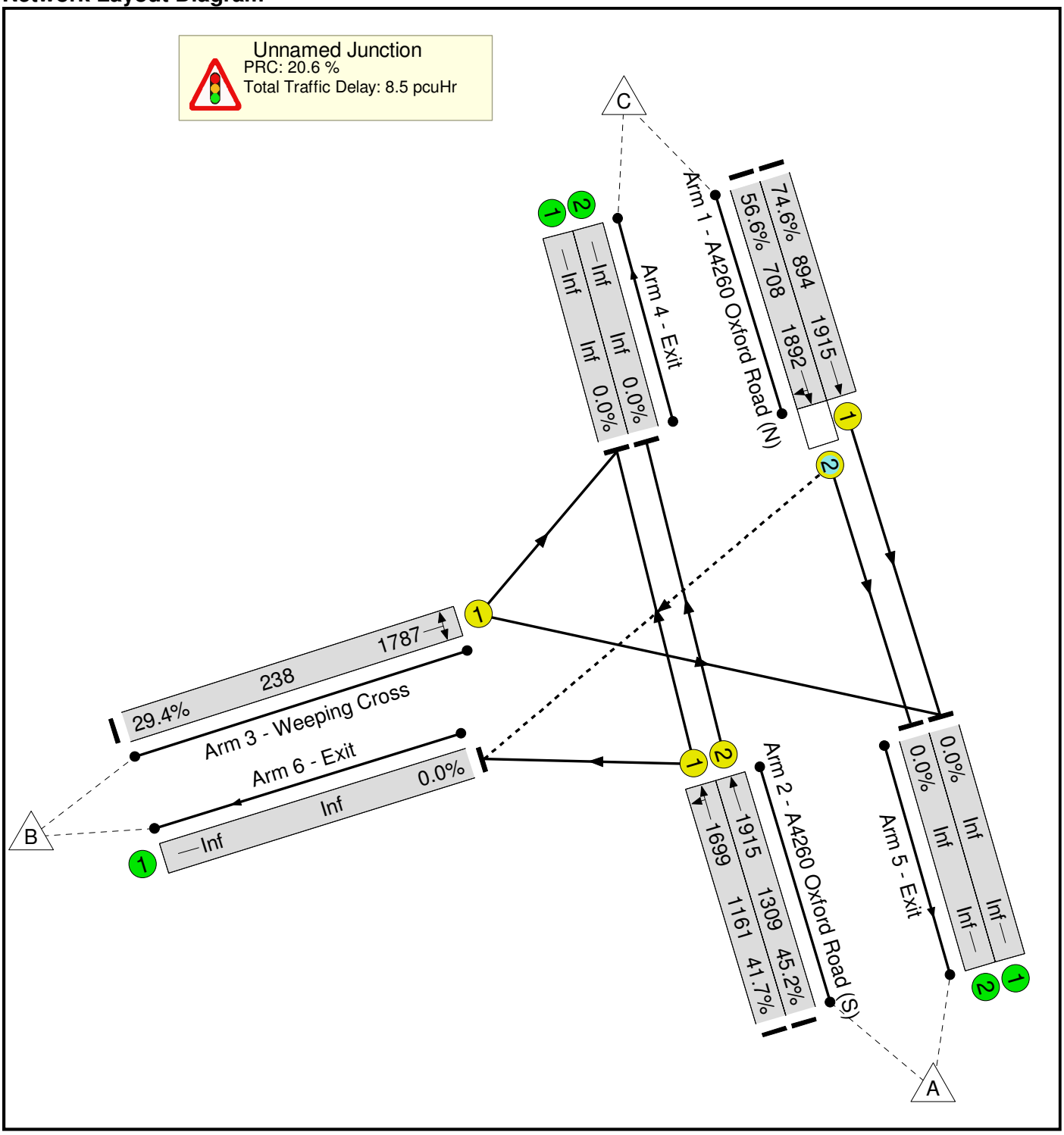
User and Project Details

Project:	**JNY8146 Bodicote**
Title:	**Junction of Oxford Road and Weeping Cross**
Location:	
File name:	JNY8146 Bodicote Oxford Rd Weeping Cross.lsg3x
Author:	MP
Company:	RPS
Address:	
Notes:	

Basic Results Summary

Scenario 1: '2016 Baseline + Dev AM Peak' (FG1: '2016 Baseline + Dev AM Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

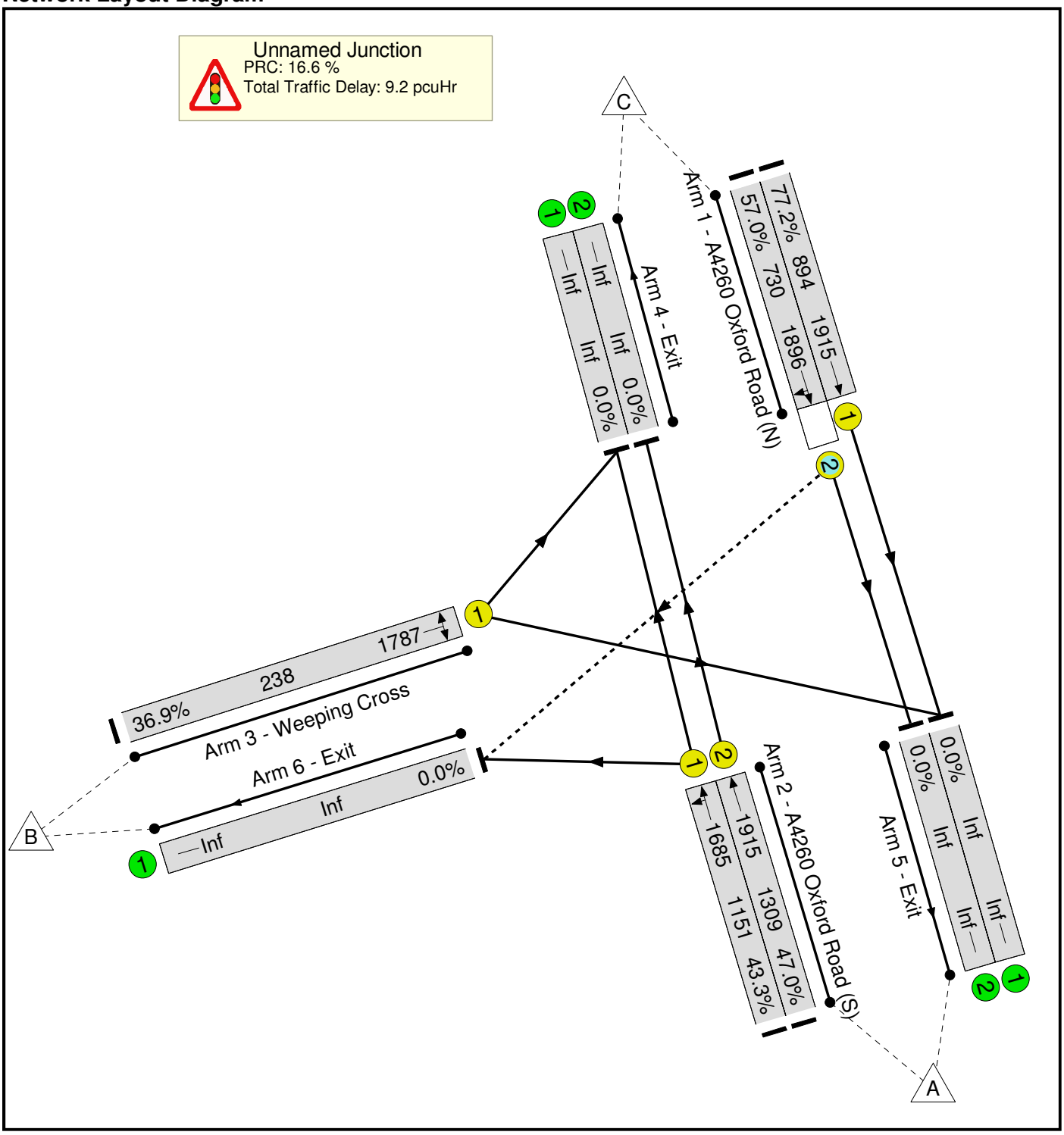
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Junction of Oxford Road and Weeping Cross	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.6%**	**49**	**0**	**2**	**8.5**	**-**	**-**
Unnamed Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.6%**	**49**	**0**	**2**	**8.5**	**-**	**-**
1/1	A4260 Oxford Road (N) Ahead	U	B		1	27	-	667	1915	894	74.6%	-	-	-	3.9	20.9	10.5
1/2	A4260 Oxford Road (N) Ahead Right	O	B		1	27	-	401	1892	708	56.6%	49	0	2	1.9	16.8	5.1
2/1	A4260 Oxford Road (S) Ahead Left	U	A		1	40	-	484	1699	1161	41.7%	-	-	-	0.9	6.9	3.9
2/2	A4260 Oxford Road (S) Ahead	U	A		1	40	-	592	1915	1309	45.2%	-	-	-	1.1	6.9	4.9
3/1	Weeping Cross Left Right	U	C		1	7	-	70	1787	238	29.4%	-	-	-	0.7	34.1	1.3

C1 PRC for Signalled Lanes (%): 20.6 Total Delay for Signalled Lanes (pcuHr): 8.47 Cycle Time (s): 60
PRC Over All Lanes (%): 20.6 Total Delay Over All Lanes(pcuHr): 8.47

Basic Results Summary

Scenario 2: '2016 Baseline + Dev PM Peak' (FG2: '2016 Baseline + Dev PM Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Junction of Oxford Road and Weeping Cross	-	-	-		-	-	-	-	-	-	**77.2%**	**43**	**0**	**1**	**9.2**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**77.2%**	**43**	**0**	**1**	**9.2**	-	-
1/1	A4260 Oxford Road (N) Ahead	U	B		1	27	-	690	1915	894	77.2%	-	-	-	4.2	22.0	11.3
1/2	A4260 Oxford Road (N) Ahead Right	O	B		1	27	-	416	1896	730	57.0%	43	0	1	1.9	16.8	5.4
2/1	A4260 Oxford Road (S) Ahead Left	U	A		1	40	-	498	1685	1151	43.3%	-	-	-	1.0	7.0	4.0
2/2	A4260 Oxford Road (S) Ahead	U	A		1	40	-	615	1915	1309	47.0%	-	-	-	1.2	7.0	5.1
3/1	Weeping Cross Left Right	U	C		1	7	-	88	1787	238	36.9%	-	-	-	0.9	35.7	1.6

C1

PRC for Signalled Lanes (%): 16.6
PRC Over All Lanes (%): 16.6

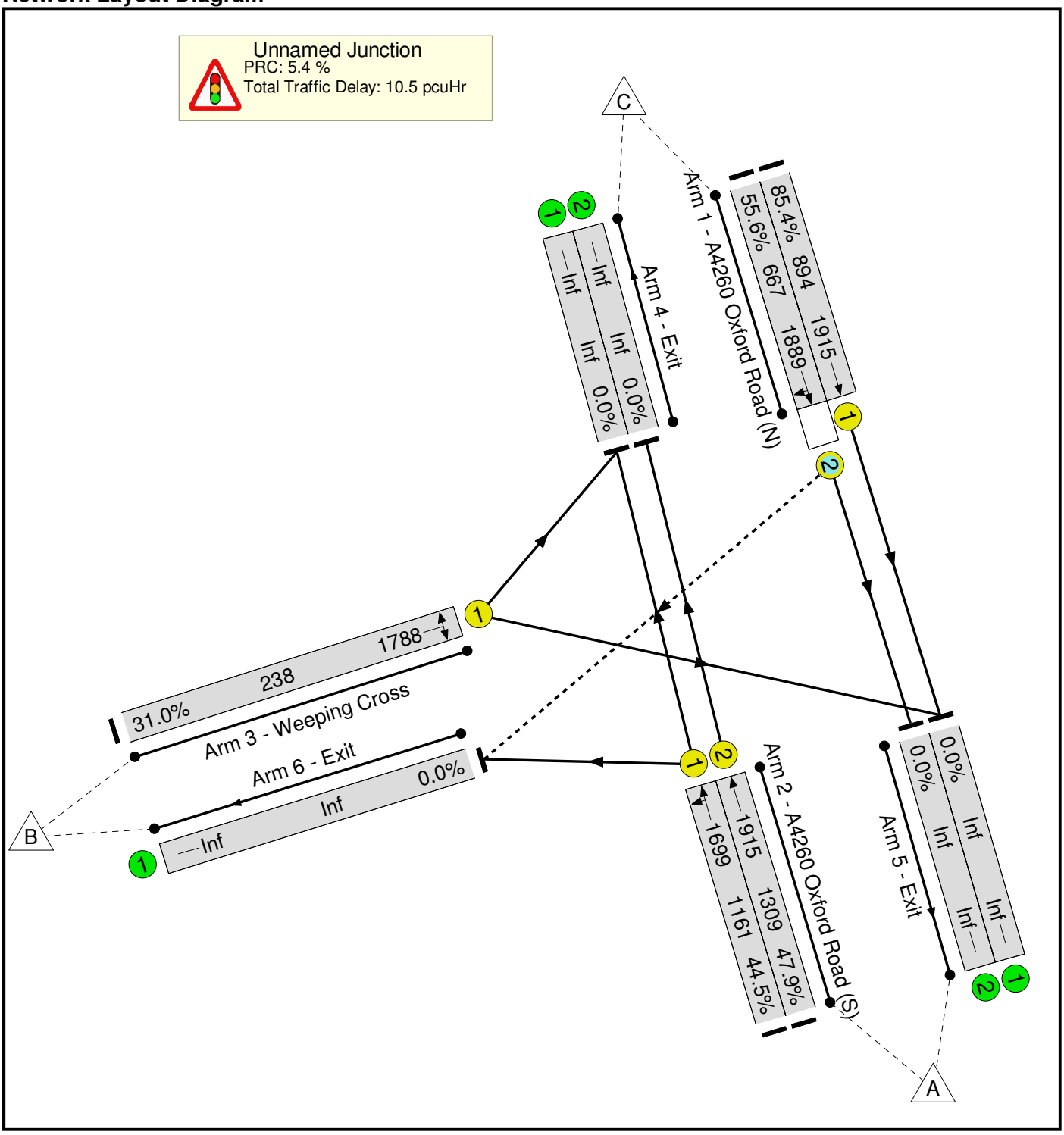
Total Delay for Signalled Lanes (pcuHr): 9.20
Total Delay Over All Lanes(pcuHr): 9.20

Cycle Time (s): 60

Basic Results Summary

Scenario 3: '2021 Baseline + Dev AM Peak' (FG3: '2021 Baseline + Dev AM Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Junction of Oxford Road and Weeping Cross	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.4%**	**52**	**0**	**2**	**10.5**	**-**	**-**
Unnamed Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.4%**	**52**	**0**	**2**	**10.5**	**-**	**-**
1/1	A4260 Oxford Road (N) Ahead	U	B		1	27	-	763	1915	894	85.4%	-	-	-	5.8	27.4	14.0
1/2	A4260 Oxford Road (N) Ahead Right	O	B		1	27	-	371	1889	667	55.6%	52	0	2	1.7	16.9	4.7
2/1	A4260 Oxford Road (S) Ahead Left	U	A		1	40	-	517	1699	1161	44.5%	-	-	-	1.0	7.1	4.3
2/2	A4260 Oxford Road (S) Ahead	U	A		1	40	-	627	1915	1309	47.9%	-	-	-	1.2	7.1	5.3
3/1	Weeping Cross Left Right	U	C		1	7	-	74	1788	238	31.0%	-	-	-	0.7	34.5	1.3

