Appendix D Capacity Tests

Basic Results Summary

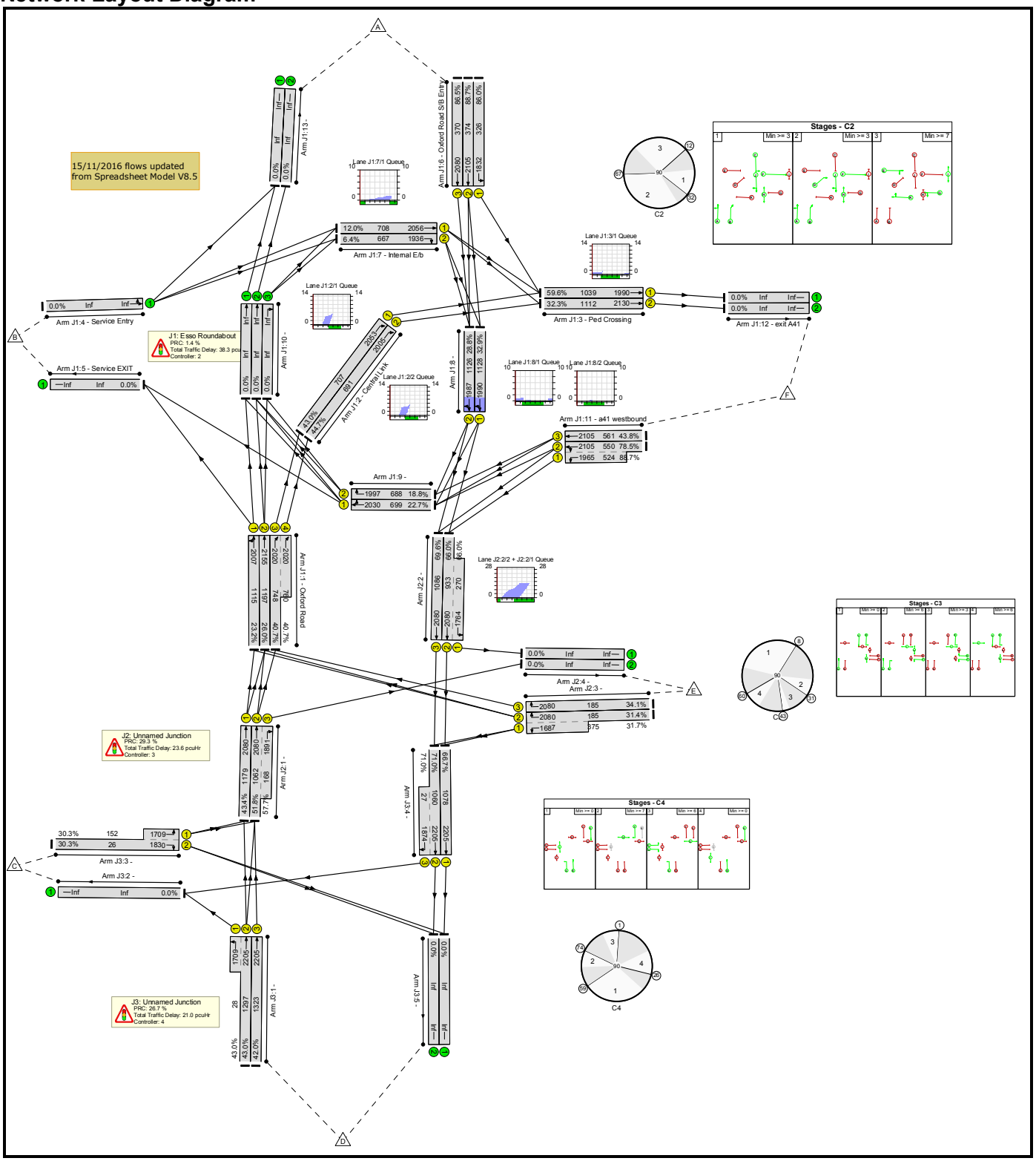
User and Project Details

Project:	
Title:	
Location:	
File name:	Bicester Village V5.lsg3x
Author:	
Company:	
Address:	
Notes:	

Basic Results Summary

Scenario 1: '2016 AM' (FG1: '2016 AM', 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	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.7%**	**0**	**0**	**0**	**82.9**	**-**	**-**
J1: Esso Roundabout	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.7%**	**0**	**0**	**0**	**38.3**	**-**	**-**
1/1	Oxford Road Left Ahead	U	C2:A		1	49	-	259	2007	1115	23.2%	-	-	-	0.8	10.8	3.6
1/2	Oxford Road Ahead	U	C2:A		1	49	-	311	2155	1197	26.0%	-	-	-	0.9	10.1	4.0
1/3+1/4	Oxford Road Ahead	U	C2:B		1	50	-	613	2020:2020	748+760	40.7 : 40.7%	-	-	-	1.8	10.3	9.0
2/1	Central Link Right	U	C2:D		1	30	-	304	2053	707	43.0%	-	-	-	0.8	9.3	5.4
2/2	Central Link Right	U	C2:D		1	30	-	309	2005	691	44.7%	-	-	-	0.8	9.1	5.3
3/1	Ped Crossing Ahead	U	C2:F		1	46	-	619	1990	1039	59.6%	-	-	-	0.3	1.9	3.3
3/2	Ped Crossing Ahead	U	C2:F		1	46	-	359	2130	1112	32.3%	-	-	-	0.5	4.5	1.4
6/1	Oxford Road S/B Entry Left	U	C2:C		1	15	-	280	1832	326	86.0%	-	-	-	5.5	71.1	9.5
6/2	Oxford Road S/B Entry Ahead	U	C2:C		1	15	-	332	2105	374	88.7%	-	-	-	6.7	72.9	11.4
6/3	Oxford Road S/B Entry Ahead	U	C2:C		1	15	-	320	2080	370	86.5%	-	-	-	6.1	68.4	10.6
7/1	Internal E/b Ahead	U	C2:E		1	30	-	85	2056	708	12.0%	-	-	-	0.5	20.2	1.4
7/2	Internal E/b Right	U	C2:E		1	30	-	43	1936	667	6.4%	-	-	-	0.2	19.8	0.7
8/1	Right Ahead	U	C2:J		1	50	-	371	1990	1128	32.9%	-	-	-	0.3	3.0	1.0
8/2	Right Ahead	U	C2:J		1	50	-	324	1987	1126	28.8%	-	-	-	0.0	0.6	0.4
9/1	Ahead Right	U	C2:K		1	30	-	159	2030	699	22.7%	-	-	-	0.6	12.6	1.2
9/2	Right	U	C2:K		1	30	-	129	1997	688	18.8%	-	-	-	0.1	3.2	0.2

Basic Results Summary

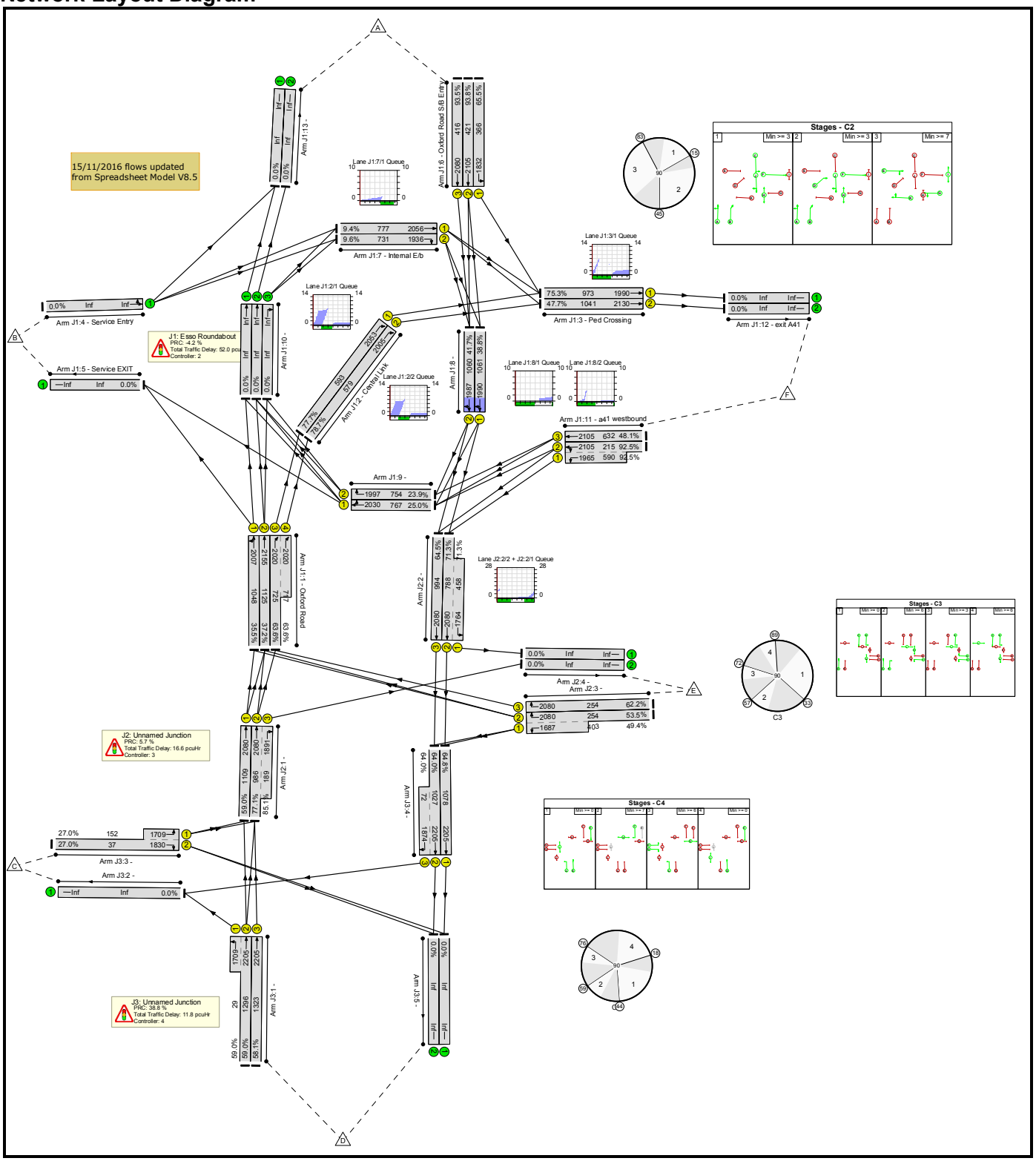
11/2+11/1	a41 westbound Ahead Left	U	C2:G		1	23	-	897	2105:1965	550+524	78.5 : 88.7%	-	-	-	10.2	41.0	13.6
11/3	a41 westbound Ahead	U	C2:G		1	23	-	246	2105	561	43.8%	-	-	-	2.3	33.1	5.4
J2: Unnamed Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.6%**	**0**	**0**	**0**	**23.6**	**-**	**-**
1/1	Ahead	U	C3:A		1	50	-	512	2080	1179	43.4%	-	-	-	2.4	16.8	7.4
1/2+1/3	Ahead Right	U	C3:A C3:B		1	50:7	-	647	2080:1891	1062+168	51.8 : 57.7%	-	-	-	4.0	22.3	18.0
2/2+2/1	Left Ahead	U	C3:C C3:D		1	46:58	-	794	2080:1764	933+270	66.0 : 66.0%	-	-	-	6.9	31.1	15.2
2/3	Ahead	U	C3:C		1	46	-	756	2080	1086	69.6%	-	-	-	7.6	36.1	17.9
3/2+3/1	Right Left	U	C3:E C3:F		1	7:19	-	177	2080:1687	185+375	31.4 : 31.7%	-	-	-	1.8	37.0	2.7
3/3	Right	U	C3:E		1	7	-	63	2080	185	34.1%	-	-	-	0.9	53.3	1.7
J3: Unnamed Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.0%**	**0**	**0**	**0**	**21.0**	**-**	**-**
1/2+1/1	Ahead Left	U	C4:B C4:A		1:2	53:35	-	569	2205:1709	1297+28	43.0 : 43.0%	-	-	-	1.9	12.0	7.9
1/3	Ahead	U	C4:B		1	53	-	556	2205	1323	42.0%	-	-	-	1.8	12.0	7.8
3/2+3/1	Left Right	U	C4:D C4:C		1	12:7	-	54	1830:1709	26+152	30.3 : 30.3%	-	-	-	0.8	52.1	1.3
4/1	Ahead	U	C4:E		1	43	-	719	2205	1078	66.7%	-	-	-	7.4	36.8	18.2
4/2+4/3	Right Ahead	U	C4:E C4:F		1	43:10	-	772	2205:1874	1060+27	71.0 : 71.0%	-	-	-	9.1	42.5	20.2

C1	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 90
C2	PRC for Signalled Lanes (%):	1.4	Total Delay for Signalled Lanes (pcuHr):	38.30	Cycle Time (s): 90
C3	PRC for Signalled Lanes (%):	29.3	Total Delay for Signalled Lanes (pcuHr):	23.59	Cycle Time (s): 90
C4	PRC for Signalled Lanes (%):	26.7	Total Delay for Signalled Lanes (pcuHr):	21.00	Cycle Time (s): 90
	PRC Over All Lanes (%):	1.4	Total Delay Over All Lanes(pcuHr):	82.88	

Basic Results Summary

Scenario 2: '2016 PM' (FG2: '2016 PM', 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	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**93.8%**	**0**	**0**	**0**	**80.5**	**-**	**-**
J1: Esso Roundabout	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**93.8%**	**0**	**0**	**0**	**52.0**	**-**	**-**
1/1	Oxford Road Left Ahead	U	C2:A		1	46	-	372	2007	1048	35.5%	-	-	-	1.5	14.8	4.8
1/2	Oxford Road Ahead	U	C2:A		1	46	-	419	2155	1125	37.2%	-	-	-	1.8	15.2	5.3
1/3+1/4	Oxford Road Ahead	U	C2:B		1	47	-	917	2020:2020	725+717	63.6 : 63.6%	-	-	-	4.5	17.8	16.3
2/1	Central Link Right	U	C2:D		1	25	-	461	2053	593	77.7%	-	-	-	2.1	16.7	8.2
2/2	Central Link Right	U	C2:D		1	25	-	456	2005	579	78.7%	-	-	-	2.1	16.8	8.1
3/1	Ped Crossing Ahead	U	C2:F		1	43	-	733	1990	973	75.3%	-	-	-	1.2	5.9	7.8
3/2	Ped Crossing Ahead	U	C2:F		1	43	-	497	2130	1041	47.7%	-	-	-	1.1	8.2	2.6
6/1	Oxford Road S/B Entry Left	U	C2:C		1	17	-	240	1832	366	65.5%	-	-	-	3.1	47.2	6.4
6/2	Oxford Road S/B Entry Ahead	U	C2:C		1	17	-	395	2105	421	93.8%	-	-	-	9.3	84.4	15.0
6/3	Oxford Road S/B Entry Ahead	U	C2:C		1	17	-	389	2080	416	93.5%	-	-	-	9.0	83.6	14.7
7/1	Internal E/b Ahead	U	C2:E		1	33	-	73	2056	777	9.4%	-	-	-	0.4	18.1	1.2
7/2	Internal E/b Right	U	C2:E		1	33	-	70	1936	731	9.6%	-	-	-	0.4	18.1	1.1
8/1	Right Ahead	U	C2:J		1	47	-	412	1990	1061	38.8%	-	-	-	0.4	3.4	1.3
8/2	Right Ahead	U	C2:J		1	47	-	442	1987	1060	41.7%	-	-	-	0.3	2.2	3.4
9/1	Ahead Right	U	C2:K		1	33	-	192	2030	767	25.0%	-	-	-	0.8	14.5	1.9
9/2	Right	U	C2:K		1	33	-	180	1997	754	23.9%	-	-	-	0.2	3.0	0.3

Basic Results Summary

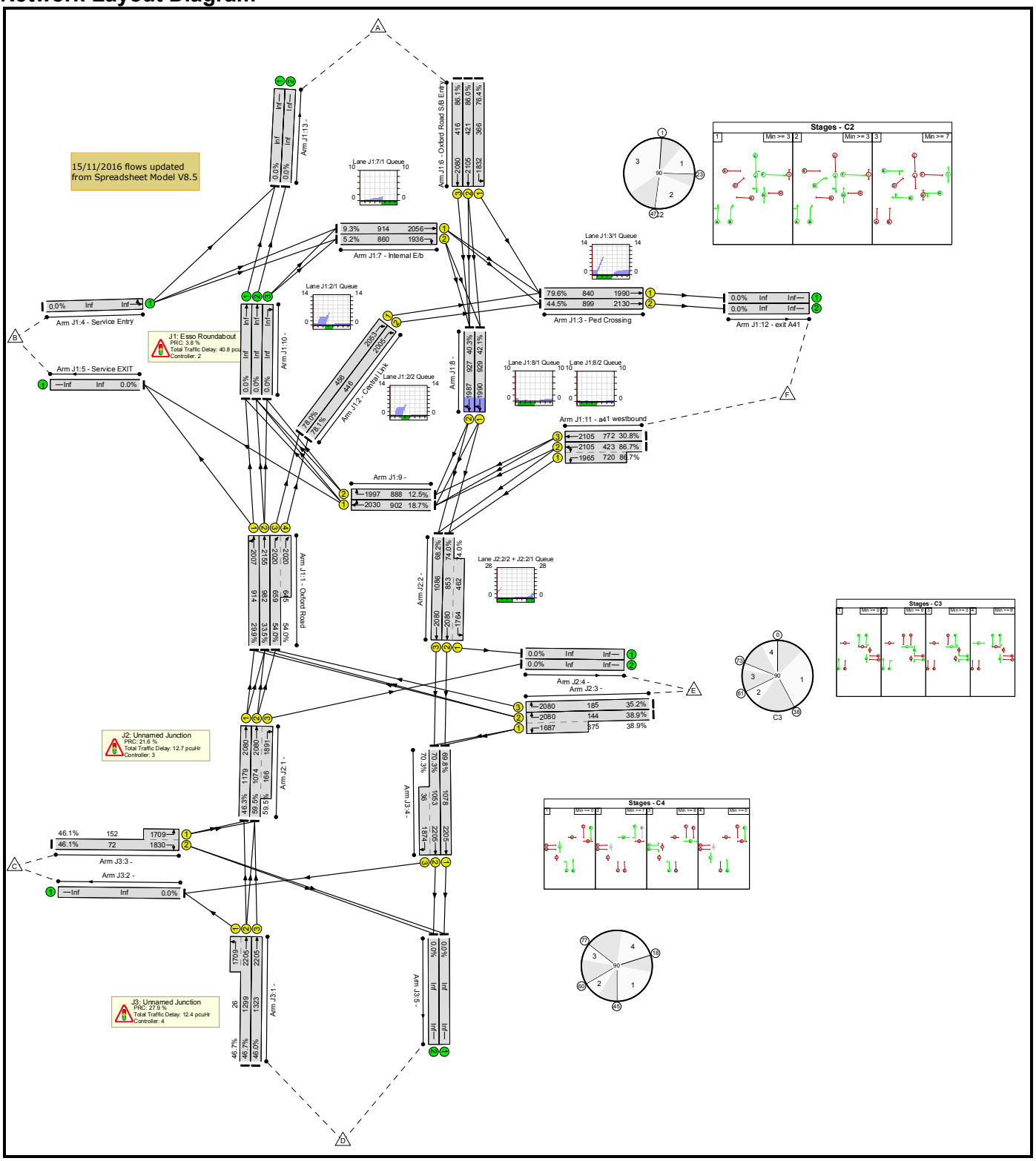
11/2+11/1	a41 westbound Ahead Left	U	C2:G		1	26	-	744	2105:1965	215+590	92.5 : 92.5%	-	-	-	11.2	54.2	18.4
11/3	a41 westbound Ahead	U	C2:G		1	26	-	304	2105	632	48.1%	-	-	-	2.6	31.3	6.6
J2: Unnamed Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.1%**	**0**	**0**	**0**	**16.6**	**-**	**-**
1/1	Ahead	U	C3:A		1	47	-	654	2080	1109	59.0%	-	-	-	1.5	8.0	11.4
1/2+1/3	Ahead Right	U	C3:A C3:B		1	47:8	-	921	2080:1891	986+189	77.1 : 85.1%	-	-	-	4.2	16.3	22.1
2/2+2/1	Left Ahead	U	C3:C C3:D		1	42:57	-	889	2080:1764	788+458	71.3 : 71.3%	-	-	-	2.1	8.6	10.6
2/3	Ahead	U	C3:C		1	42	-	641	2080	994	64.5%	-	-	-	3.0	16.8	8.5
3/2+3/1	Right Left	U	C3:E C3:F		1	10:23	-	335	2080:1687	254+403	53.5 : 49.4%	-	-	-	3.4	36.9	4.6
3/3	Right	U	C3:E		1	10	-	158	2080	254	62.2%	-	-	-	2.5	55.9	4.5
J3: Unnamed Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**64.8%**	**0**	**0**	**0**	**11.8**	**-**	**-**
1/2+1/1	Ahead Left	U	C4:B C4:A		1:2	53:28	-	782	2205:1709	1296+29	59.0 : 59.0%	-	-	-	3.1	14.4	12.6
1/3	Ahead	U	C4:B		1	53	-	769	2205	1323	58.1%	-	-	-	3.1	14.3	12.4
3/2+3/1	Left Right	U	C4:D C4:C		1	12:7	-	51	1830:1709	37+152	27.0 : 27.0%	-	-	-	0.7	50.3	1.1
4/1	Ahead	U	C4:E		1	43	-	699	2205	1078	64.8%	-	-	-	2.4	12.6	13.9
4/2+4/3	Right Ahead	U	C4:E C4:F		1	43:10	-	703	2205:1874	1027+72	64.0 : 64.0%	-	-	-	2.5	12.8	7.1