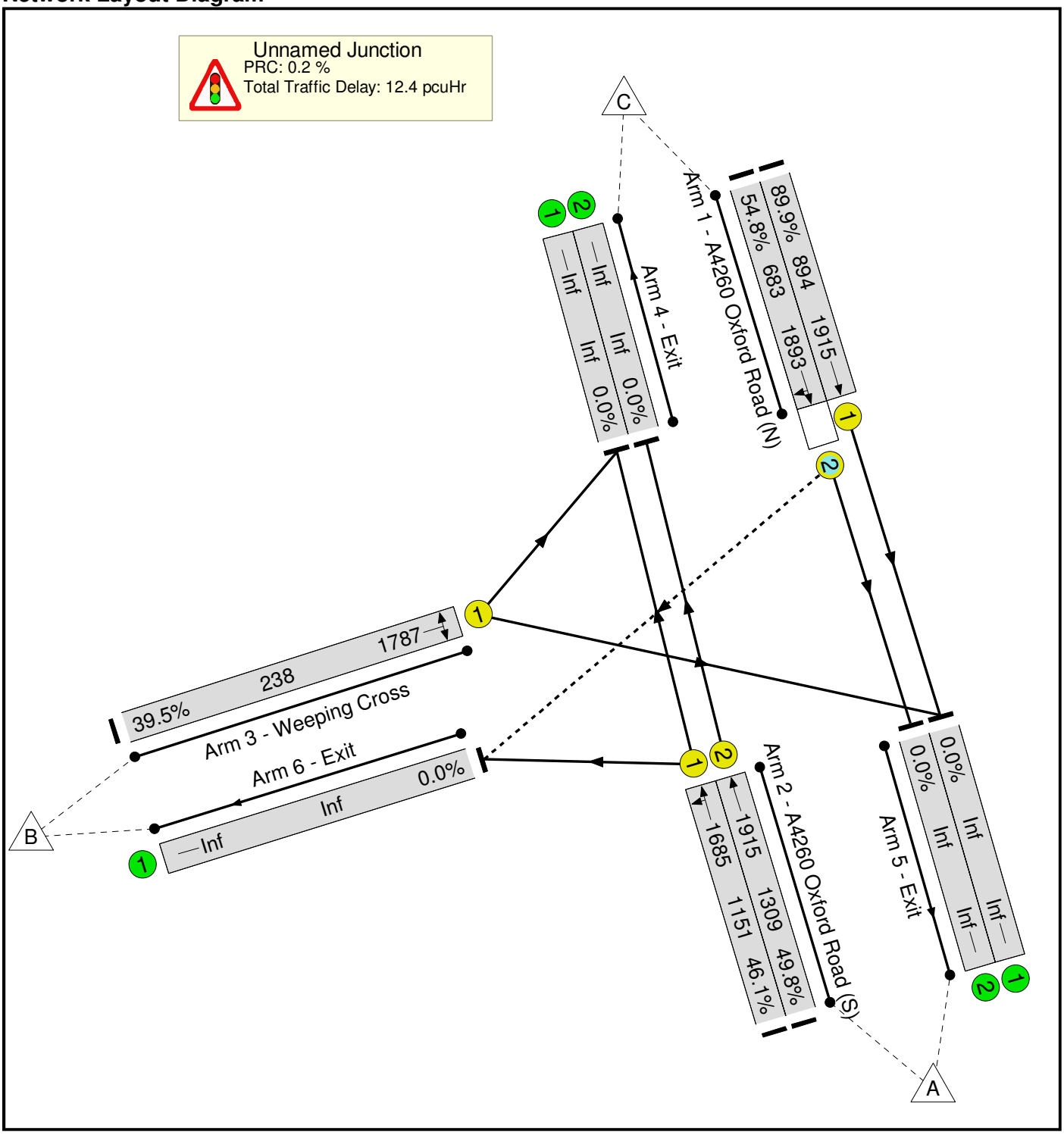
C1 PRC for Signalled Lanes (%): 5.4 Total Delay for Signalled Lanes (pcuHr): 10.52 Cycle Time (s): 60

PRC Over All Lanes (%): 5.4 Total Delay Over All Lanes(pcuHr): 10.52

Basic Results Summary

Scenario 4: '2021 Baseline + Dev PM Peak' (FG4: '2021 Baseline + Dev PM Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Junction of Oxford Road and Weeping Cross	-	-	-		-	-	-	-	-	-	**89.9%**	**45**	**0**	**2**	**12.4**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**89.9%**	**45**	**0**	**2**	**12.4**	-	-
1/1	A4260 Oxford Road (N) Ahead	U	B		1	27	-	803	1915	894	89.9%	-	-	-	7.3	32.9	16.3
1/2	A4260 Oxford Road (N) Ahead Right	O	B		1	27	-	374	1893	683	54.8%	45	0	2	1.7	16.6	4.7
2/1	A4260 Oxford Road (S) Ahead Left	U	A		1	40	-	531	1685	1151	46.1%	-	-	-	1.1	7.3	4.4
2/2	A4260 Oxford Road (S) Ahead	U	A		1	40	-	652	1915	1309	49.8%	-	-	-	1.3	7.3	5.6
3/1	Weeping Cross Left Right	U	C		1	7	-	94	1787	238	39.5%	-	-	-	0.9	36.2	1.7

C1

PRC for Signalled Lanes (%): 0.2 Total Delay for Signalled Lanes (pcuHr): 12.41 Cycle Time (s): 60

PRC Over All Lanes (%): 0.2 Total Delay Over All Lanes(pcuHr): 12.41

APPENDIX O: FARMFIELD ROAD / OXFORD ROAD LINSIG OUTPUT DATA

Basic Results Summary

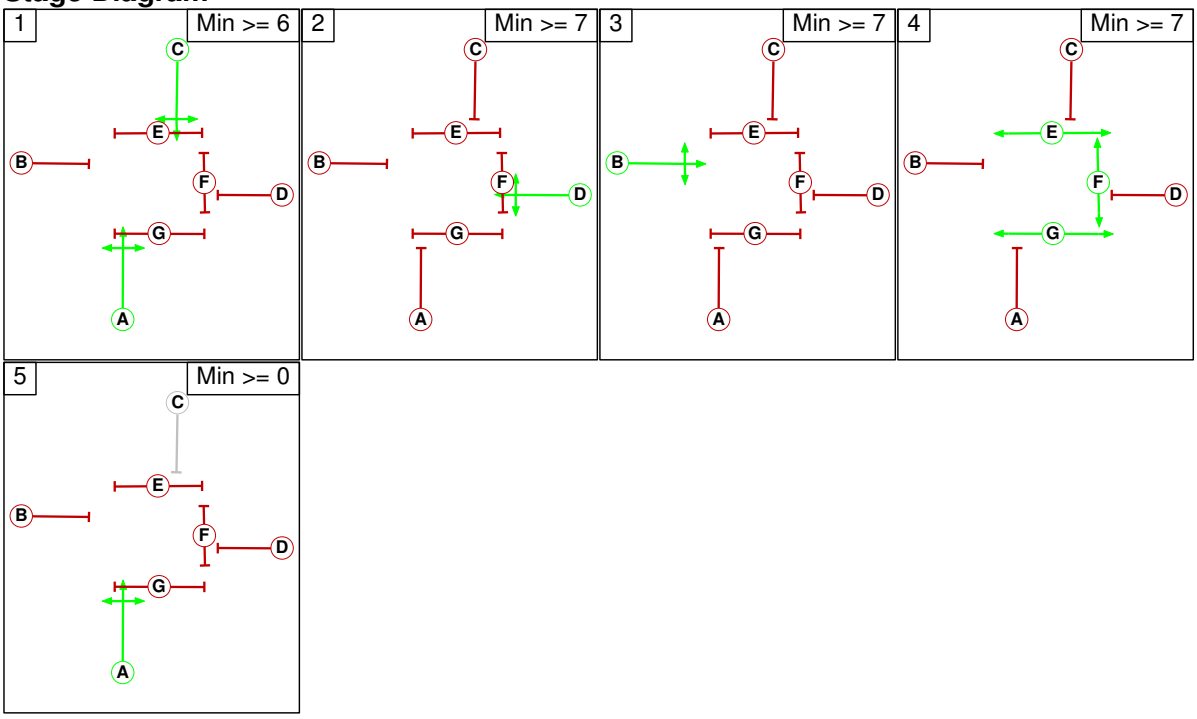
User and Project Details

Project:	
Title:	
Location:	
File name:	Farmfield Road Junction (Alternate).lsg3x
Author:	
Company:	
Address:	
Notes:	

Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G
A		7	-	7	8	8	8
B	5		6	7	8	8	8
C	-	5		7	8	8	8
D	6	7	5		8	8	8
E	13	13	13	13		-	-
F	13	13	13	13	-		-
G	13	13	13	13	-	-	

Stage Diagram



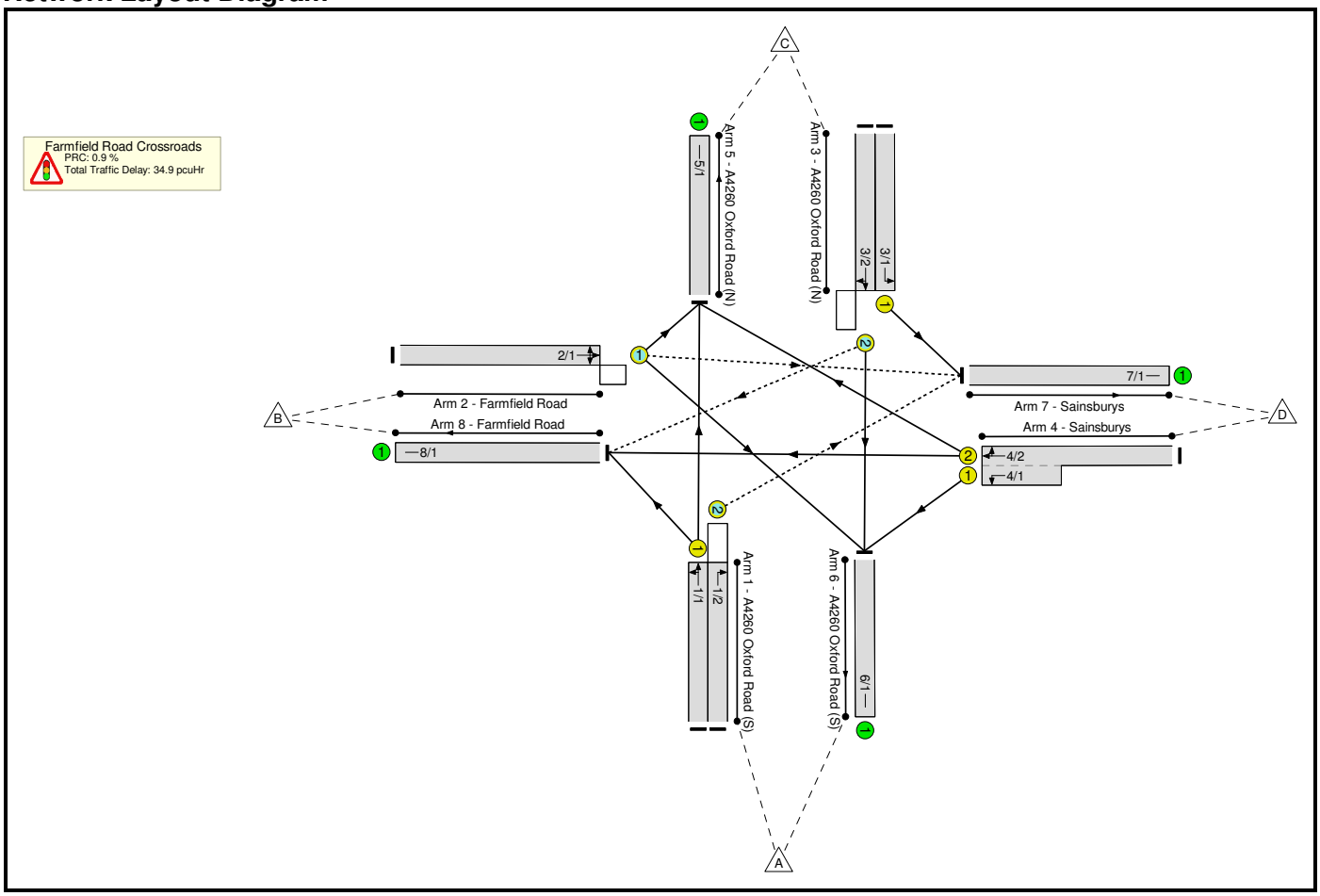
Lane Input Data

Junction: Farmfield Road Crossroads												
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 (A4260 Oxford Road (S))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
											Arm 8 Left	11.00
1/2 (A4260 Oxford Road (S))	O	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Right	29.00
2/1 (Farmfield Road)	O	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Left	12.00
											Arm 6 Right	22.00
											Arm 7 Ahead	Inf
3/1 (A4260 Oxford Road (N))	U	C	2	3	60.0	Geom	-	3.20	0.00	Y	Arm 7 Left	16.00
3/2 (A4260 Oxford Road (N))	O	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Ahead	Inf
											Arm 8 Right	16.00
4/1 (Sainsburys)	U	D	2	3	6.1	Geom	-	3.85	0.00	Y	Arm 6 Left	20.50
4/2 (Sainsburys)	U	D	2	3	60.0	Geom	-	3.85	0.00	Y	Arm 5 Right	20.50
											Arm 8 Ahead	Inf
5/1 (A4260 Oxford Road (N))	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (A4260 Oxford Road (S))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Sainsburys)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Farmfield Road)	U		2	3	60.0	Inf	-	-	-	-	-	-

Basic Results Summary

Scenario 1: '2014 AM' (FG1: '2014 AM Peak (0745-0845)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