C1	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 90
C2	PRC for Signalled Lanes (%):	-4.2	Total Delay for Signalled Lanes (pcuHr):	51.99	Cycle Time (s): 90
C3	PRC for Signalled Lanes (%):	5.7	Total Delay for Signalled Lanes (pcuHr):	16.65	Cycle Time (s): 90
C4	PRC for Signalled Lanes (%):	38.8	Total Delay for Signalled Lanes (pcuHr):	11.83	Cycle Time (s): 90
	PRC Over All Lanes (%):	-4.2	Total Delay Over All Lanes(pcuHr):	80.47	

Basic Results Summary

Scenario 3: '2018 AM' (FG3: '2018 AM', 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	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.7%**	**0**	**0**	**0**	**65.9**	**-**	**-**
J1: Esso Roundabout	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.7%**	**0**	**0**	**0**	**40.8**	**-**	**-**
1/1	Oxford Road Left Ahead	U	C2:A		1	40	-	273	2007	914	29.9%	-	-	-	1.2	15.6	2.8
1/2	Oxford Road Ahead	U	C2:A		1	40	-	329	2155	982	33.5%	-	-	-	1.4	15.7	3.7
1/3+1/4	Oxford Road Ahead	U	C2:B		1	41	-	704	2020:2020	659+645	54.0 : 54.0%	-	-	-	3.0	15.4	13.8
2/1	Central Link Right	U	C2:D		1	19	-	356	2053	456	78.0%	-	-	-	1.3	13.5	6.3
2/2	Central Link Right	U	C2:D		1	19	-	348	2005	446	78.1%	-	-	-	1.3	13.6	6.2
3/1	Ped Crossing Ahead	U	C2:F		1	37	-	669	1990	840	79.6%	-	-	-	1.4	7.5	9.0
3/2	Ped Crossing Ahead	U	C2:F		1	37	-	400	2130	899	44.5%	-	-	-	1.4	12.5	2.8
6/1	Oxford Road S/B Entry Left	U	C2:C		1	17	-	280	1832	366	76.4%	-	-	-	4.2	54.1	8.1
6/2	Oxford Road S/B Entry Ahead	U	C2:C		1	17	-	362	2105	421	86.0%	-	-	-	6.3	62.6	11.4
6/3	Oxford Road S/B Entry Ahead	U	C2:C		1	17	-	358	2080	416	86.1%	-	-	-	6.3	63.1	11.4
7/1	Internal E/b Ahead	U	C2:E		1	39	-	85	2056	914	9.3%	-	-	-	0.3	14.5	1.2
7/2	Internal E/b Right	U	C2:E		1	39	-	45	1936	860	5.2%	-	-	-	0.2	14.3	0.6
8/1	Right Ahead	U	C2:J		1	41	-	391	1990	929	42.1%	-	-	-	0.3	2.9	0.8
8/2	Right Ahead	U	C2:J		1	41	-	374	1987	927	40.3%	-	-	-	0.1	1.4	0.5
9/1	Ahead Right	U	C2:K		1	39	-	169	2030	902	18.7%	-	-	-	0.4	9.2	1.2
9/2	Right	U	C2:K		1	39	-	111	1997	888	12.5%	-	-	-	0.1	2.7	0.2

Basic Results Summary

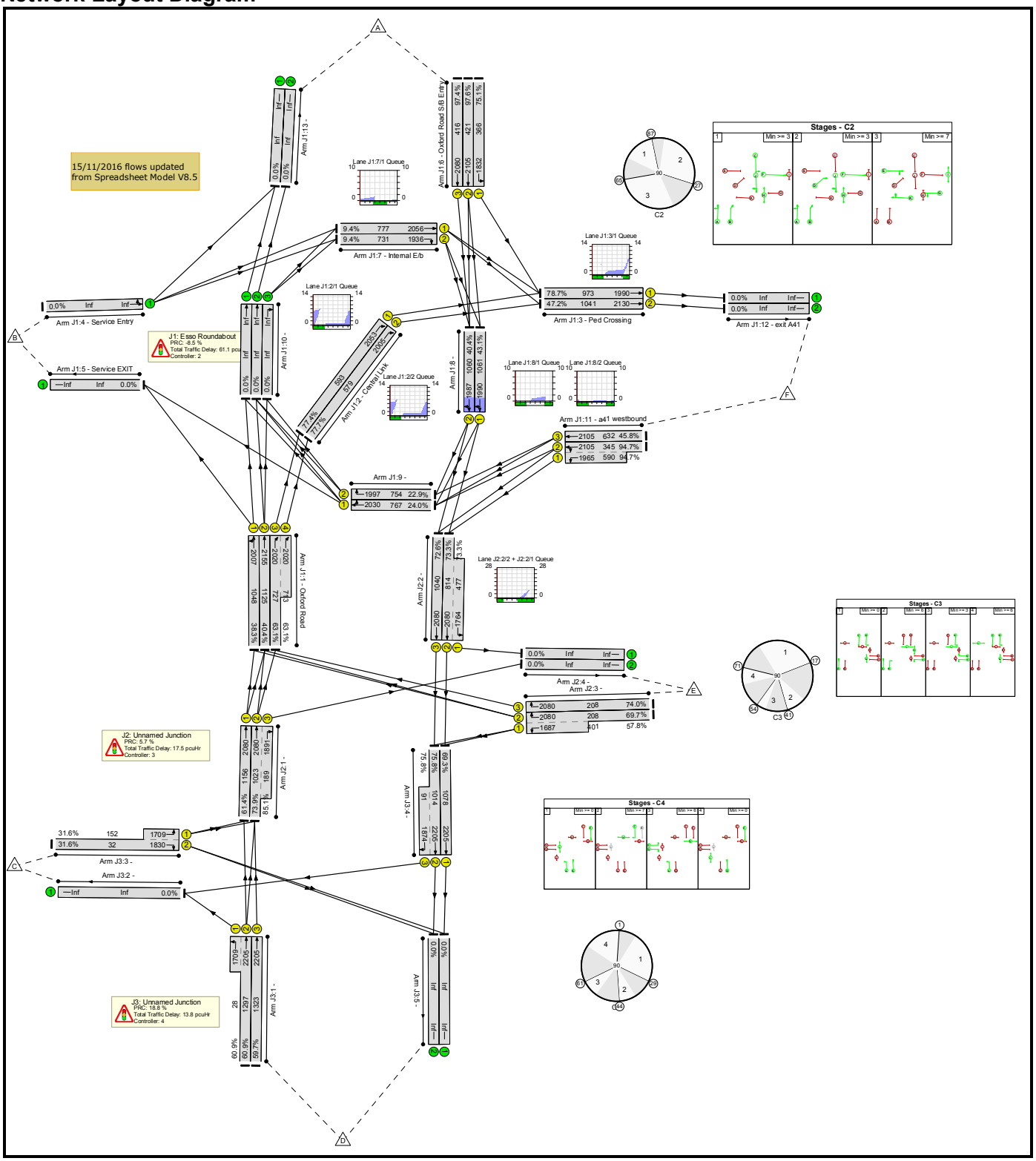
11/2+11/1	a41 westbound Ahead Left	U	C2:G		1	32	-	991	2105:1965	423+720	86.7 : 86.7%	-	-	-	9.9	36.1	17.5
11/3	a41 westbound Ahead	U	C2:G		1	32	-	238	2105	772	30.8%	-	-	-	1.6	23.7	4.5
J2: Unnamed Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.0%**	**0**	**0**	**0**	**12.7**	**-**	**-**
1/1	Ahead	U	C3:A		1	50	-	546	2080	1179	46.3%	-	-	-	1.0	6.6	8.7
1/2+1/3	Ahead Right	U	C3:A C3:B		1	50:7	-	738	2080:1891	1074+166	59.5 : 59.5%	-	-	-	2.3	11.4	14.8
2/2+2/1	Left Ahead	U	C3:C C3:D		1	46:58	-	973	2080:1764	853+462	74.0 : 74.0%	-	-	-	2.8	10.4	11.4
2/3	Ahead	U	C3:C		1	46	-	741	2080	1086	68.2%	-	-	-	3.5	16.8	12.5
3/2+3/1	Right Left	U	C3:E C3:F		1	7:19	-	202	2080:1687	144+375	38.9 : 38.9%	-	-	-	2.1	37.9	3.4
3/3	Right	U	C3:E		1	7	-	65	2080	185	35.2%	-	-	-	1.0	53.5	1.8
J3: Unnamed Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.3%**	**0**	**0**	**0**	**12.4**	**-**	**-**
1/2+1/1	Ahead Left	U	C4:B C4:A		1:2	53:29	-	618	2205:1709	1299+26	46.7 : 46.7%	-	-	-	2.1	12.5	8.7
1/3	Ahead	U	C4:B		1	53	-	608	2205	1323	46.0%	-	-	-	2.1	12.5	8.7
3/2+3/1	Left Right	U	C4:D C4:C		1	12:7	-	103	1830:1709	72+152	46.1 : 46.1%	-	-	-	1.5	52.1	2.1
4/1	Ahead	U	C4:E		1	43	-	752	2205	1078	69.8%	-	-	-	3.3	15.7	16.8
4/2+4/3	Right Ahead	U	C4:E C4:F		1	43:10	-	766	2205:1874	1053+36	70.3 : 70.3%	-	-	-	3.4	16.0	16.1

C1	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 90
C2	PRC for Signalled Lanes (%):	3.8	Total Delay for Signalled Lanes (pcuHr):	40.85	Cycle Time (s): 90
C3	PRC for Signalled Lanes (%):	21.6	Total Delay for Signalled Lanes (pcuHr):	12.67	Cycle Time (s): 90
C4	PRC for Signalled Lanes (%):	27.9	Total Delay for Signalled Lanes (pcuHr):	12.43	Cycle Time (s): 90
	PRC Over All Lanes (%):	3.8	Total Delay Over All Lanes(pcuHr):	65.95	

Basic Results Summary

Scenario 4: '2018 PM' (FG4: '2018 PM', 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	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**97.6%**	**0**	**0**	**0**	**92.5**	**-**	**-**
J1: Esso Roundabout	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**97.6%**	**0**	**0**	**0**	**61.1**	**-**	**-**
1/1	Oxford Road Left Ahead	U	C2:A		1	46	-	401	2007	1048	38.3%	-	-	-	1.7	15.7	5.3
1/2	Oxford Road Ahead	U	C2:A		1	46	-	455	2155	1125	40.4%	-	-	-	2.0	16.2	6.3
1/3+1/4	Oxford Road Ahead	U	C2:B		1	47	-	909	2020:2020	727+713	63.1 : 63.1%	-	-	-	4.4	17.3	12.9
2/1	Central Link Right	U	C2:D		1	25	-	459	2053	593	77.4%	-	-	-	2.1	16.2	8.2
2/2	Central Link Right	U	C2:D		1	25	-	450	2005	579	77.7%	-	-	-	2.0	16.2	8.0
3/1	Ped Crossing Ahead	U	C2:F		1	43	-	766	1990	973	78.7%	-	-	-	1.2	5.7	8.7
3/2	Ped Crossing Ahead	U	C2:F		1	43	-	491	2130	1041	47.2%	-	-	-	1.1	8.2	2.5
6/1	Oxford Road S/B Entry Left	U	C2:C		1	17	-	275	1832	366	75.1%	-	-	-	4.0	53.0	7.9
6/2	Oxford Road S/B Entry Ahead	U	C2:C		1	17	-	411	2105	421	97.6%	-	-	-	12.0	105.3	18.1
6/3	Oxford Road S/B Entry Ahead	U	C2:C		1	17	-	405	2080	416	97.4%	-	-	-	11.7	104.0	17.7
7/1	Internal E/b Ahead	U	C2:E		1	33	-	73	2056	777	9.4%	-	-	-	0.4	18.1	1.2
7/2	Internal E/b Right	U	C2:E		1	33	-	69	1936	731	9.4%	-	-	-	0.3	18.1	1.1
8/1	Right Ahead	U	C2:J		1	47	-	457	1990	1061	43.1%	-	-	-	0.4	3.5	1.3
8/2	Right Ahead	U	C2:J		1	47	-	428	1987	1060	40.4%	-	-	-	0.2	1.5	0.6
9/1	Ahead Right	U	C2:K		1	33	-	184	2030	767	24.0%	-	-	-	0.8	14.7	1.9
9/2	Right	U	C2:K		1	33	-	173	1997	754	22.9%	-	-	-	0.1	3.0	0.2

Basic Results Summary

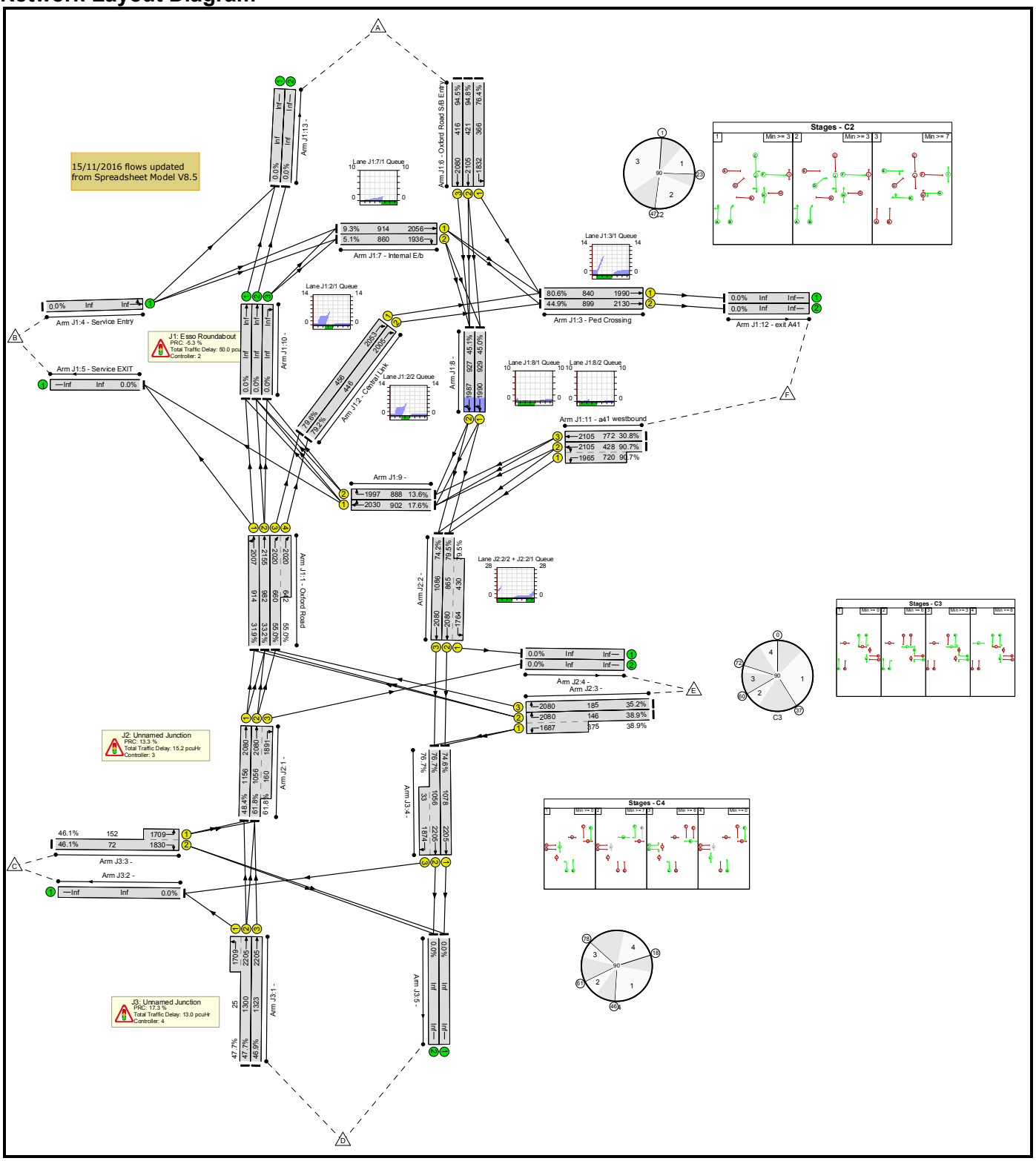
11/2+11/1	a41 westbound Ahead Left	U	C2:G		1	26	-	885	2105:1965	345+590	94.7 : 94.7%	-	-	-	14.1	57.3	20.4
11/3	a41 westbound Ahead	U	C2:G		1	26	-	289	2105	632	45.8%	-	-	-	2.5	30.8	6.3
J2: Unnamed Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.1%**	**0**	**0**	**0**	**17.5**	**-**	**-**
1/1	Ahead	U	C3:A		1	49	-	710	2080	1156	61.4%	-	-	-	1.4	7.1	11.8
1/2+1/3	Ahead Right	U	C3:A C3:B		1	49:8	-	917	2080:1891	1023+189	73.9 : 85.1%	-	-	-	3.6	14.2	22.5
2/2+2/1	Left Ahead	U	C3:C C3:D		1	44:57	-	947	2080:1764	814+477	73.3 : 73.3%	-	-	-	2.1	8.0	9.6
2/3	Ahead	U	C3:C		1	44	-	755	2080	1040	72.6%	-	-	-	3.0	14.3	10.9
3/2+3/1	Right Left	U	C3:E C3:F		1	8:21	-	377	2080:1687	208+401	69.7 : 57.8%	-	-	-	4.3	41.1	5.8
3/3	Right	U	C3:E		1	8	-	154	2080	208	74.0%	-	-	-	3.0	71.1	5.1
J3: Unnamed Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.8%**	**0**	**0**	**0**	**13.8**	**-**	**-**
1/2+1/1	Ahead Left	U	C4:B C4:A		1:2	53:30	-	806	2205:1709	1297+28	60.9 : 60.9%	-	-	-	3.3	14.7	13.2
1/3	Ahead	U	C4:B		1	53	-	790	2205	1323	59.7%	-	-	-	3.2	14.6	13.0
3/2+3/1	Left Right	U	C4:D C4:C		1	12:7	-	58	1830:1709	32+152	31.6 : 31.6%	-	-	-	0.8	51.9	1.4
4/1	Ahead	U	C4:E		1	43	-	747	2205	1078	69.3%	-	-	-	3.1	14.9	15.3
4/2+4/3	Right Ahead	U	C4:E C4:F		1	43:10	-	837	2205:1874	1014+91	75.8 : 75.8%	-	-	-	3.4	14.7	13.4

C1	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 90
C2	PRC for Signalled Lanes (%):	-8.5	Total Delay for Signalled Lanes (pcuHr):	61.15	Cycle Time (s): 90
C3	PRC for Signalled Lanes (%):	5.7	Total Delay for Signalled Lanes (pcuHr):	17.46	Cycle Time (s): 90
C4	PRC for Signalled Lanes (%):	18.8	Total Delay for Signalled Lanes (pcuHr):	13.84	Cycle Time (s): 90
	PRC Over All Lanes (%):	-8.5	Total Delay Over All Lanes(pcuHr):	92.45	

Basic Results Summary

Scenario 5: '2018 DEV AM' (FG5: '2018 DEV AM', 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	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**94.8%**	**0**	**0**	**0**	**78.2**	**-**	**-**
J1: Esso Roundabout	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**94.8%**	**0**	**0**	**0**	**50.0**	**-**	**-**
1/1	Oxford Road Left Ahead	U	C2:A		1	40	-	292	2007	914	31.9%	-	-	-	1.3	15.8	3.2
1/2	Oxford Road Ahead	U	C2:A		1	40	-	326	2155	982	33.2%	-	-	-	1.5	16.2	3.5
1/3+1/4	Oxford Road Ahead	U	C2:B		1	41	-	716	2020:2020	660+642	55.0 : 55.0%	-	-	-	3.1	15.7	13.9
2/1	Central Link Right	U	C2:D		1	19	-	363	2053	456	79.6%	-	-	-	1.4	14.2	6.5
2/2	Central Link Right	U	C2:D		1	19	-	353	2005	446	79.2%	-	-	-	1.4	14.4	6.3
3/1	Ped Crossing Ahead	U	C2:F		1	37	-	677	1990	840	80.6%	-	-	-	1.4	7.6	9.0
3/2	Ped Crossing Ahead	U	C2:F		1	37	-	404	2130	899	44.9%	-	-	-	1.4	12.3	2.8
6/1	Oxford Road S/B Entry Left	U	C2:C		1	17	-	280	1832	366	76.4%	-	-	-	4.2	54.1	8.1
6/2	Oxford Road S/B Entry Ahead	U	C2:C		1	17	-	399	2105	421	94.8%	-	-	-	9.8	88.8	15.7
6/3	Oxford Road S/B Entry Ahead	U	C2:C		1	17	-	393	2080	416	94.5%	-	-	-	9.6	87.8	15.3
7/1	Internal E/b Ahead	U	C2:E		1	39	-	85	2056	914	9.3%	-	-	-	0.3	14.5	1.2
7/2	Internal E/b Right	U	C2:E		1	39	-	44	1936	860	5.1%	-	-	-	0.2	14.2	0.6
8/1	Right Ahead	U	C2:J		1	41	-	418	1990	929	45.0%	-	-	-	0.3	2.5	0.8
8/2	Right Ahead	U	C2:J		1	41	-	418	1987	927	45.1%	-	-	-	0.2	1.6	0.7
9/1	Ahead Right	U	C2:K		1	39	-	159	2030	902	17.6%	-	-	-	0.4	9.5	1.2
9/2	Right	U	C2:K		1	39	-	121	1997	888	13.6%	-	-	-	0.1	2.7	0.2