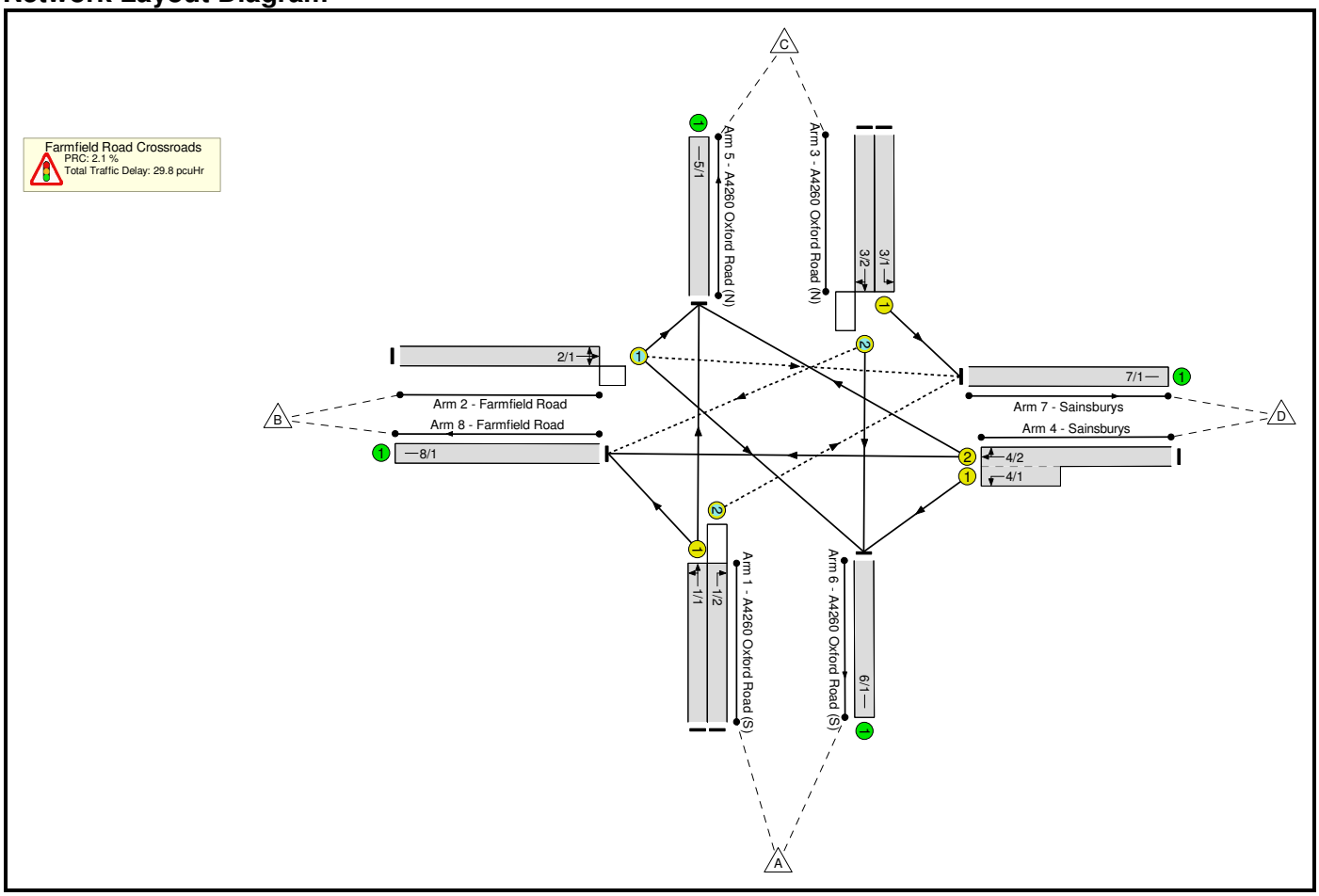
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**89.2%**	**81**	**34**	**18**	**34.9**	-	-
Farmfield Road Crossroads	-	-	-		-	-	-	-	-	-	**89.2%**	**81**	**34**	**18**	**34.9**	-	-
1/1	A4260 Oxford Road (S) Ahead Left	U	A		1	54	-	773	1913	877	88.2%	-	-	-	9.8	45.8	26.9
1/2	A4260 Oxford Road (S) Right	O	A		1	54	-	84	1821	145	57.8%	67	0	17	1.9	83.1	2.3
2/1	Farmfield Road Left Right Ahead	O	B		1	15	-	215	1826	243	88.3%	0	34	1	6.2	103.0	10.1
3/1	A4260 Oxford Road (N) Left	U	C		1	52	-	147	1769	781	18.8%	-	-	-	0.9	23.2	3.1
3/2	A4260 Oxford Road (N) Ahead Right	O	C		1	52	-	725	1911	844	85.9%	15	0	0	9.1	45.0	24.5
4/2+4/1	Sainsburys Right Left Ahead	U	D		1	9	-	240	1883:1864	157+112	89.2 : 89.2%	-	-	-	7.0	104.4	7.9

C1 PRC for Signalled Lanes (%): 0.9 Total Delay for Signalled Lanes (pcuHr): 34.89 Cycle Time (s): 120
PRC Over All Lanes (%): 0.9 Total Delay Over All Lanes(pcuHr): 34.89

Basic Results Summary

Scenario 2: '2014 PM' (FG2: '2014 PM Peak (1700-1800)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**88.2%**	**118**	**27**	**23**	**29.8**	-	-
Farmfield Road Crossroads	-	-	-		-	-	-	-	-	-	**88.2%**	**118**	**27**	**23**	**29.8**	-	-
1/1	A4260 Oxford Road (S) Ahead Left	U	A		1	62	-	880	1902	999	88.1%	-	-	-	9.7	39.5	29.4
1/2	A4260 Oxford Road (S) Right	O	A		1	62	-	107	1821	165	65.0%	85	0	22	2.5	82.7	2.7
2/1	Farmfield Road Left Right Ahead	O	B		1	7	-	69	1854	124	55.8%	0	27	0	1.7	86.5	2.8
3/1	A4260 Oxford Road (N) Left	U	C		1	60	-	118	1769	899	13.1%	-	-	-	0.6	17.9	2.1
3/2	A4260 Oxford Road (N) Ahead Right	O	C		1	60	-	809	1907	969	83.5%	34	0	0	8.3	37.1	25.4
4/2+4/1	Sainsburys Right Left Ahead	U	D		1	9	-	262	1878:1864	156+141	88.2 : 88.2%	-	-	-	7.1	97.7	7.7

C1

PRC for Signalled Lanes (%): 2.1
PRC Over All Lanes (%): 2.1

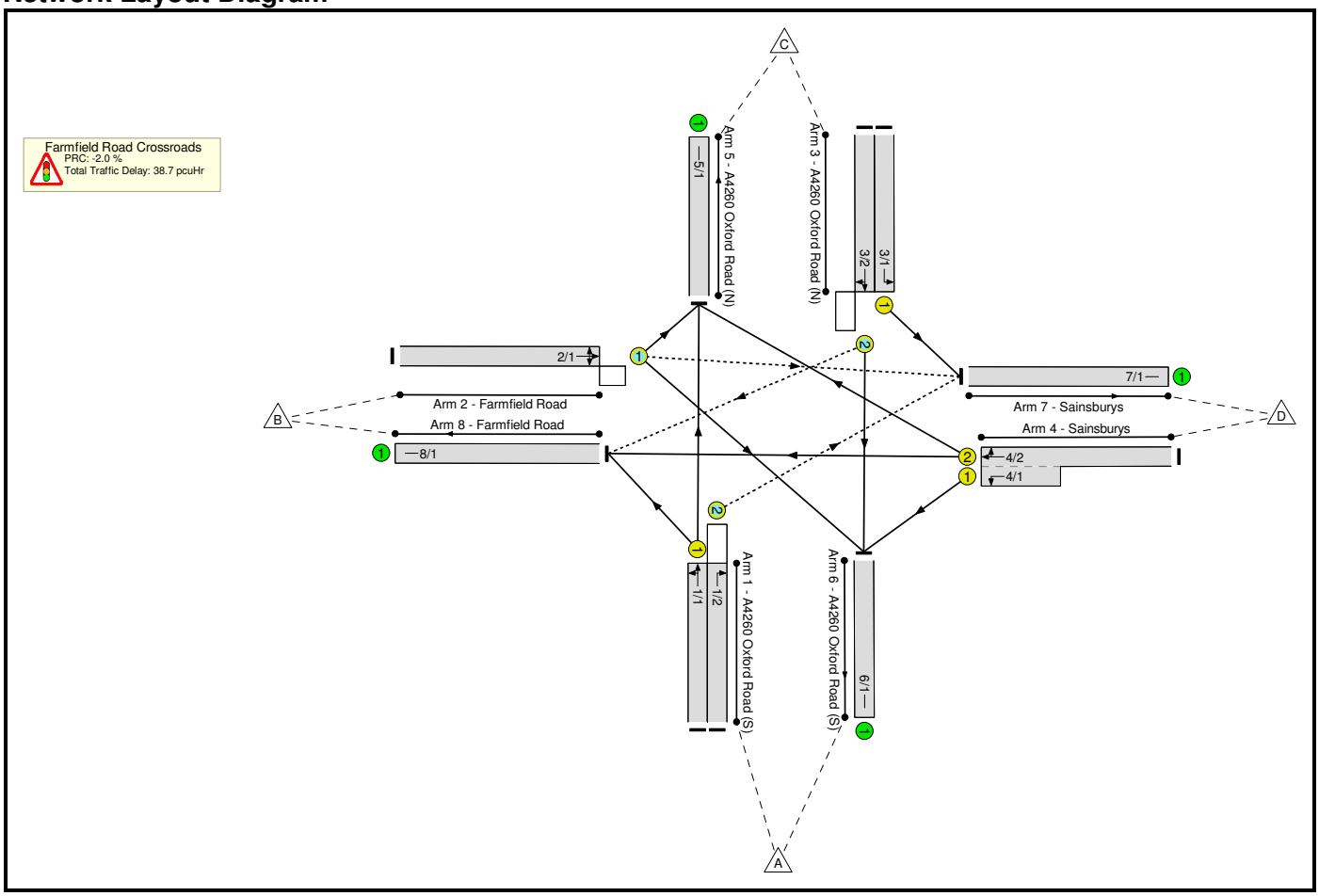
Total Delay for Signalled Lanes (pcuHr): 29.81
Total Delay Over All Lanes(pcuHr): 29.81

Cycle Time (s): 120

Basic Results Summary

Scenario 3: '2016 Growthed AM' (FG11: '2016 Growthed AM Peak (0745-0845)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**91.8%**	**69**	**35**	**34**	**38.7**	-	-
Farmfield Road Crossroads	-	-	-		-	-	-	-	-	-	**91.8%**	**69**	**35**	**34**	**38.7**	-	-
1/1	A4260 Oxford Road (S) Ahead Left	U	A		1	54	-	793	1913	877	90.4%	-	-	-	10.9	49.6	28.7
1/2	A4260 Oxford Road (S) Right	O	A		1	54	-	86	1821	133	64.7%	54	0	32	2.2	93.2	2.5
2/1	Farmfield Road Left Right Ahead	O	B		1	15	-	221	1826	243	90.8%	0	35	1	6.8	111.5	10.9
3/1	A4260 Oxford Road (N) Left	U	C		1	52	-	151	1769	781	19.3%	-	-	-	1.0	23.3	3.2
3/2	A4260 Oxford Road (N) Ahead Right	O	C		1	52	-	744	1911	844	88.1%	15	0	0	9.9	47.9	26.0
4/2+4/1	Sainsburys Right Left Ahead	U	D		1	9	-	247	1883:1864	157+112	91.8 : 91.8%	-	-	-	7.8	113.5	8.8

C1

PRC for Signalled Lanes (%): -2.0
PRC Over All Lanes (%): -2.0

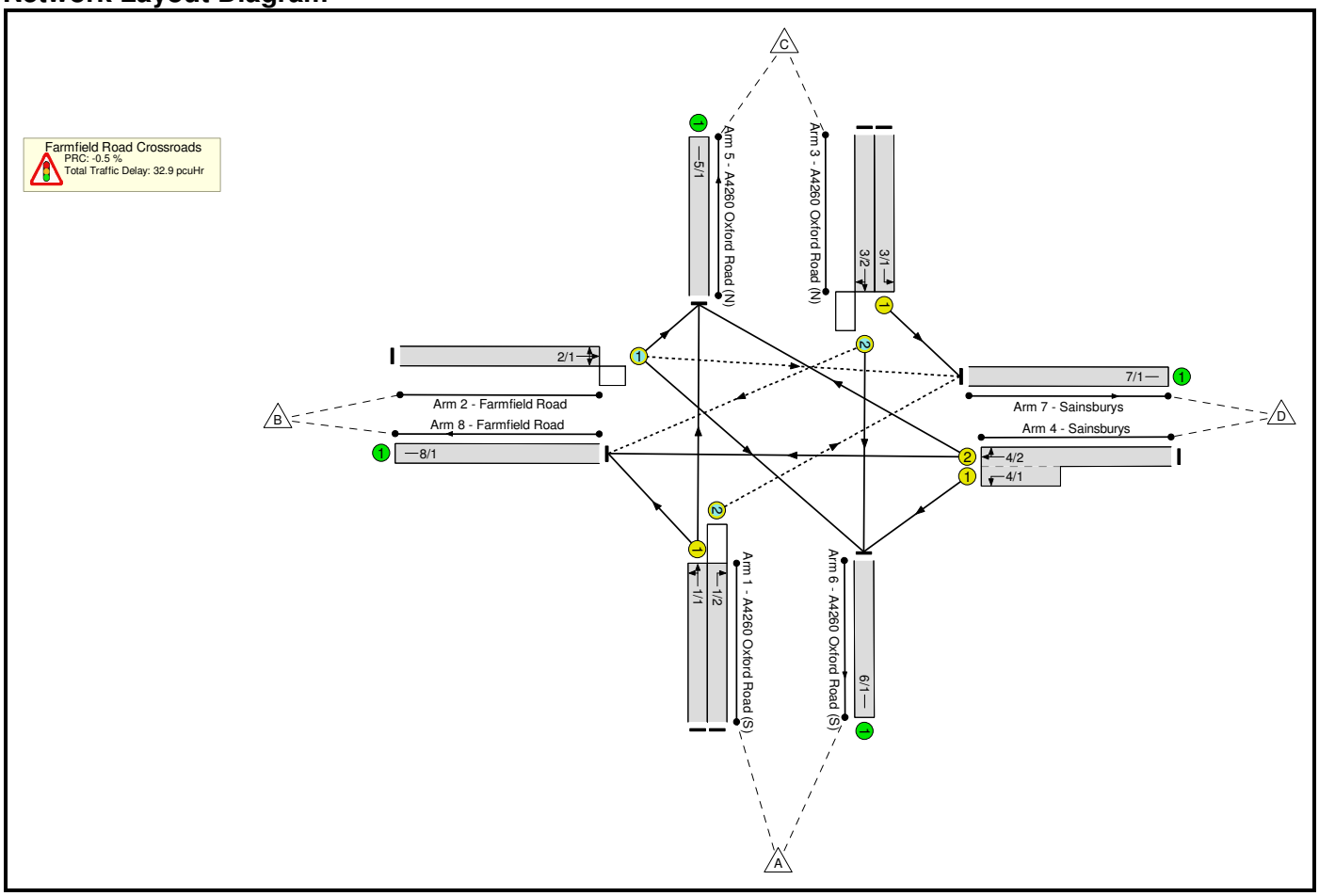
Total Delay for Signalled Lanes (pcuHr): 38.65
Total Delay Over All Lanes(pcuHr): 38.65