Basic Results Summary

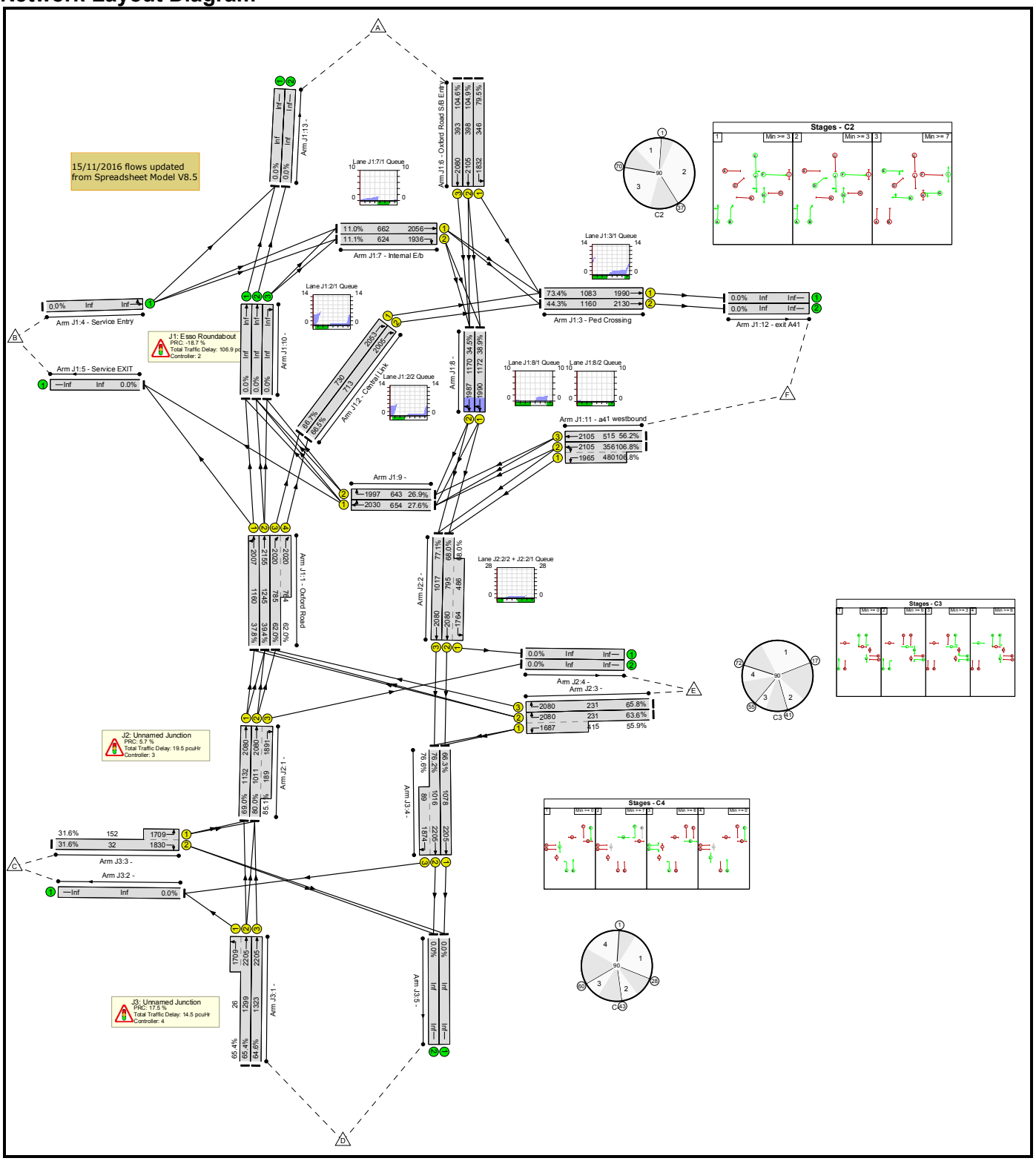
11/2+11/1	a41 westbound Ahead Left	U	C2:G		1	32	-	1041	2105:1965	428+720	90.7 : 90.7%	-	-	-	11.8	40.8	19.9
11/3	a41 westbound Ahead	U	C2:G		1	32	-	238	2105	772	30.8%	-	-	-	1.6	23.7	4.5
J2: Unnamed Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.5%**	**0**	**0**	**0**	**15.2**	**-**	**-**
1/1	Ahead	U	C3:A		1	49	-	559	2080	1156	48.4%	-	-	-	1.0	6.7	8.8
1/2+1/3	Ahead Right	U	C3:A C3:B		1	49:7	-	752	2080:1891	1056+160	61.8 : 61.8%	-	-	-	2.4	11.5	15.6
2/2+2/1	Left Ahead	U	C3:C C3:D		1	46:58	-	1029	2080:1764	865+430	79.5 : 79.5%	-	-	-	3.8	13.4	14.1
2/3	Ahead	U	C3:C		1	46	-	806	2080	1086	74.2%	-	-	-	4.8	21.5	15.4
3/2+3/1	Right Left	U	C3:E C3:F		1	7:19	-	203	2080:1687	146+375	38.9 : 38.9%	-	-	-	2.1	37.9	3.4
3/3	Right	U	C3:E		1	7	-	65	2080	185	35.2%	-	-	-	1.0	53.5	1.8
J3: Unnamed Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.7%**	**0**	**0**	**0**	**13.0**	**-**	**-**
1/2+1/1	Ahead Left	U	C4:B C4:A		1:2	53:30	-	632	2205:1709	1300+25	47.7 : 47.7%	-	-	-	2.2	12.6	9.1
1/3	Ahead	U	C4:B		1	53	-	621	2205	1323	46.9%	-	-	-	2.2	12.6	9.1
3/2+3/1	Left Right	U	C4:D C4:C		1	12:7	-	103	1830:1709	72+152	46.1 : 46.1%	-	-	-	1.5	52.1	2.1
4/1	Ahead	U	C4:E		1	43	-	804	2205	1078	74.6%	-	-	-	3.6	16.1	18.7
4/2+4/3	Right Ahead	U	C4:E C4:F		1	43:10	-	835	2205:1874	1056+33	76.7 : 76.7%	-	-	-	3.6	15.3	18.6

C1	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 90
C2	PRC for Signalled Lanes (%):	-5.3	Total Delay for Signalled Lanes (pcuHr):	50.00	Cycle Time (s): 90
C3	PRC for Signalled Lanes (%):	13.3	Total Delay for Signalled Lanes (pcuHr):	15.18	Cycle Time (s): 90
C4	PRC for Signalled Lanes (%):	17.3	Total Delay for Signalled Lanes (pcuHr):	13.02	Cycle Time (s): 90
	PRC Over All Lanes (%):	-5.3	Total Delay Over All Lanes(pcuHr):	78.20	

Basic Results Summary

Scenario 6: '2018 DEV PM' (FG6: '2018 DEV PM', 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	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**106.8%**	**0**	**0**	**0**	**141.0**	**-**	**-**
J1: Esso Roundabout	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**106.8%**	**0**	**0**	**0**	**106.9**	**-**	**-**
1/1	Oxford Road Left Ahead	U	C2:A		1	51	-	438	2007	1160	37.8%	-	-	-	1.4	11.3	4.5
1/2	Oxford Road Ahead	U	C2:A		1	51	-	490	2155	1245	39.4%	-	-	-	1.5	11.1	4.7
1/3+1/4	Oxford Road Ahead	U	C2:B		1	52	-	961	2020:2020	785+764	62.0 : 62.0%	-	-	-	3.0	11.4	16.3
2/1	Central Link Right	U	C2:D		1	31	-	487	2053	730	66.7%	-	-	-	1.5	11.0	6.5
2/2	Central Link Right	U	C2:D		1	31	-	474	2005	713	66.5%	-	-	-	1.4	10.7	5.8
3/1	Ped Crossing Ahead	U	C2:F		1	48	-	795	1990	1083	73.4%	-	-	-	1.1	4.8	8.7
3/2	Ped Crossing Ahead	U	C2:F		1	48	-	514	2130	1160	44.3%	-	-	-	1.0	6.7	2.4
6/1	Oxford Road S/B Entry Left	U	C2:C		1	16	-	275	1832	346	79.5%	-	-	-	4.5	58.9	8.3
6/2	Oxford Road S/B Entry Ahead	U	C2:C		1	16	-	417	2105	398	104.9%	-	-	-	21.4	184.5	27.1
6/3	Oxford Road S/B Entry Ahead	U	C2:C		1	16	-	411	2080	393	104.6%	-	-	-	20.7	181.6	26.4
7/1	Internal E/b Ahead	U	C2:E		1	28	-	73	2056	662	11.0%	-	-	-	0.4	21.5	1.3
7/2	Internal E/b Right	U	C2:E		1	28	-	69	1936	624	11.1%	-	-	-	0.4	21.5	1.2
8/1	Right Ahead	U	C2:J		1	52	-	475	1990	1172	38.9%	-	-	-	0.5	3.7	1.6
8/2	Right Ahead	U	C2:J		1	52	-	422	1987	1170	34.5%	-	-	-	0.1	0.8	0.6
9/1	Ahead Right	U	C2:K		1	28	-	184	2030	654	27.6%	-	-	-	0.8	16.4	1.8
9/2	Right	U	C2:K		1	28	-	173	1997	643	26.9%	-	-	-	0.2	3.3	0.2