Cycle Time (s): 120

Basic Results Summary

Scenario 4: '2016 Growthed PM' (FG12: '2016 Growthed PM Peak (1700-1800)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**90.4%**	**106**	**28**	**39**	**32.9**	-	-
Farmfield Road Crossroads	-	-	-		-	-	-	-	-	-	**90.4%**	**106**	**28**	**39**	**32.9**	-	-
1/1	A4260 Oxford Road (S) Ahead Left	U	A		1	62	-	903	1902	999	90.4%	-	-	-	10.8	43.0	31.4
1/2	A4260 Oxford Road (S) Right	O	A		1	62	-	110	1821	152	72.4%	71	0	39	2.9	95.2	3.1
2/1	Farmfield Road Left Right Ahead	O	B		1	7	-	72	1854	124	58.3%	0	28	0	1.8	88.4	3.0
3/1	A4260 Oxford Road (N) Left	U	C		1	60	-	121	1769	899	13.5%	-	-	-	0.6	17.9	2.2
3/2	A4260 Oxford Road (N) Ahead Right	O	C		1	60	-	831	1907	969	85.7%	35	0	0	9.1	39.3	26.9
4/2+4/1	Sainsburys Right Left Ahead	U	D		1	9	-	268	1877:1864	156+141	90.1 : 90.1%	-	-	-	7.7	103.5	8.3

C1

PRC for Signalled Lanes (%): -0.5
PRC Over All Lanes (%): -0.5

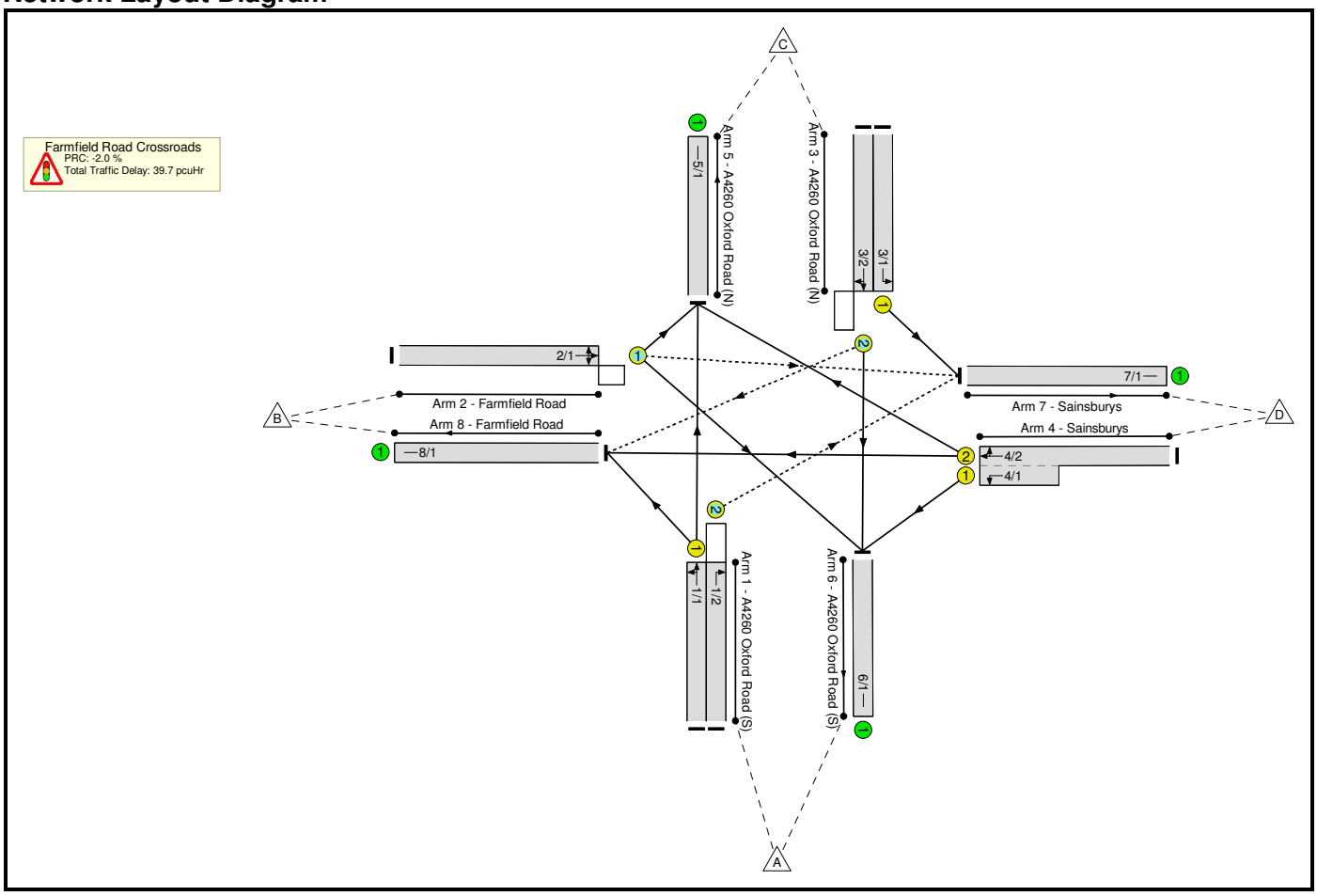
Total Delay for Signalled Lanes (pcuHr): 32.86
Total Delay Over All Lanes(pcuHr): 32.86

Cycle Time (s): 120

Basic Results Summary

Scenario 5: '2016 Growthed + Dev AM' (FG15: '2016 Growthed + Dev AM Peak (0745-0845)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**91.8%**	**66**	**35**	**36**	**39.7**	-	-
Farmfield Road Crossroads	-	-	-		-	-	-	-	-	-	**91.8%**	**66**	**35**	**36**	**39.7**	-	-
1/1	A4260 Oxford Road (S) Ahead Left	U	A		1	54	-	804	1913	877	91.7%	-	-	-	11.7	52.2	29.9
1/2	A4260 Oxford Road (S) Right	O	A		1	54	-	86	1821	131	65.8%	51	0	35	2.3	95.3	2.5
2/1	Farmfield Road Left Right Ahead	O	B		1	15	-	221	1826	243	90.8%	0	35	1	6.8	111.5	10.9
3/1	A4260 Oxford Road (N) Left	U	C		1	52	-	151	1769	781	19.3%	-	-	-	1.0	23.3	3.2
3/2	A4260 Oxford Road (N) Ahead Right	O	C		1	52	-	749	1911	844	88.7%	15	0	0	10.2	48.8	26.5
4/2+4/1	Sainsburys Right Left Ahead	U	D		1	9	-	247	1883:1864	157+112	91.8 : 91.8%	-	-	-	7.8	113.5	8.8

C1

PRC for Signalled Lanes (%): -2.0
PRC Over All Lanes (%): -2.0

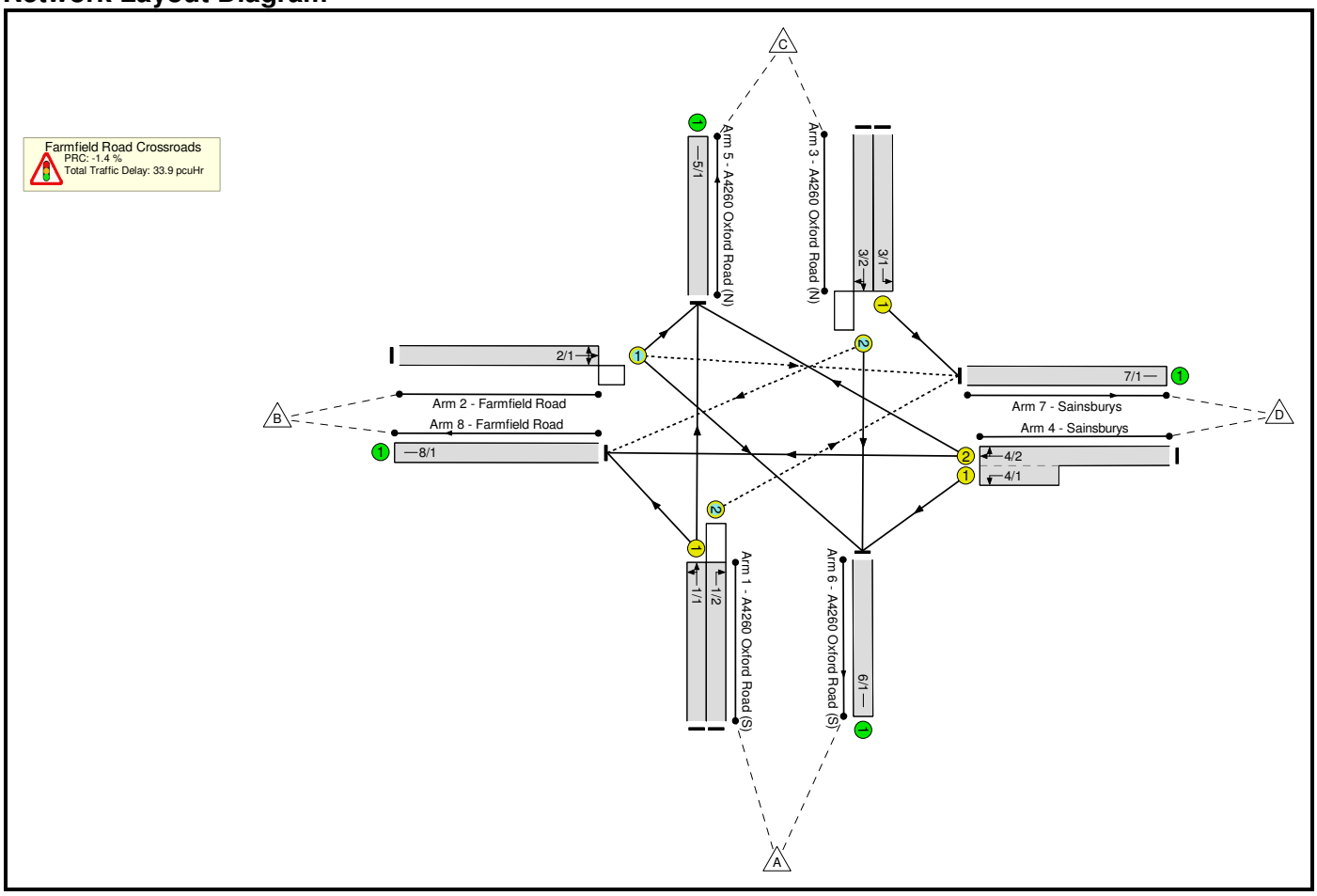
Total Delay for Signalled Lanes (pcuHr): 39.69
Total Delay Over All Lanes(pcuHr): 39.69

Cycle Time (s): 120

Basic Results Summary

Scenario 6: '2016 Growthed + Dev PM' (FG16: '2016 Growthed + Dev PM Peak (1700-1800)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**91.2%**	**100**	**28**	**45**	**33.9**	-	-
Farmfield Road Crossroads	-	-	-		-	-	-	-	-	-	**91.2%**	**100**	**28**	**45**	**33.9**	-	-
1/1	A4260 Oxford Road (S) Ahead Left	U	A		1	62	-	911	1902	999	91.2%	-	-	-	11.3	44.6	32.3
1/2	A4260 Oxford Road (S) Right	O	A		1	62	-	110	1821	146	75.3%	65	0	45	3.1	101.8	3.2
2/1	Farmfield Road Left Right Ahead	O	B		1	7	-	73	1854	124	59.1%	0	28	0	1.8	89.0	3.1
3/1	A4260 Oxford Road (N) Left	U	C		1	60	-	121	1769	899	13.5%	-	-	-	0.6	17.9	2.2
3/2	A4260 Oxford Road (N) Ahead Right	O	C		1	60	-	841	1908	970	86.7%	35	0	0	9.4	40.4	27.6
4/2+4/1	Sainsburys Right Left Ahead	U	D		1	9	-	268	1877:1864	156+141	90.1 : 90.1%	-	-	-	7.7	103.5	8.3

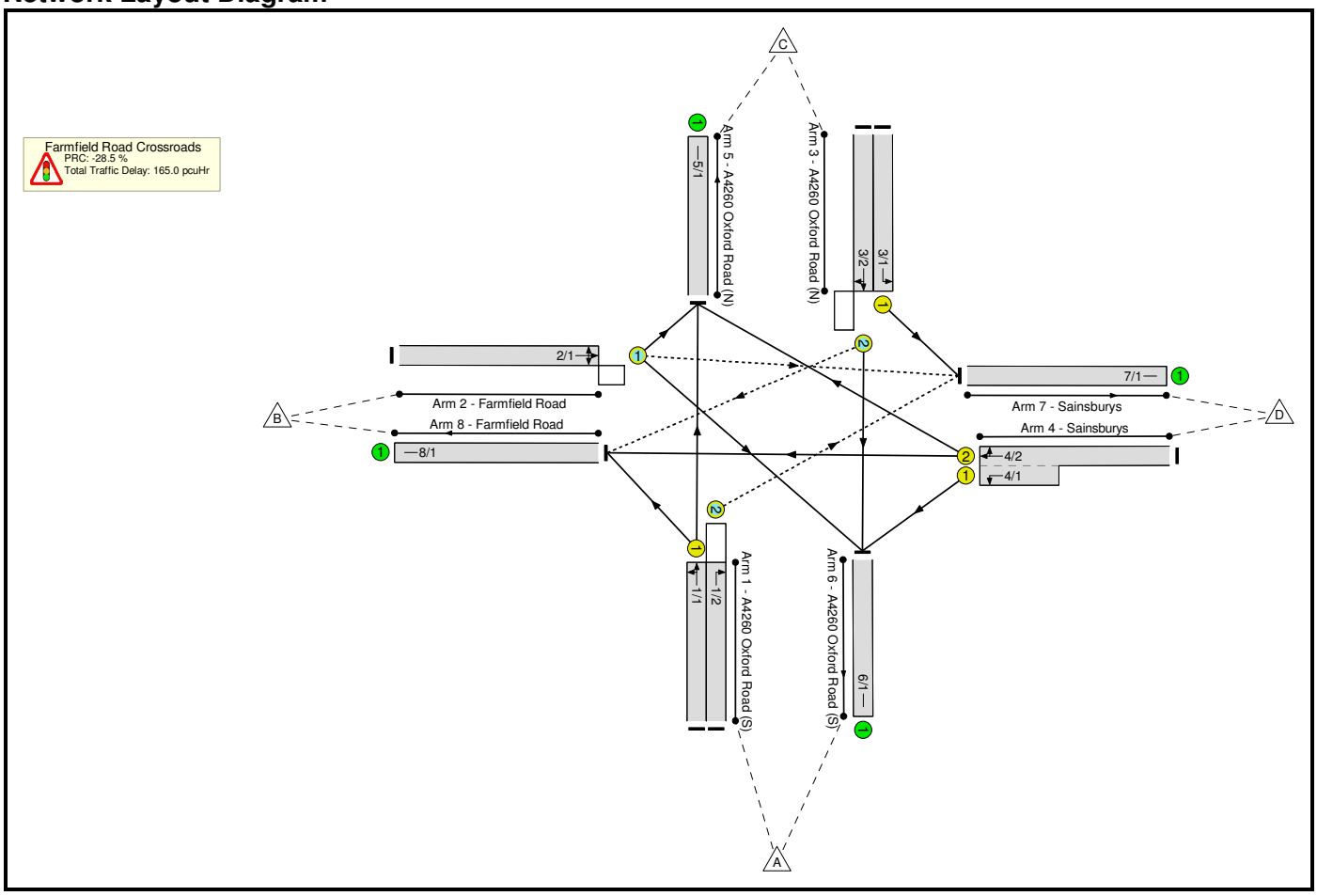
C1 PRC for Signalled Lanes (%): -1.4 Total Delay for Signalled Lanes (pcuHr): 33.93 Cycle Time (s): 120