Basic Results Summary

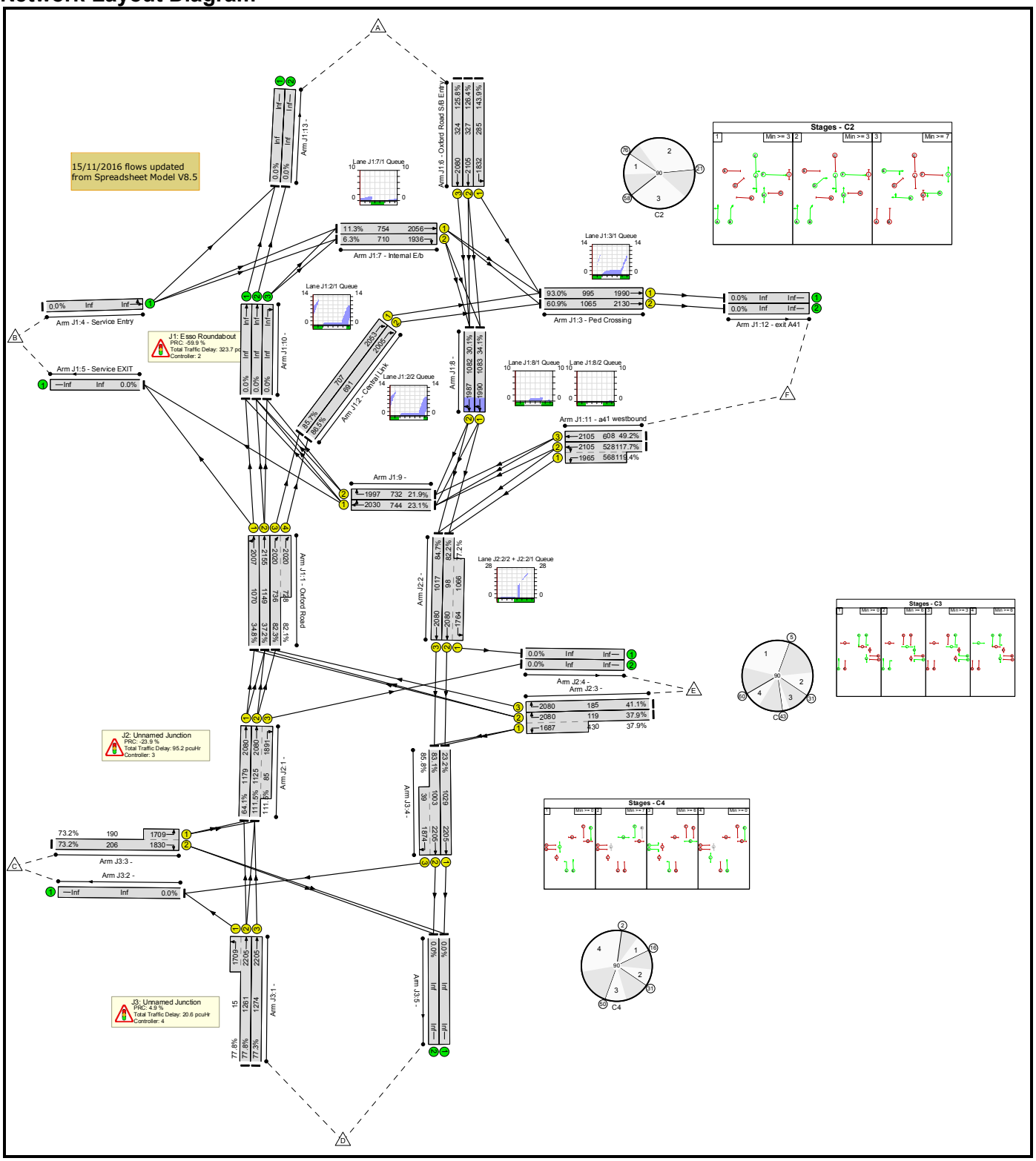
11/2+11/1	a41 westbound Ahead Left	U	C2:G		1	21	-	893	2105:1965	356+480	106.8 : 106.8%	-	-	-	44.1	177.7	48.5
11/3	a41 westbound Ahead	U	C2:G		1	21	-	289	2105	515	56.2%	-	-	-	3.0	37.7	6.9
J2: Unnamed Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.1%**	**0**	**0**	**0**	**19.5**	**-**	**-**
1/1	Ahead	U	C3:A		1	48	-	781	2080	1132	69.0%	-	-	-	2.0	9.2	15.1
1/2+1/3	Ahead Right	U	C3:A C3:B		1	48:8	-	970	2080:1891	1011+189	80.0 : 85.1%	-	-	-	4.3	16.1	24.2
2/2+2/1	Left Ahead	U	C3:C C3:D		1	43:57	-	920	2080:1764	795+486	68.0 : 68.0%	-	-	-	2.3	9.5	17.1
2/3	Ahead	U	C3:C		1	43	-	802	2080	1017	77.1%	-	-	-	4.2	19.1	14.6
3/2+3/1	Right Left	U	C3:E C3:F		1	9:22	-	379	2080:1687	231+415	63.6 : 55.9%	-	-	-	4.1	39.3	5.7
3/3	Right	U	C3:E		1	9	-	152	2080	231	65.8%	-	-	-	2.6	60.6	4.6
J3: Unnamed Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.6%**	**0**	**0**	**0**	**14.5**	**-**	**-**
1/2+1/1	Ahead Left	U	C4:B C4:A		1:2	53:29	-	866	2205:1709	1299+26	65.4 : 65.4%	-	-	-	3.8	15.7	14.8
1/3	Ahead	U	C4:B		1	53	-	854	2205	1323	64.6%	-	-	-	3.7	15.6	14.7
3/2+3/1	Left Right	U	C4:D C4:C		1	12:7	-	58	1830:1709	32+152	31.6 : 31.6%	-	-	-	0.8	51.9	1.4
4/1	Ahead	U	C4:E		1	43	-	745	2205	1078	66.3%	-	-	-	2.9	14.7	12.3
4/2+4/3	Right Ahead	U	C4:E C4:F		1	43:10	-	860	2205:1874	1016+89	76.2 : 76.6%	-	-	-	3.3	14.2	9.6

C1	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 90
C2	PRC for Signalled Lanes (%):	-18.7	Total Delay for Signalled Lanes (pcuHr):	106.93	Cycle Time (s): 90
C3	PRC for Signalled Lanes (%):	5.7	Total Delay for Signalled Lanes (pcuHr):	19.49	Cycle Time (s): 90
C4	PRC for Signalled Lanes (%):	17.5	Total Delay for Signalled Lanes (pcuHr):	14.54	Cycle Time (s): 90
	PRC Over All Lanes (%):	-18.7	Total Delay Over All Lanes(pcuHr):	140.96	

Basic Results Summary

Scenario 7: '2024 AM' (FG7: '2024 AM', 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	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**143.9%**	**0**	**0**	**0**	**439.5**	**-**	**-**
J1: Esso Roundabout	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**143.9%**	**0**	**0**	**0**	**323.7**	**-**	**-**
1/1	Oxford Road Left Ahead	U	C2:A		1	47	-	373	2007	1070	34.8%	-	-	-	1.5	14.9	4.0
1/2	Oxford Road Ahead	U	C2:A		1	47	-	428	2155	1149	37.2%	-	-	-	1.8	15.2	4.7
1/3+1/4	Oxford Road Ahead	U	C2:B		1	48	-	1330	2020:2020	736+728	82.3 : 82.1%	-	-	-	8.2	24.4	20.5
2/1	Central Link Right	U	C2:D		1	30	-	669	2053	707	85.7%	-	-	-	2.3	13.7	12.6
2/2	Central Link Right	U	C2:D		1	30	-	661	2005	691	86.5%	-	-	-	2.3	13.7	12.4
3/1	Ped Crossing Ahead	U	C2:F		1	44	-	1113	1990	995	93.0%	-	-	-	1.3	4.9	10.0
3/2	Ped Crossing Ahead	U	C2:F		1	44	-	712	2130	1065	60.9%	-	-	-	1.2	6.7	2.8
6/1	Oxford Road S/B Entry Left	U	C2:C		1	13	-	410	1832	285	143.9%	-	-	-	74.1	650.4	79.4
6/2	Oxford Road S/B Entry Ahead	U	C2:C		1	13	-	414	2105	327	126.4%	-	-	-	53.4	464.6	59.0
6/3	Oxford Road S/B Entry Ahead	U	C2:C		1	13	-	407	2080	324	125.8%	-	-	-	51.7	457.2	57.1
7/1	Internal E/b Ahead	U	C2:E		1	32	-	85	2056	754	11.3%	-	-	-	0.4	18.9	1.4
7/2	Internal E/b Right	U	C2:E		1	32	-	45	1936	710	6.3%	-	-	-	0.2	18.5	0.7
8/1	Right Ahead	U	C2:J		1	48	-	456	1990	1083	34.1%	-	-	-	0.4	3.5	1.1
8/2	Right Ahead	U	C2:J		1	48	-	410	1987	1082	30.1%	-	-	-	0.0	0.4	0.4
9/1	Ahead Right	U	C2:K		1	32	-	181	2030	744	23.1%	-	-	-	0.5	9.5	1.0
9/2	Right	U	C2:K		1	32	-	160	1997	732	21.9%	-	-	-	0.1	3.1	0.2