PRC Over All Lanes (%): -1.4 Total Delay Over All Lanes(pcuHr): 33.93

Basic Results Summary

Scenario 7: '2016 Baseline + Dev AM' (FG7: '2016 Baseline + Dev AM Peak (0745-0845)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**115.7%**	**0**	**28**	**106**	**165.0**	-	-
Farmfield Road Crossroads	-	-	-		-	-	-	-	-	-	**115.7%**	**0**	**28**	**106**	**165.0**	-	-
1/1	A4260 Oxford Road (S) Ahead Left	U	A		1	58	-	1085	1908	938	115.7%	-	-	-	94.7	314.2	118.0
1/2	A4260 Oxford Road (S) Right	O	A		1	58	-	86	1821	90	95.6%	0	0	86	5.2	218.6	5.3
2/1	Farmfield Road Left Right Ahead	O	B		1	13	-	233	1826	213	109.4%	0	28	5	18.4	284.1	22.5
3/1	A4260 Oxford Road (N) Left	U	C		1	56	-	151	1769	840	18.0%	-	-	-	0.9	20.7	3.0
3/2	A4260 Oxford Road (N) Ahead Right	O	C		1	56	-	904	1912	908	99.5%	0	0	15	22.0	87.7	43.9
4/2+4/1	Sainsburys Right Left Ahead	U	D		1	7	-	247	1883:1864	126+90	114.7 : 114.7%	-	-	-	23.8	346.4	24.5

C1

PRC for Signalled Lanes (%): -28.5
PRC Over All Lanes (%): -28.5

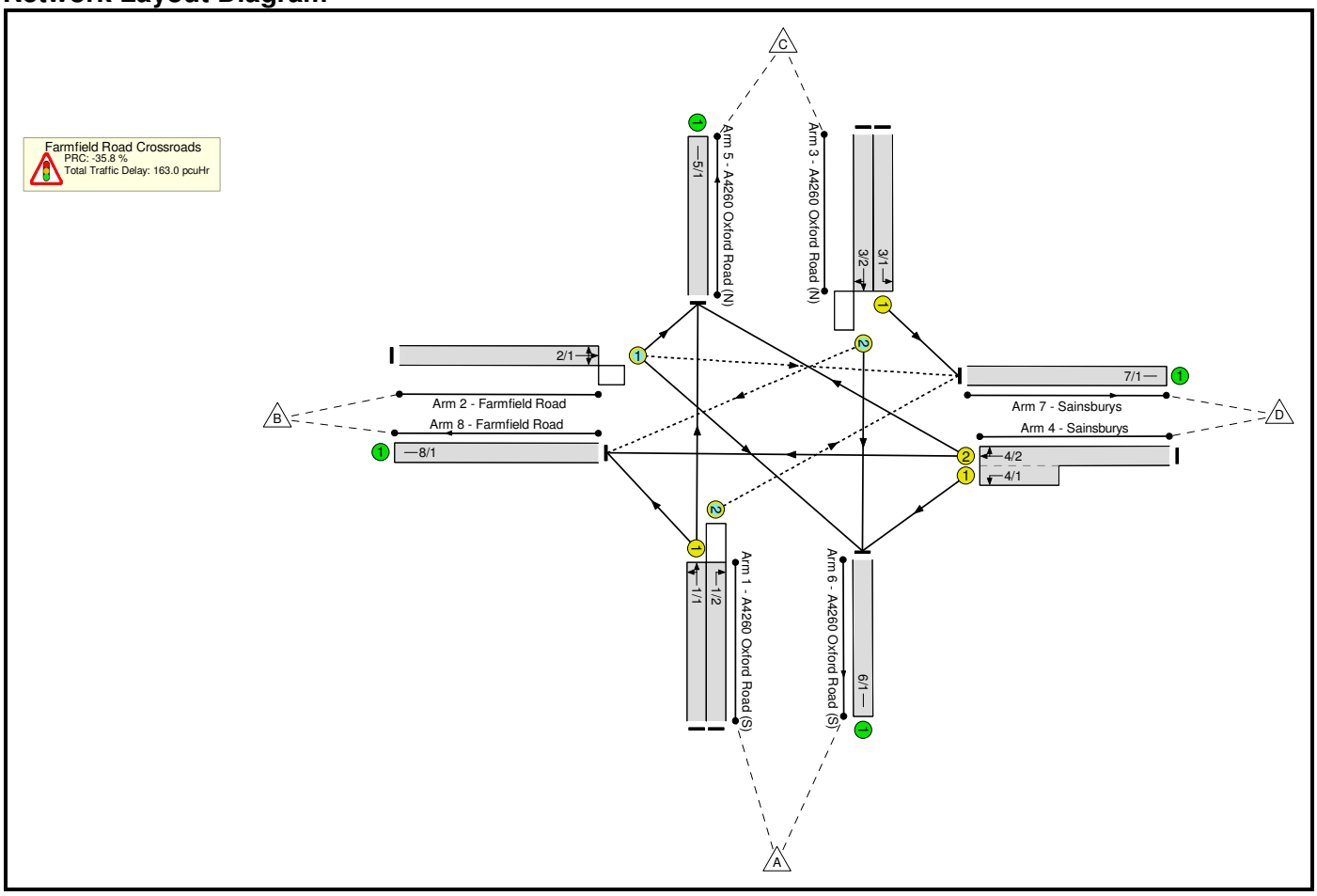
Total Delay for Signalled Lanes (pcuHr): 164.95
Total Delay Over All Lanes(pcuHr): 164.95

Cycle Time (s): 120

Basic Results Summary

Scenario 8: '2016 Baseline + Dev PM' (FG8: '2016 Baseline + Dev PM Peak (1700-1800)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**122.2%**	**0**	**28**	**123**	**163.0**	-	-
Farmfield Road Crossroads	-	-	-		-	-	-	-	-	-	**122.2%**	**0**	**28**	**123**	**163.0**	-	-
1/1	A4260 Oxford Road (S) Ahead Left	U	A		1	64	-	1110	1900	1029	107.9%	-	-	-	59.5	193.0	86.1
1/2	A4260 Oxford Road (S) Right	O	A		1	64	-	110	1821	90	122.2%	0	0	90	15.1	493.9	15.2
2/1	Farmfield Road Left Right Ahead	O	B		1	7	-	93	1851	123	75.4%	0	28	0	2.8	109.3	4.4
3/1	A4260 Oxford Road (N) Left	U	C		1	62	-	121	1769	929	13.0%	-	-	-	0.6	16.8	2.1
3/2	A4260 Oxford Road (N) Ahead Right	O	C		1	62	-	1095	1909	1002	109.3%	0	0	32	65.9	216.7	91.3
4/2+4/1	Sainsburys Right Left Ahead	U	D		1	7	-	268	1877:1864	125+124	112.7 : 102.2%	-	-	-	19.1	256.3	19.3

C1

PRC for Signalled Lanes (%): -35.8
PRC Over All Lanes (%): -35.8

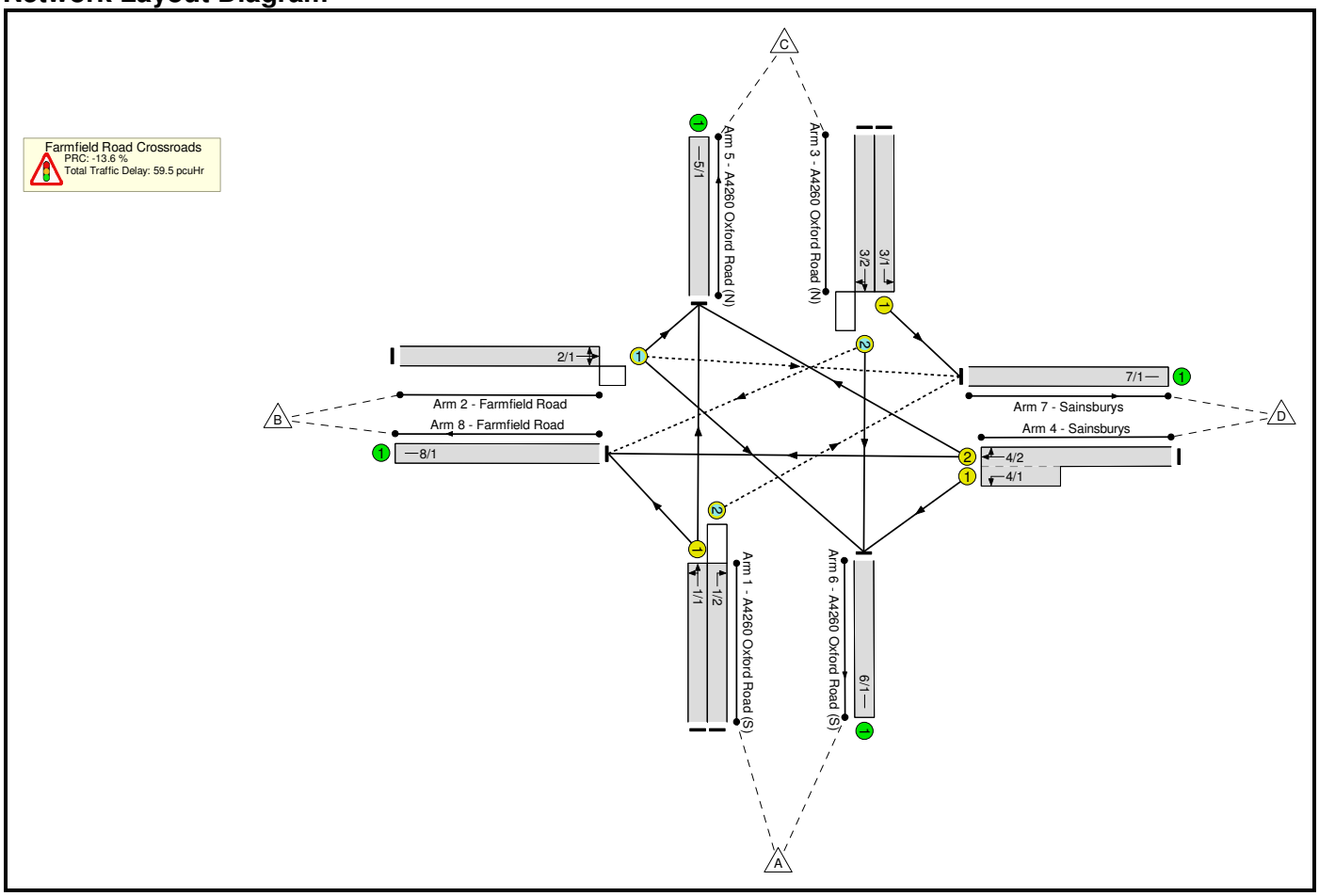
Total Delay for Signalled Lanes (pcuHr): 162.97
Total Delay Over All Lanes(pcuHr): 162.97

Cycle Time (s): 120

Basic Results Summary

Scenario 9: '2021 Growthed AM' (FG13: '2021 Growthed AM Peak (0745-0845)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**102.2%**	**35**	**35**	**76**	**59.5**	-	-
Farmfield Road Crossroads	-	-	-		-	-	-	-	-	-	**102.2%**	**35**	**35**	**76**	**59.5**	-	-
1/1	A4260 Oxford Road (S) Ahead Left	U	A		1	54	-	852	1913	877	97.2%	-	-	-	17.2	72.6	37.3
1/2	A4260 Oxford Road (S) Right	O	A		1	54	-	92	1821	90	102.2%	24	0	66	7.0	272.2	7.1
2/1	Farmfield Road Left Right Ahead	O	B		1	15	-	236	1826	243	96.9%	0	35	4	9.4	143.9	13.8
3/1	A4260 Oxford Road (N) Left	U	C		1	52	-	162	1769	781	20.7%	-	-	-	1.1	23.5	3.4
3/2	A4260 Oxford Road (N) Ahead Right	O	C		1	52	-	798	1911	844	94.5%	11	0	6	14.0	63.0	32.2
4/2+4/1	Sainsburys Right Left Ahead	U	D		1	9	-	264	1883:1864	157+112	98.1 : 98.1%	-	-	-	11.0	149.4	12.1

C1

PRC for Signalled Lanes (%): -13.6
PRC Over All Lanes (%): -13.6

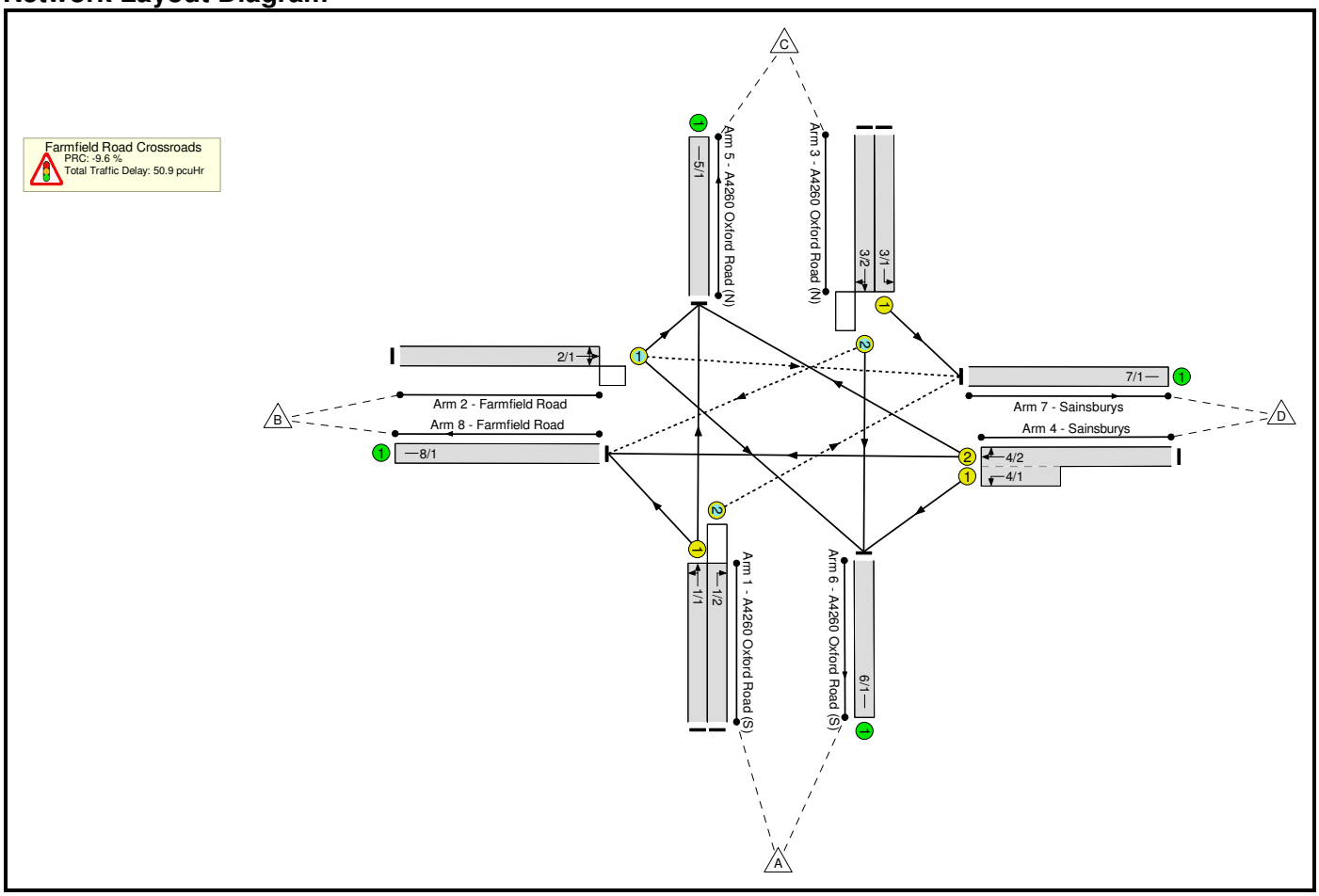
Total Delay for Signalled Lanes (pcuHr): 59.53
Total Delay Over All Lanes(pcuHr): 59.53