Basic Results Summary

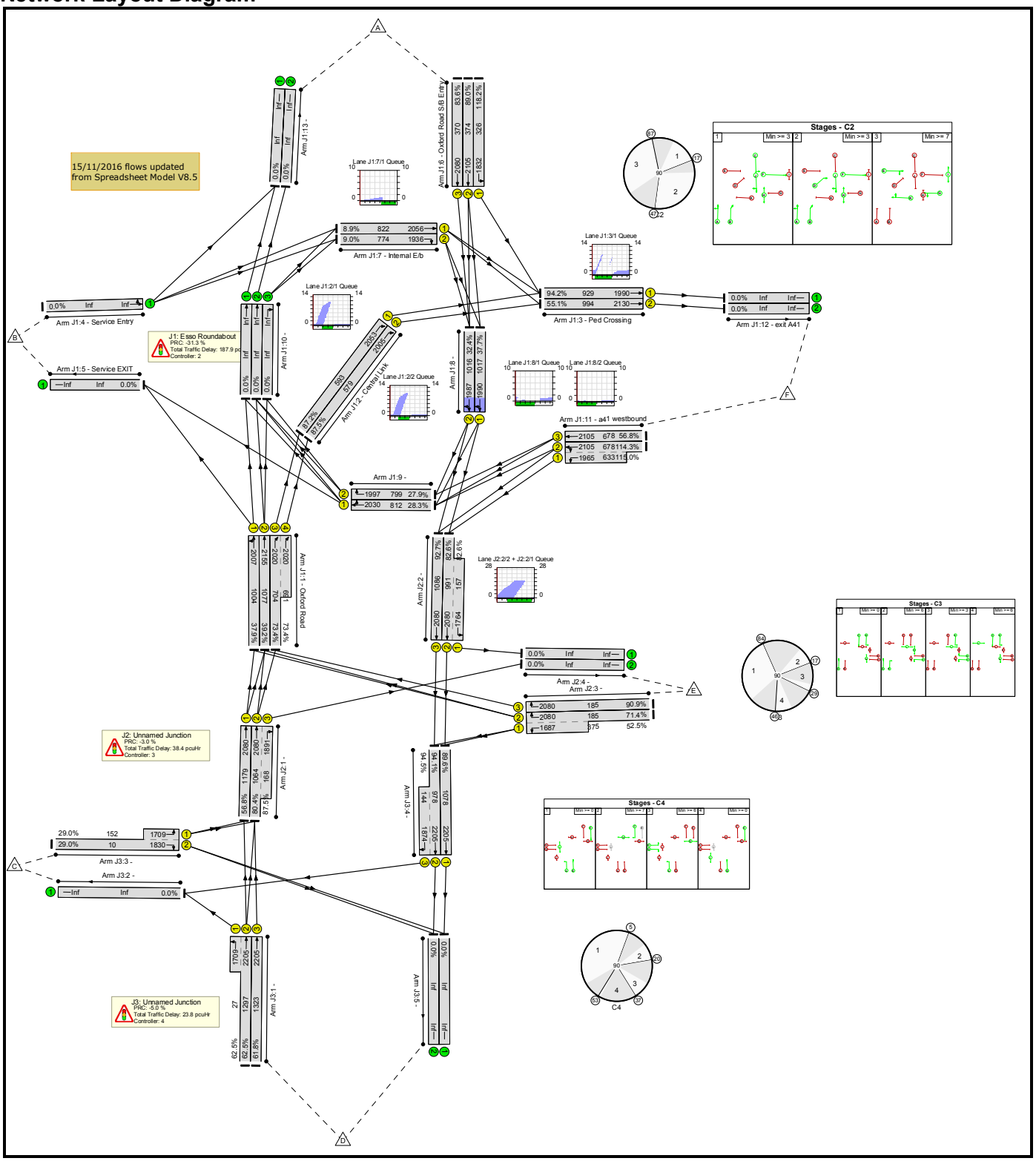
11/2+11/1	a41 westbound Ahead Left	U	C2:G		1	25	-	1299	2105:1965	528+568	117.7 : 119.4%	-	-	-	121.6	337.0	131.8
11/3	a41 westbound Ahead	U	C2:G		1	25	-	299	2105	608	49.2%	-	-	-	2.7	32.3	6.6
J2: Unnamed Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**111.5%**	**0**	**0**	**0**	**95.2**	**-**	**-**
1/1	Ahead	U	C3:A		1	50	-	756	2080	1179	64.1%	-	-	-	1.4	6.4	7.8
1/2+1/3	Ahead Right	U	C3:A C3:B		1	50:10	-	1349	2080:1891	1125+85	111.5 : 111.5%	-	-	-	83.6	223.2	111.4
2/2+2/1	Left Ahead	U	C3:C C3:D		1	43:55	-	1092	2080:1764	98+1066	82.2 : 77.2%	-	-	-	2.4	9.6	26.4
2/3	Ahead	U	C3:C		1	43	-	1031	2080	1017	84.7%	-	-	-	4.6	19.3	17.9
3/2+3/1	Right Left	U	C3:E C3:F		1	7:22	-	208	2080:1687	119+430	37.9 : 37.9%	-	-	-	2.0	35.2	3.7
3/3	Right	U	C3:E		1	7	-	76	2080	185	41.1%	-	-	-	1.2	55.2	2.1
J3: Unnamed Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.8%**	**0**	**0**	**0**	**20.6**	**-**	**-**
1/2+1/1	Ahead Left	U	C4:B C4:A		1:2	51:18	-	993	2205:1709	1261+15	77.8 : 77.8%	-	-	-	5.8	20.9	20.4
1/3	Ahead	U	C4:B		1	51	-	985	2205	1274	77.3%	-	-	-	5.7	20.7	20.3
3/2+3/1	Left Right	U	C4:D C4:C		1	14:9	-	290	1830:1709	206+190	73.2 : 73.2%	-	-	-	4.3	52.8	4.7
4/1	Ahead	U	C4:E		1	41	-	250	2205	1029	23.2%	-	-	-	1.4	20.6	4.5
4/2+4/3	Right Ahead	U	C4:E C4:F		1	41:10	-	1036	2205:1874	1003+39	83.1 : 85.8%	-	-	-	3.6	14.8	12.2

C1	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 90
C2	PRC for Signalled Lanes (%):	-59.9	Total Delay for Signalled Lanes (pcuHr):	323.70	Cycle Time (s): 90
C3	PRC for Signalled Lanes (%):	-23.9	Total Delay for Signalled Lanes (pcuHr):	95.19	Cycle Time (s): 90
C4	PRC for Signalled Lanes (%):	4.9	Total Delay for Signalled Lanes (pcuHr):	20.59	Cycle Time (s): 90
	PRC Over All Lanes (%):	-59.9	Total Delay Over All Lanes(pcuHr):	439.48	

Basic Results Summary

Scenario 8: '2024 PM' (FG8: '2024 PM', 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	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**118.2%**	**0**	**0**	**0**	**250.2**	**-**	**-**
J1: Esso Roundabout	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**118.2%**	**0**	**0**	**0**	**187.9**	**-**	**-**
1/1	Oxford Road Left Ahead	U	C2:A		1	44	-	380	2007	1004	37.9%	-	-	-	1.3	12.0	6.7
1/2	Oxford Road Ahead	U	C2:A		1	44	-	422	2155	1077	39.2%	-	-	-	1.3	11.2	7.0
1/3+1/4	Oxford Road Ahead	U	C2:B		1	45	-	1024	2020:2020	704+691	73.4 : 73.4%	-	-	-	3.6	12.7	10.7
2/1	Central Link Right	U	C2:D		1	25	-	517	2053	593	87.2%	-	-	-	2.2	15.1	11.6
2/2	Central Link Right	U	C2:D		1	25	-	507	2005	579	87.5%	-	-	-	2.1	15.2	11.3
3/1	Ped Crossing Ahead	U	C2:F		1	41	-	934	1990	929	94.2%	-	-	-	1.3	5.2	10.2
3/2	Ped Crossing Ahead	U	C2:F		1	41	-	548	2130	994	55.1%	-	-	-	1.2	7.6	2.5
6/1	Oxford Road S/B Entry Left	U	C2:C		1	15	-	385	1832	326	118.2%	-	-	-	39.3	367.9	43.7
6/2	Oxford Road S/B Entry Ahead	U	C2:C		1	15	-	333	2105	374	89.0%	-	-	-	6.8	73.5	11.5
6/3	Oxford Road S/B Entry Ahead	U	C2:C		1	15	-	309	2080	370	83.6%	-	-	-	5.4	63.2	9.7
7/1	Internal E/b Ahead	U	C2:E		1	35	-	73	2056	822	8.9%	-	-	-	0.3	16.8	1.1
7/2	Internal E/b Right	U	C2:E		1	35	-	70	1936	774	9.0%	-	-	-	0.3	16.8	1.1
8/1	Right Ahead	U	C2:J		1	45	-	383	1990	1017	37.7%	-	-	-	0.4	4.0	1.3
8/2	Right Ahead	U	C2:J		1	45	-	329	1987	1016	32.4%	-	-	-	0.2	2.0	0.5
9/1	Ahead Right	U	C2:K		1	35	-	230	2030	812	28.3%	-	-	-	0.8	12.2	1.9
9/2	Right	U	C2:K		1	35	-	223	1997	799	27.9%	-	-	-	0.2	2.9	0.3

Basic Results Summary

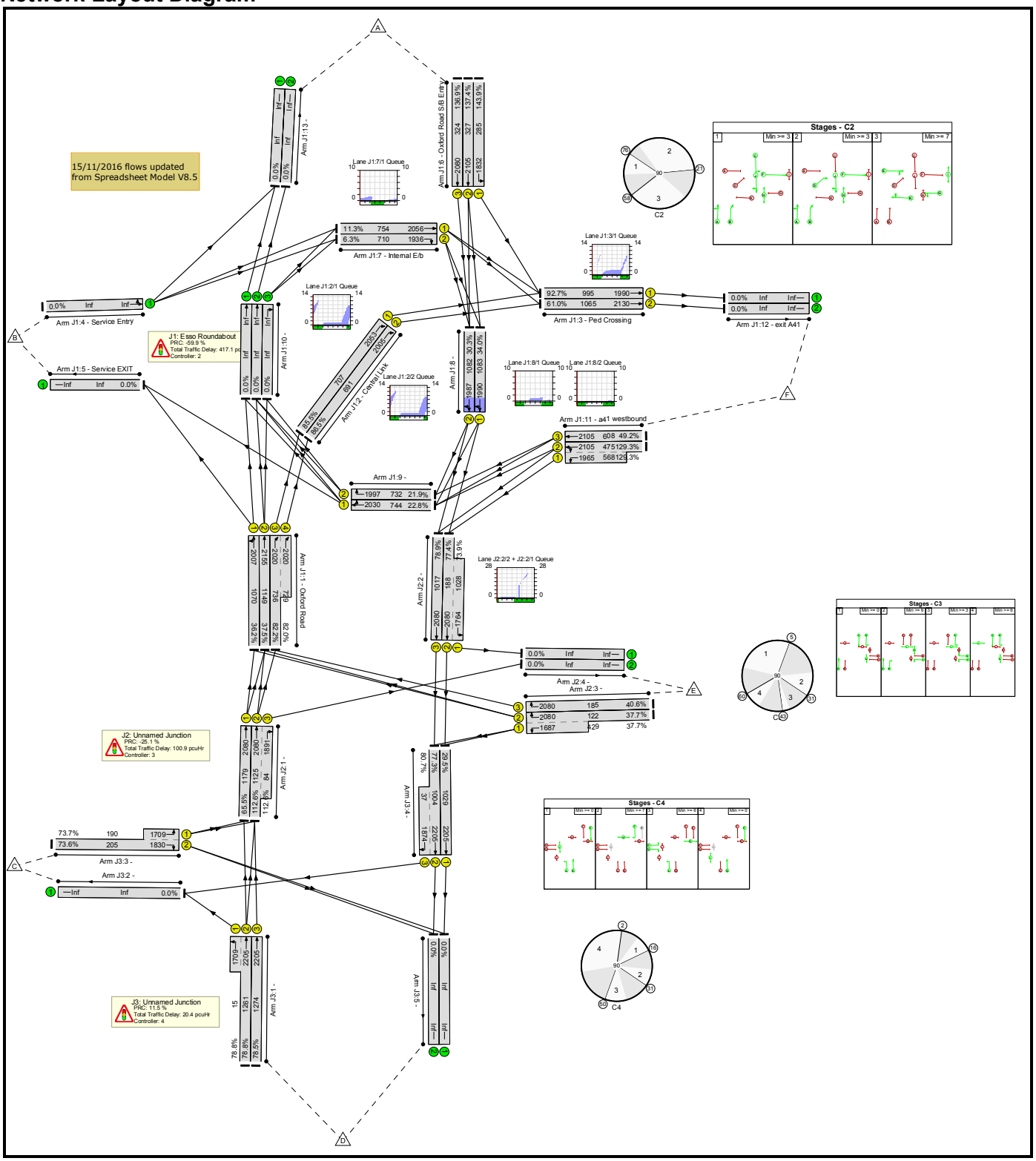
11/2+11/1	a41 westbound Ahead Left	U	C2:G		1	28	-	1503	2105:1965	678+633	114.3 : 115.0%	-	-	-	117.9	282.3	126.1
11/3	a41 westbound Ahead	U	C2:G		1	28	-	385	2105	678	56.8%	-	-	-	3.4	31.4	8.6
J2: Unnamed Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**92.7%**	**0**	**0**	**0**	**38.4**	**-**	**-**
1/1	Ahead	U	C3:A		1	50	-	670	2080	1179	56.8%	-	-	-	1.1	5.8	5.9
1/2+1/3	Ahead Right	U	C3:A C3:B		1	50:7	-	1003	2080:1891	1064+168	80.4 : 87.5%	-	-	-	4.3	15.4	26.4
2/2+2/1	Left Ahead	U	C3:C C3:D		1	46:58	-	1043	2080:1764	991+157	82.6 : 82.6%	-	-	-	9.5	36.0	19.0
2/3	Ahead	U	C3:C		1	46	-	1104	2080	1086	92.7%	-	-	-	14.3	51.1	25.6
3/2+3/1	Right Left	U	C3:E C3:F		1	7:19	-	329	2080:1687	185+375	71.4 : 52.5%	-	-	-	3.9	42.2	5.0
3/3	Right	U	C3:E		1	7	-	168	2080	185	90.9%	-	-	-	5.4	115.9	7.7
J3: Unnamed Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**94.5%**	**0**	**0**	**0**	**23.8**	**-**	**-**
1/2+1/1	Ahead Left	U	C4:B C4:A		1:2	53:44	-	828	2205:1709	1297+27	62.5 : 62.5%	-	-	-	3.4	15.0	13.8
1/3	Ahead	U	C4:B		1	53	-	818	2205	1323	61.8%	-	-	-	3.4	15.0	13.8
3/2+3/1	Left Right	U	C4:D C4:C		1	12:7	-	47	1830:1709	10+152	29.0 : 29.0%	-	-	-	0.7	53.6	1.2
4/1	Ahead	U	C4:E		1	43	-	1048	2205	1078	89.6%	-	-	-	7.1	26.5	25.2
4/2+4/3	Right Ahead	U	C4:E C4:F		1	43:10	-	1153	2205:1874	978+144	94.1 : 94.5%	-	-	-	9.1	31.2	27.2