Cycle Time (s): 120

Basic Results Summary

Scenario 10: '2021 Growthed PM' (FG14: '2021 Growthed PM Peak (1700-1800)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**98.7%**	**48**	**29**	**109**	**50.9**	-	-
Farmfield Road Crossroads	-	-	-		-	-	-	-	-	-	**98.7%**	**48**	**29**	**109**	**50.9**	-	-
1/1	A4260 Oxford Road (S) Ahead Left	U	A		1	62	-	971	1902	999	97.2%	-	-	-	17.6	65.3	41.4
1/2	A4260 Oxford Road (S) Right	O	A		1	62	-	118	1821	120	98.7%	38	0	80	7.0	213.5	7.0
2/1	Farmfield Road Left Right Ahead	O	B		1	7	-	76	1855	124	61.5%	0	29	0	1.9	91.1	3.2
3/1	A4260 Oxford Road (N) Left	U	C		1	60	-	130	1769	899	14.5%	-	-	-	0.7	18.0	2.4
3/2	A4260 Oxford Road (N) Ahead Right	O	C		1	60	-	893	1907	969	92.1%	10	0	28	12.3	49.4	32.4
4/2+4/1	Sainsburys Right Left Ahead	U	D		1	9	-	290	1878:1864	156+140	97.8 : 97.8%	-	-	-	11.4	141.8	12.1

C1

PRC for Signalled Lanes (%): -9.6
PRC Over All Lanes (%): -9.6

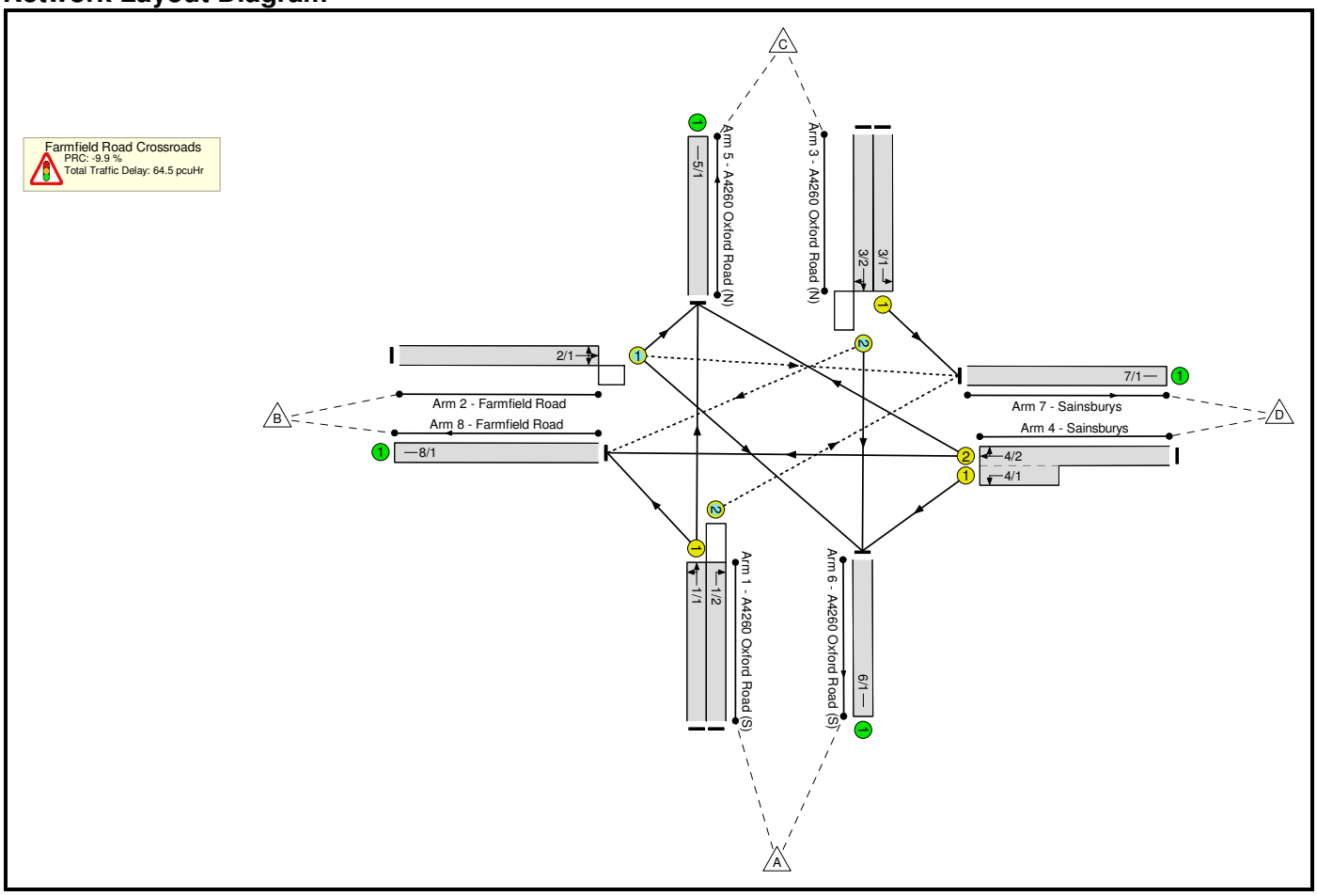
Total Delay for Signalled Lanes (pcuHr): 50.85
Total Delay Over All Lanes(pcuHr): 50.85

Cycle Time (s): 120

Basic Results Summary

Scenario 11: '2021 Growthed + Dev AM' (FG17: '2021 Growthed + Dev AM Peak (0745-0845)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**98.9%**	**9**	**50**	**89**	**64.5**	-	-
Farmfield Road Crossroads	-	-	-		-	-	-	-	-	-	**98.9%**	**9**	**50**	**89**	**64.5**	-	-
1/1	A4260 Oxford Road (S) Ahead Left	U	A		1	54	-	863	1913	877	98.4%	-	-	-	19.3	80.6	39.9
1/2	A4260 Oxford Road (S) Right	O	A		1	54	-	92	1821	105	87.5%	5	15	72	3.9	150.8	4.3
2/1	Farmfield Road Left Right Ahead	O	B		1	15	-	236	1826	243	96.9%	0	35	4	9.4	143.9	13.8
3/1	A4260 Oxford Road (N) Left	U	C		1	50	-	162	1769	752	21.5%	-	-	-	1.1	24.9	3.5
3/2	A4260 Oxford Road (N) Ahead Right	O	C		1	50	-	803	1911	812	98.9%	4	0	13	19.8	88.8	38.6
4/2+4/1	Sainsburys Right Left Ahead	U	D		1	9	-	264	1883:1864	157+112	98.1 : 98.1%	-	-	-	11.0	149.4	12.1

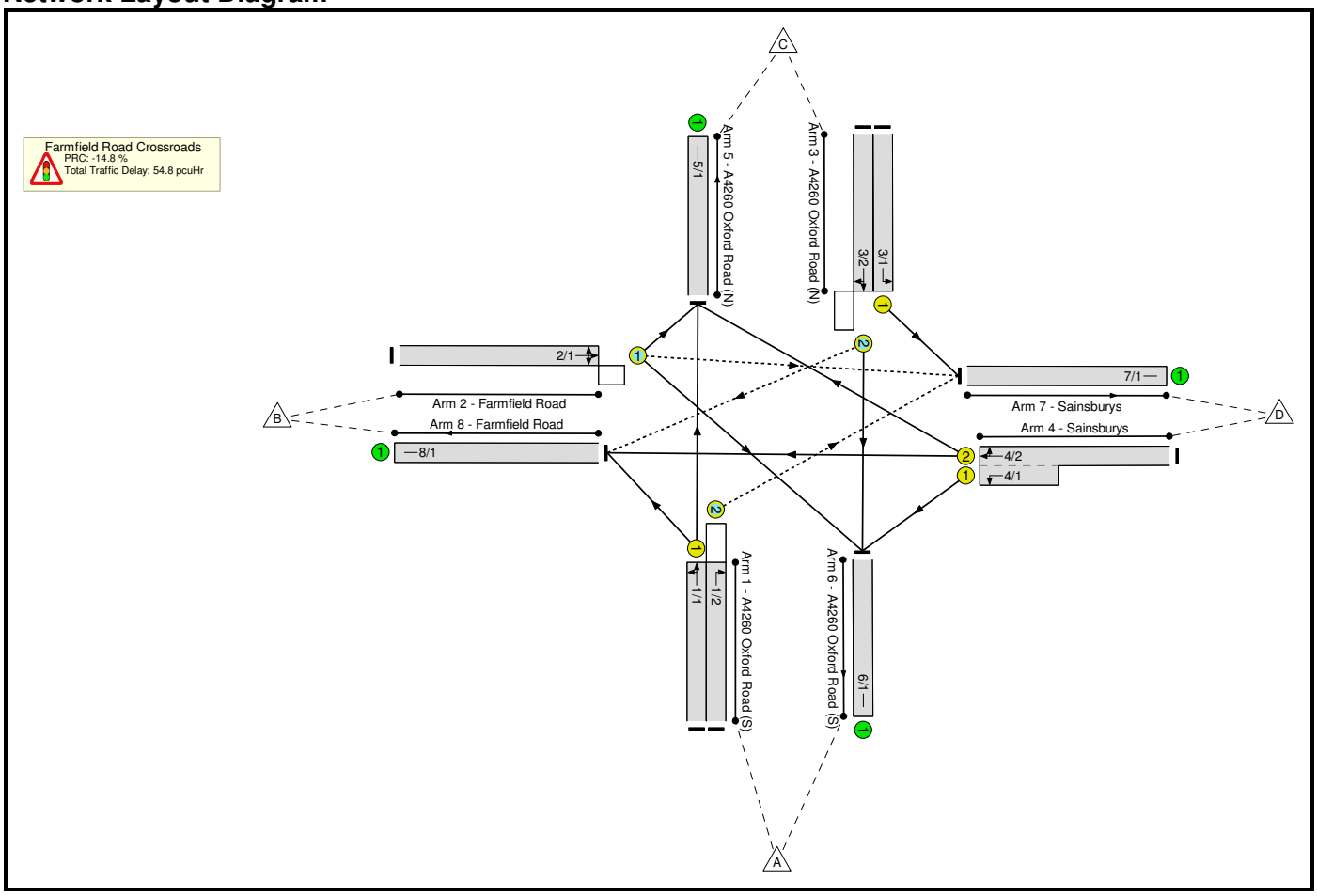
C1 PRC for Signalled Lanes (%): -9.9 Total Delay for Signalled Lanes (pcuHr): 64.50 Cycle Time (s): 120

PRC Over All Lanes (%): -9.9 Total Delay Over All Lanes(pcuHr): 64.50

Basic Results Summary

Scenario 12: '2021 Growthed + Dev PM' (FG18: '2021 Growthed + Dev PM Peak (1700-1800)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**103.3%**	**39**	**29**	**114**	**54.8**	-	-
Farmfield Road Crossroads	-	-	-		-	-	-	-	-	-	**103.3%**	**39**	**29**	**114**	**54.8**	-	-
1/1	A4260 Oxford Road (S) Ahead Left	U	A		1	62	-	979	1902	999	98.0%	-	-	-	19.1	70.2	43.3
1/2	A4260 Oxford Road (S) Right	O	A		1	62	-	118	1821	114	103.3%	33	0	82	8.6	262.3	8.6
2/1	Farmfield Road Left Right Ahead	O	B		1	7	-	77	1855	124	62.3%	0	29	0	2.0	91.8	3.3
3/1	A4260 Oxford Road (N) Left	U	C		1	60	-	130	1769	899	14.5%	-	-	-	0.7	18.0	2.4
3/2	A4260 Oxford Road (N) Ahead Right	O	C		1	60	-	903	1907	969	93.2%	6	0	32	13.0	52.0	33.9
4/2+4/1	Sainsburys Right Left Ahead	U	D		1	9	-	290	1878:1864	156+140	97.8 : 97.8%	-	-	-	11.4	141.8	12.1

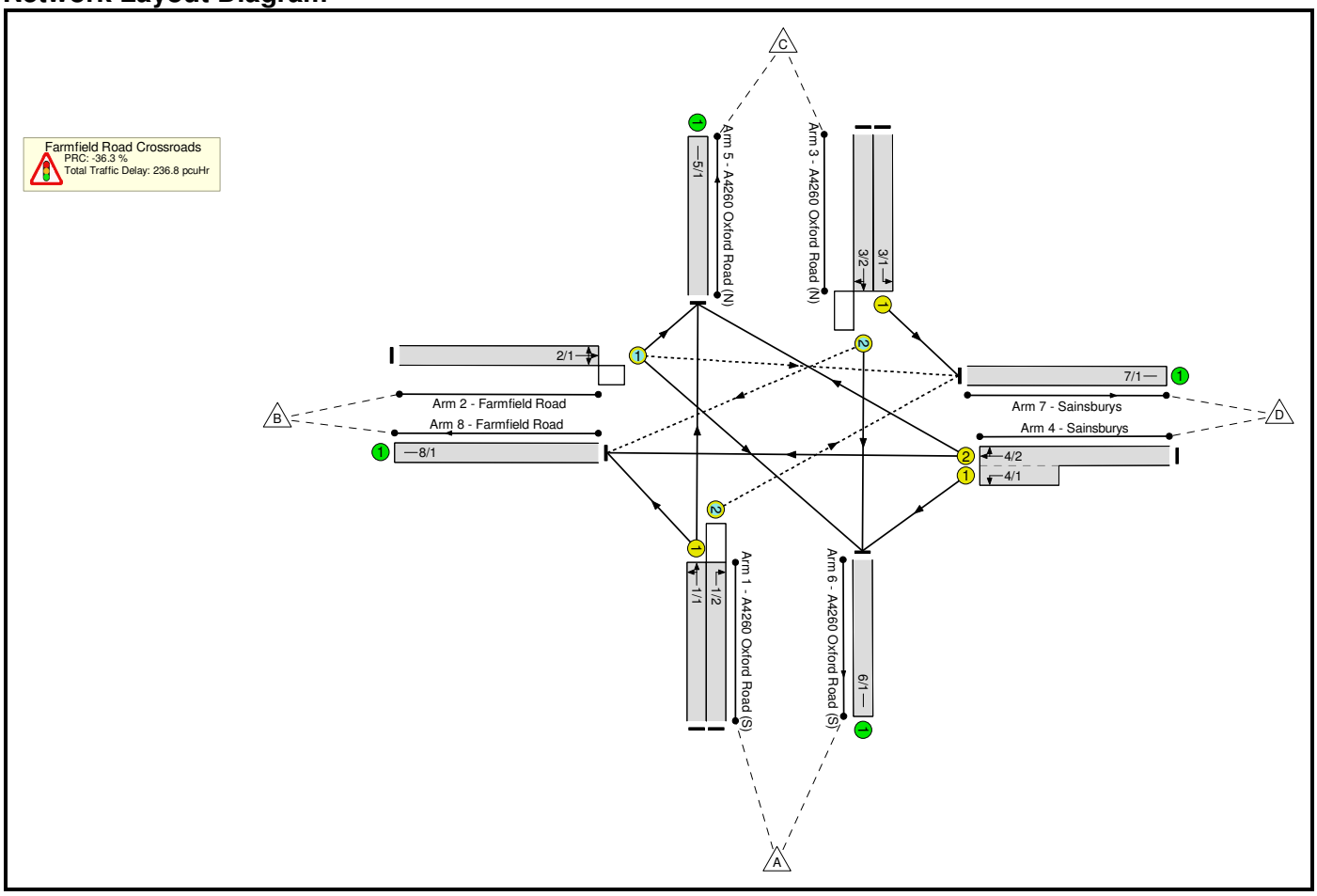
C1 PRC for Signalled Lanes (%): -14.8 Total Delay for Signalled Lanes (pcuHr): 54.76 Cycle Time (s): 120

PRC Over All Lanes (%): -14.8 Total Delay Over All Lanes(pcuHr): 54.76

Basic Results Summary

Scenario 13: '2021 Baseline + Dev AM' (FG9: '2021 Baseline + Dev AM Peak (0745-0845)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**122.7%**	**0**	**29**	**111**	**236.8**	-	-
Farmfield Road Crossroads	-	-	-		-	-	-	-	-	-	**122.7%**	**0**	**29**	**111**	**236.8**	-	-
1/1	A4260 Oxford Road (S) Ahead Left	U	A		1	58	-	1144	1908	938	121.9%	-	-	-	127.3	400.6	150.7
1/2	A4260 Oxford Road (S) Right	O	A		1	58	-	92	1821	90	102.2%	0	0	90	7.0	274.1	7.0
2/1	Farmfield Road Left Right Ahead	O	B		1	13	-	248	1827	213	116.3%	0	29	5	25.6	371.4	29.9
3/1	A4260 Oxford Road (N) Left	U	C		1	56	-	162	1769	840	19.3%	-	-	-	0.9	20.9	3.2
3/2	A4260 Oxford Road (N) Ahead Right	O	C		1	56	-	958	1912	908	105.5%	0	0	16	43.7	164.2	65.9
4/2+4/1	Sainsburys Right Left Ahead	U	D		1	7	-	264	1883:1864	126+90	122.7 : 122.7%	-	-	-	32.3	440.3	33.2

C1

PRC for Signalled Lanes (%): -36.3
PRC Over All Lanes (%): -36.3

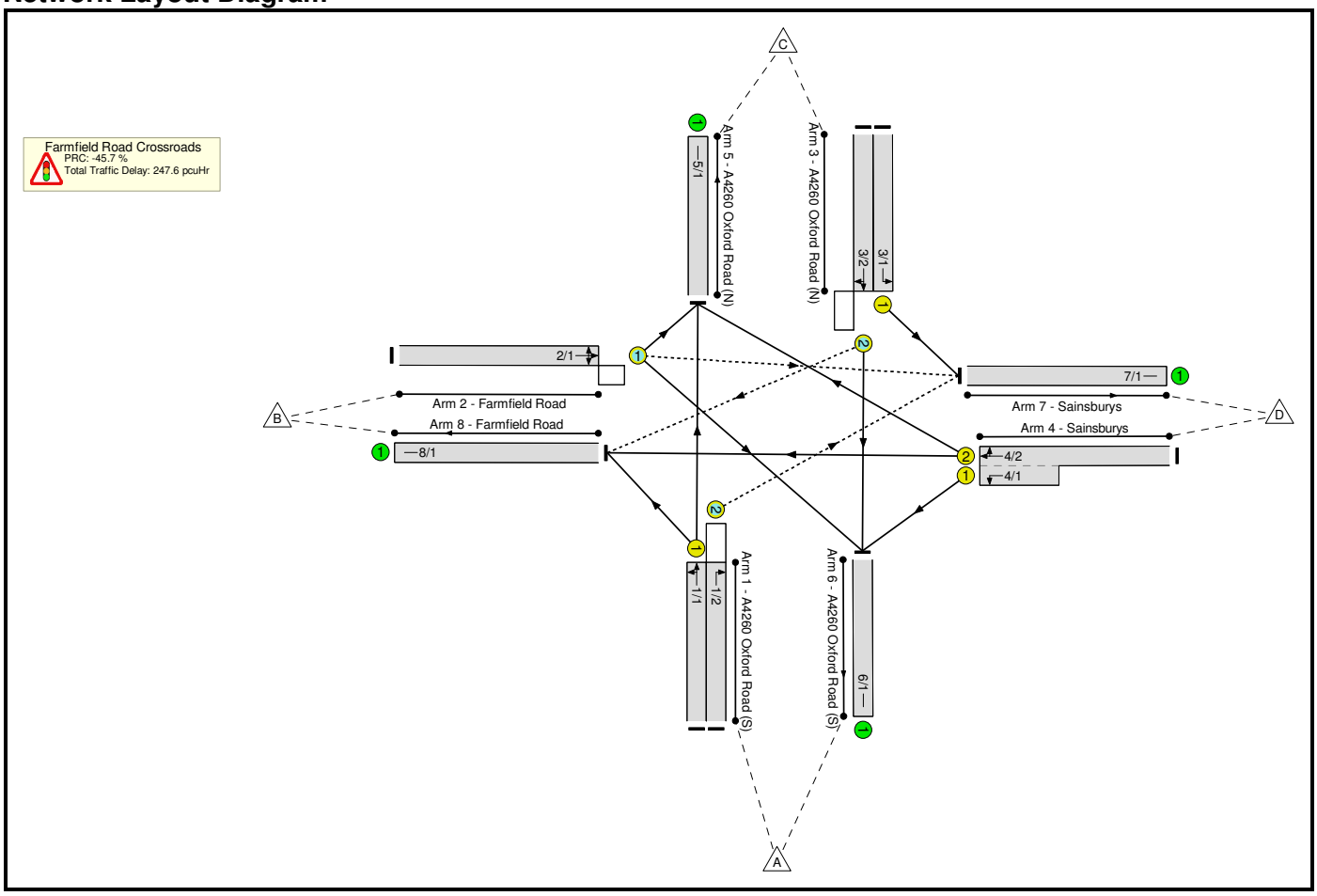
Total Delay for Signalled Lanes (pcuHr): 236.82
Total Delay Over All Lanes(pcuHr): 236.82

Cycle Time (s): 120

Basic Results Summary

Scenario 14: '2021 Baseline + Dev PM' (FG10: '2021 Baseline + Dev PM Peak (1700-1800)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**131.1%**	**0**	**29**	**124**	**247.6**	-	-
Farmfield Road Crossroads	-	-	-		-	-	-	-	-	-	**131.1%**	**0**	**29**	**124**	**247.6**	-	-
1/1	A4260 Oxford Road (S) Ahead Left	U	A		1	64	-	1178	1900	1029	114.5%	-	-	-	95.7	292.5	122.4
1/2	A4260 Oxford Road (S) Right	O	A		1	64	-	118	1821	90	131.1%	0	0	90	19.2	586.5	19.5
2/1	Farmfield Road Left Right Ahead	O	B		1	7	-	97	1852	123	78.6%	0	29	1	3.1	115.7	4.8
3/1	A4260 Oxford Road (N) Left	U	C		1	62	-	130	1769	929	14.0%	-	-	-	0.6	16.9	2.3
3/2	A4260 Oxford Road (N) Ahead Right	O	C		1	62	-	1157	1909	1002	115.4%	0	0	33	99.2	308.7	124.7
4/2+4/1	Sainsburys Right Left Ahead	U	D		1	7	-	290	1878:1864	125+124	122.2 : 110.2%	-	-	-	29.7	369.0	29.7

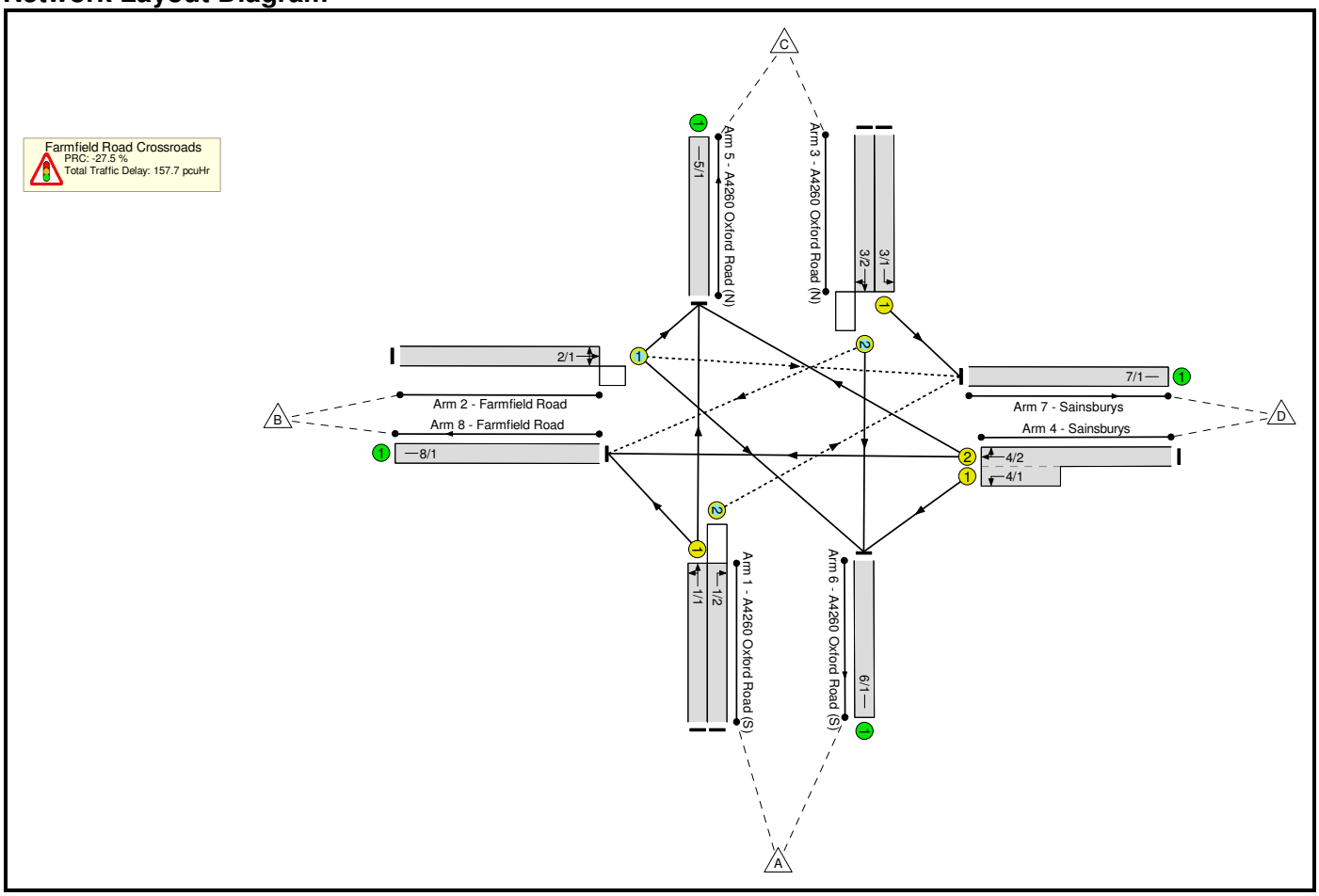
C1 PRC for Signalled Lanes (%): -45.7 Total Delay for Signalled Lanes (pcuHr): 247.59 Cycle Time (s): 120

PRC Over All Lanes (%): -45.7 Total Delay Over All Lanes(pcuHr): 247.59

Basic Results Summary

Scenario 15: '2016 Baseline AM' (FG3: '2016 Baseline AM Peak (0745-0845)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**114.7%**	**4**	**28**	**102**	**157.7**	-	-
Farmfield Road Crossroads	-	-	-		-	-	-	-	-	-	**114.7%**	**4**	**28**	**102**	**157.7**	-	-
1/1	A4260 Oxford Road (S) Ahead Left	U	A		1	58	-	1074	1908	938	114.5%	-	-	-	88.7	297.3	112.0
1/2	A4260 Oxford Road (S) Right	O	A		1	58	-	86	1821	90	95.6%	4	0	82	5.2	218.3	5.3
2/1	Farmfield Road Left Right Ahead	O	B		1	13	-	233	1826	213	109.4%	0	28	5	18.4	284.1	22.5
3/1	A4260 Oxford Road (N) Left	U	C		1	56	-	151	1769	840	18.0%	-	-	-	0.9	20.7	3.0
3/2	A4260 Oxford Road (N) Ahead Right	O	C		1	56	-	899	1912	908	99.0%	0	0	15	20.8	83.2	42.3
4/2+4/1	Sainsburys Right Left Ahead	U	D		1	7	-	247	1883:1864	126+90	114.7 : 114.7%	-	-	-	23.8	346.4	24.5

C1

PRC for Signalled Lanes (%): -27.5
PRC Over All Lanes (%): -27.5

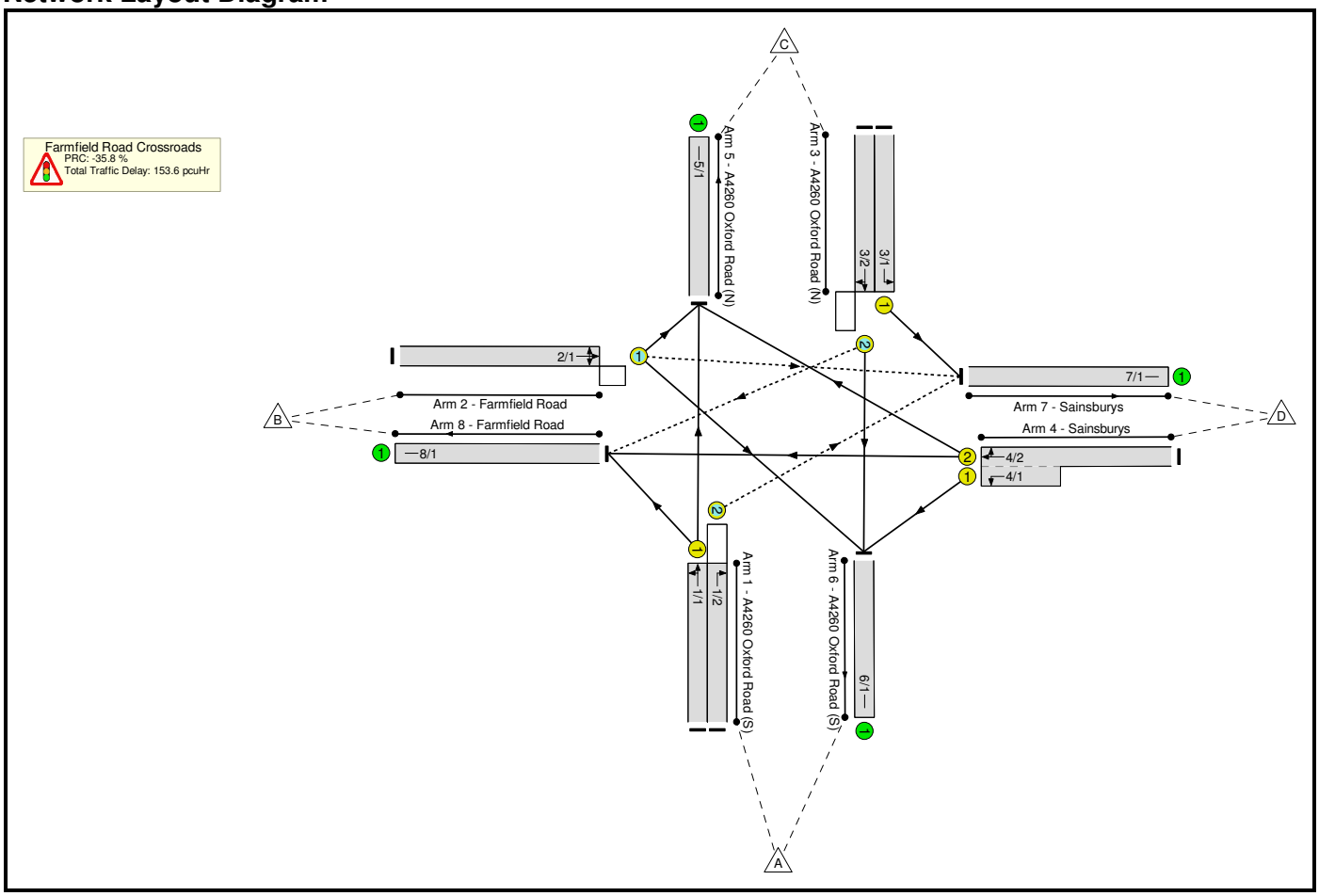
Total Delay for Signalled Lanes (pcuHr): 157.70
Total Delay Over All Lanes(pcuHr): 157.70

Cycle Time (s): 120

Basic Results Summary

Scenario 16: '2016 Baseline PM' (FG4: '2016 Baseline PM Peak (1700-1800)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**122.2%**	**0**	**28**	**123**	**153.6**	-	-
Farmfield Road Crossroads	-	-	-		-	-	-	-	-	-	**122.2%**	**0**	**28**	**123**	**153.6**	-	-
1/1	A4260 Oxford Road (S) Ahead Left	U	A		1	64	-	1102	1900	1029	107.1%	-	-	-	55.4	181.1	82.0
1/2	A4260 Oxford Road (S) Right	O	A		1	64	-	110	1821	90	122.2%	0	0	90	15.1	493.9	15.2
2/1	Farmfield Road Left Right Ahead	O	B		1	7	-	92	1851	123	74.6%	0	28	0	2.8	107.8	4.3
3/1	A4260 Oxford Road (N) Left	U	C		1	62	-	121	1769	929	13.0%	-	-	-	0.6	16.8	2.1
3/2	A4260 Oxford Road (N) Ahead Right	O	C		1	62	-	1085	1909	1002	108.3%	0	0	32	60.7	201.5	86.1
4/2+4/1	Sainsburys Right Left Ahead	U	D		1	7	-	268	1877:1864	125+124	112.7 : 102.2%	-	-	-	19.1	256.3	19.3

C1

PRC for Signalled Lanes (%): -35.8
PRC Over All Lanes (%): -35.8

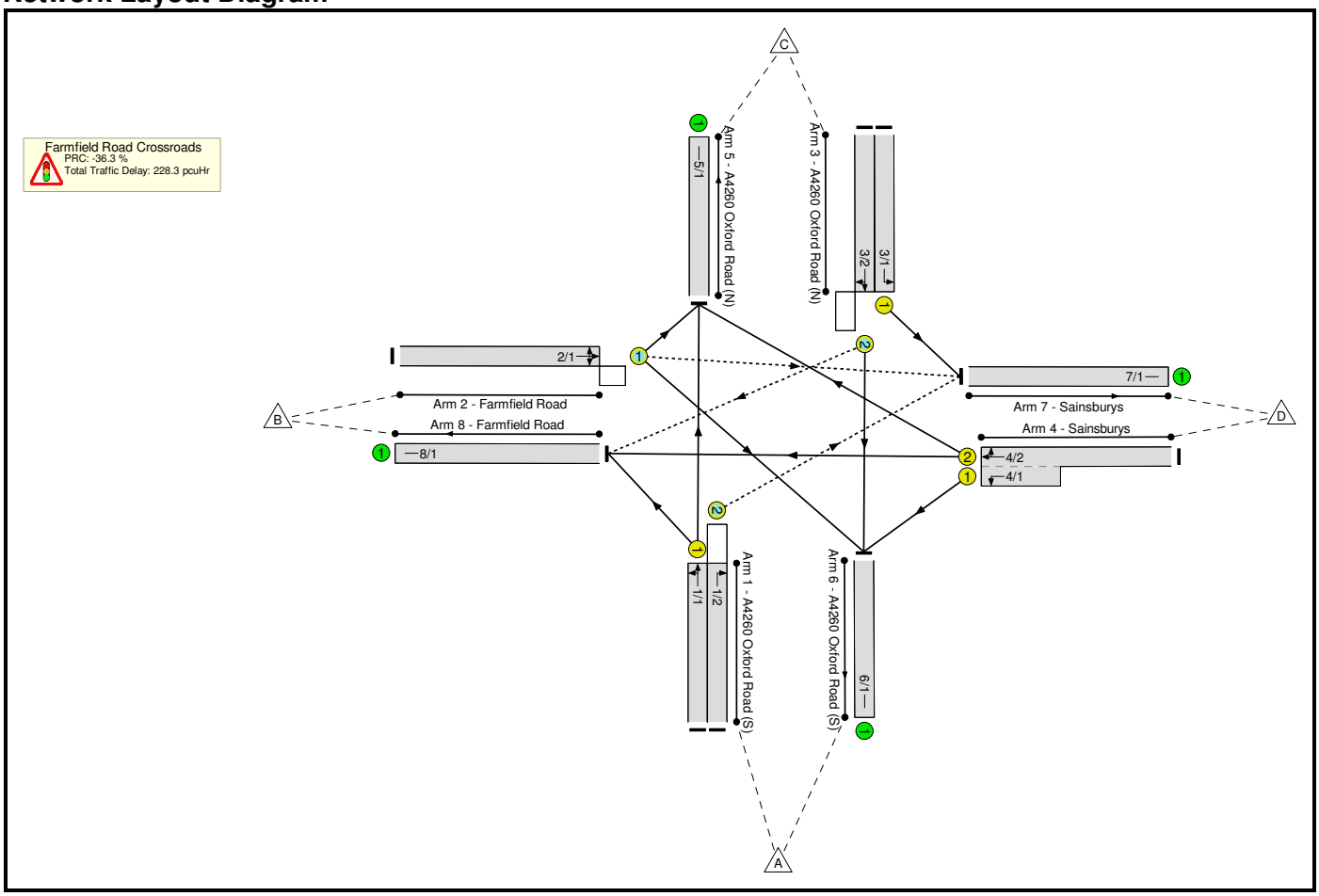
Total Delay for Signalled Lanes (pcuHr): 153.65
Total Delay Over All Lanes(pcuHr): 153.65

Cycle Time (s): 120

Basic Results Summary

Scenario 17: '2021Baseline AM' (FG5: '2021 Baseline AM Peak (0745-0845)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

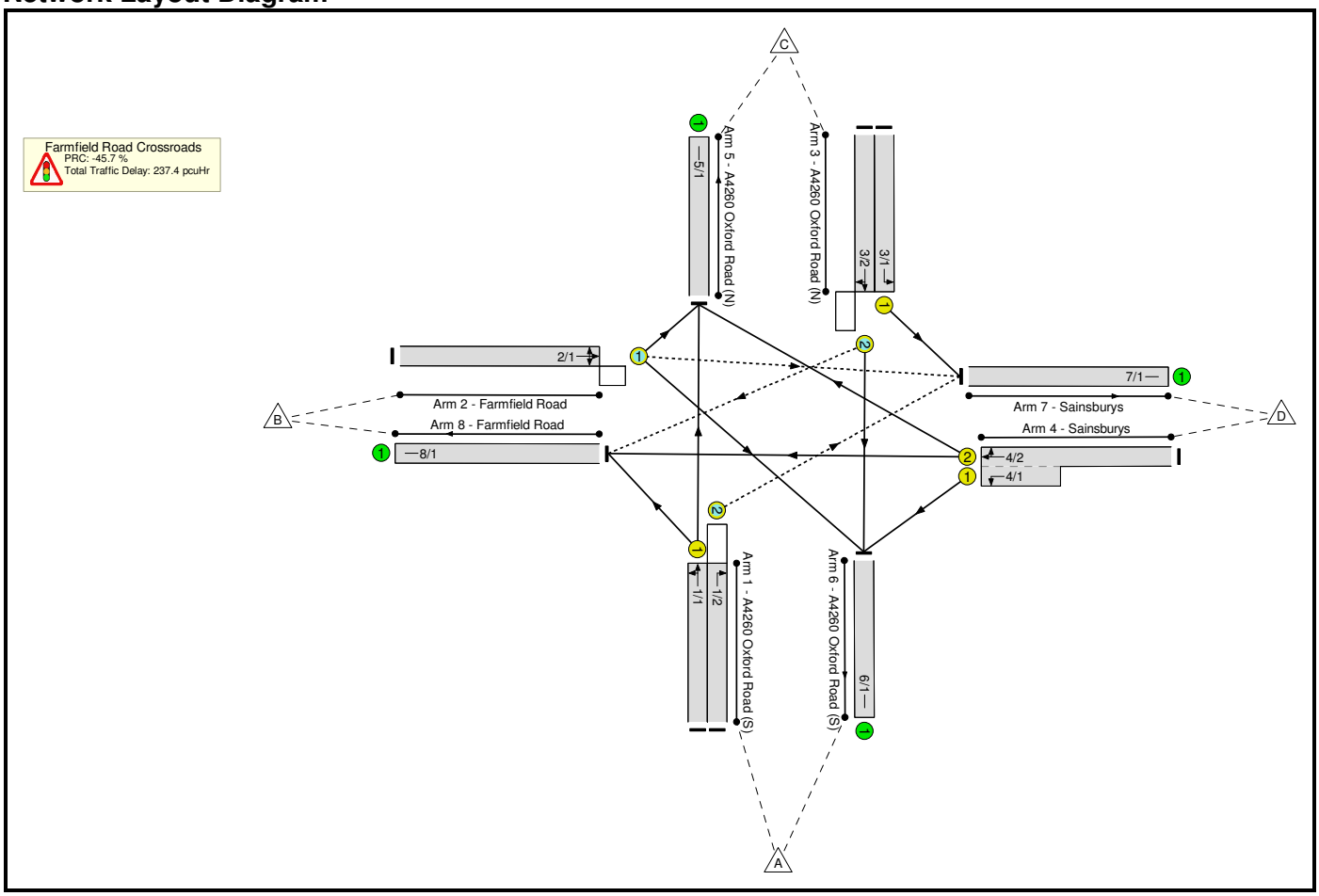
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**122.7%**	**0**	**29**	**111**	**228.3**	-	-
Farmfield Road Crossroads	-	-	-		-	-	-	-	-	-	**122.7%**	**0**	**29**	**111**	**228.3**	-	-
1/1	A4260 Oxford Road (S) Ahead Left	U	A		1	58	-	1133	1908	938	120.8%	-	-	-	121.2	385.1	144.5
1/2	A4260 Oxford Road (S) Right	O	A		1	58	-	92	1821	90	102.2%	0	0	90	7.0	274.1	7.0
2/1	Farmfield Road Left Right Ahead	O	B		1	13	-	248	1827	213	116.3%	0	29	5	25.6	371.4	29.9
3/1	A4260 Oxford Road (N) Left	U	C		1	56	-	162	1769	840	19.3%	-	-	-	0.9	20.9	3.2
3/2	A4260 Oxford Road (N) Ahead Right	O	C		1	56	-	953	1912	908	104.9%	0	0	16	41.3	156.1	63.5
4/2+4/1	Sainsburys Right Left Ahead	U	D		1	7	-	264	1883:1864	126+90	122.7 : 122.7%	-	-	-	32.3	440.3	33.2

C1 PRC for Signalled Lanes (%): -36.3 Total Delay for Signalled Lanes (pcuHr): 228.33 Cycle Time (s): 120
PRC Over All Lanes (%): -36.3 Total Delay Over All Lanes(pcuHr): 228.33

Basic Results Summary

Scenario 18: '2021 Baseline PM' (FG6: '2021 Baseline PM Peak (1700-1800)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**131.1%**	**0**	**29**	**124**	**237.4**	-	-
Farmfield Road Crossroads	-	-	-		-	-	-	-	-	-	**131.1%**	**0**	**29**	**124**	**237.4**	-	-
1/1	A4260 Oxford Road (S) Ahead Left	U	A		1	64	-	1170	1901	1030	113.6%	-	-	-	91.1	280.2	117.8
1/2	A4260 Oxford Road (S) Right	O	A		1	64	-	118	1821	90	131.1%	0	0	90	19.2	586.5	19.5
2/1	Farmfield Road Left Right Ahead	O	B		1	7	-	96	1852	123	77.8%	0	29	1	3.0	113.9	4.7
3/1	A4260 Oxford Road (N) Left	U	C		1	62	-	130	1769	929	14.0%	-	-	-	0.6	16.9	2.3
3/2	A4260 Oxford Road (N) Ahead Right	O	C		1	62	-	1147	1909	1002	114.4%	0	0	33	93.8	294.3	119.2
4/2+4/1	Sainsburys Right Left Ahead	U	D		1	7	-	290	1878:1864	125+124	122.2 : 110.2%	-	-	-	29.7	369.0	29.7

C1

PRC for Signalled Lanes (%): -45.7
PRC Over All Lanes (%): -45.7

Total Delay for Signalled Lanes (pcuHr): 237.42
Total Delay Over All Lanes(pcuHr): 237.42

Cycle Time (s): 120