C1	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 90
C2	PRC for Signalled Lanes (%):	-31.3	Total Delay for Signalled Lanes (pcuHr):	187.94	Cycle Time (s): 90
C3	PRC for Signalled Lanes (%):	-3.0	Total Delay for Signalled Lanes (pcuHr):	38.42	Cycle Time (s): 90
C4	PRC for Signalled Lanes (%):	-5.0	Total Delay for Signalled Lanes (pcuHr):	23.81	Cycle Time (s): 90
	PRC Over All Lanes (%):	-31.3	Total Delay Over All Lanes(pcuHr):	250.18	

Basic Results Summary

Scenario 9: '2024 DEV AM' (FG9: '2024 DEV AM', 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	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**143.9%**	**0**	**0**	**0**	**538.5**	**-**	**-**
J1: Esso Roundabout	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**143.9%**	**0**	**0**	**0**	**417.1**	**-**	**-**
1/1	Oxford Road Left Ahead	U	C2:A		1	47	-	387	2007	1070	36.2%	-	-	-	1.6	15.3	4.2
1/2	Oxford Road Ahead	U	C2:A		1	47	-	431	2155	1149	37.5%	-	-	-	1.8	15.4	4.8
1/3+1/4	Oxford Road Ahead	U	C2:B		1	48	-	1342	2020:2020	736+729	82.2 : 82.0%	-	-	-	8.1	24.4	20.5
2/1	Central Link Right	U	C2:D		1	30	-	674	2053	707	85.5%	-	-	-	2.3	13.6	12.6
2/2	Central Link Right	U	C2:D		1	30	-	668	2005	691	86.5%	-	-	-	2.3	13.8	12.5
3/1	Ped Crossing Ahead	U	C2:F		1	44	-	1117	1990	995	92.7%	-	-	-	1.3	4.9	9.6
3/2	Ped Crossing Ahead	U	C2:F		1	44	-	720	2130	1065	61.0%	-	-	-	1.2	6.7	2.8
6/1	Oxford Road S/B Entry Left	U	C2:C		1	13	-	410	1832	285	143.9%	-	-	-	74.1	650.4	79.4
6/2	Oxford Road S/B Entry Ahead	U	C2:C		1	13	-	450	2105	327	137.4%	-	-	-	73.2	585.6	79.1
6/3	Oxford Road S/B Entry Ahead	U	C2:C		1	13	-	443	2080	324	136.9%	-	-	-	71.4	580.5	77.2
7/1	Internal E/b Ahead	U	C2:E		1	32	-	85	2056	754	11.3%	-	-	-	0.4	18.9	1.4
7/2	Internal E/b Right	U	C2:E		1	32	-	45	1936	710	6.3%	-	-	-	0.2	18.5	0.7
8/1	Right Ahead	U	C2:J		1	48	-	490	1990	1083	34.0%	-	-	-	0.4	3.5	1.1
8/2	Right Ahead	U	C2:J		1	48	-	448	1987	1082	30.3%	-	-	-	0.0	0.5	0.4
9/1	Ahead Right	U	C2:K		1	32	-	181	2030	744	22.8%	-	-	-	0.4	9.1	1.0
9/2	Right	U	C2:K		1	32	-	160	1997	732	21.9%	-	-	-	0.1	3.1	0.2

Basic Results Summary

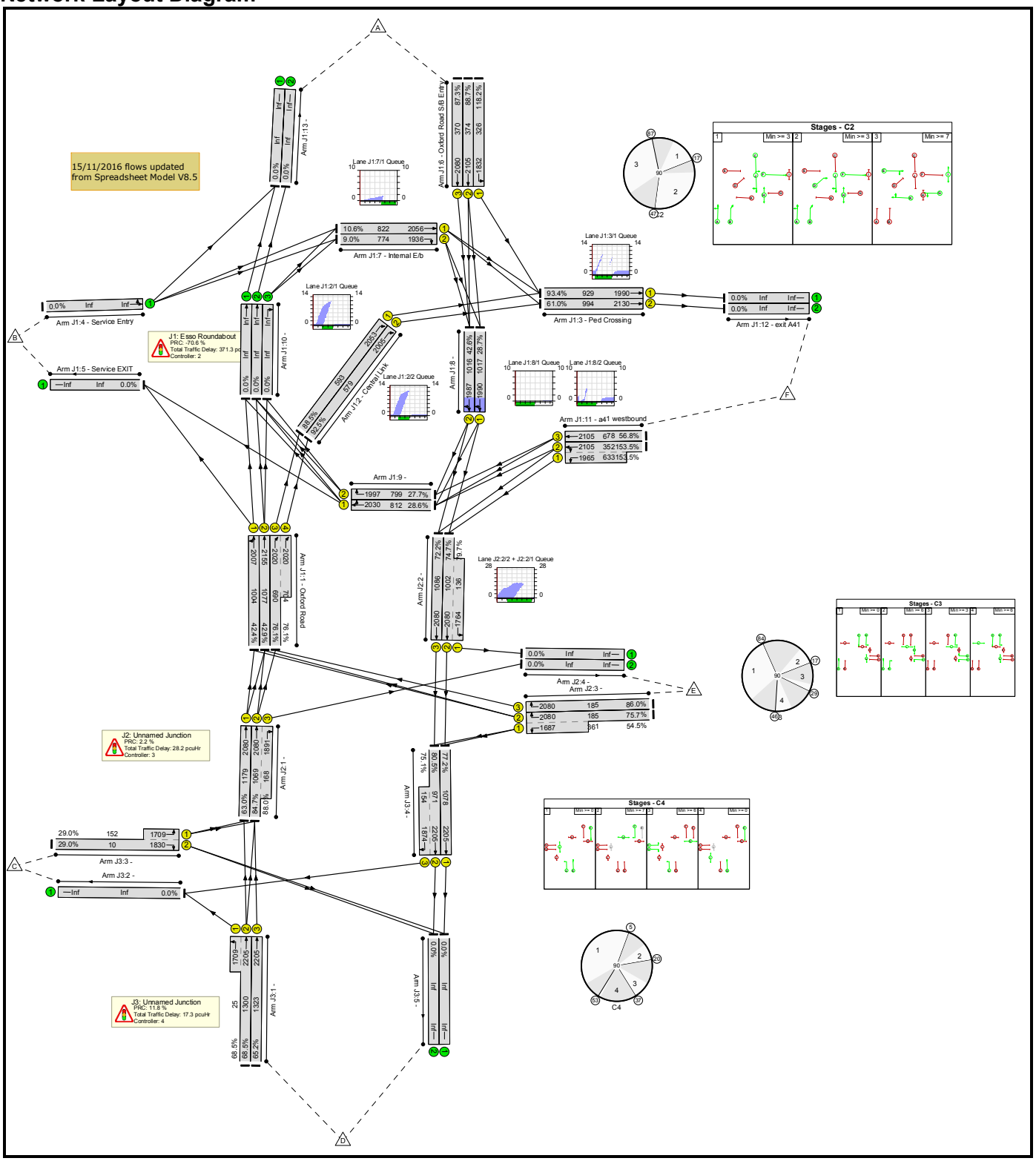
11/2+11/1	a41 westbound Ahead Left	U	C2:G		1	25	-	1348	2105:1965	475+568	129.3 : 129.3%	-	-	-	175.4	468.5	186.9
11/3	a41 westbound Ahead	U	C2:G		1	25	-	299	2105	608	49.2%	-	-	-	2.7	32.3	6.6
J2: Unnamed Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**112.6%**	**0**	**0**	**0**	**100.9**	**-**	**-**
1/1	Ahead	U	C3:A		1	50	-	772	2080	1179	65.5%	-	-	-	1.4	6.6	8.0
1/2+1/3	Ahead Right	U	C3:A C3:B		1	50:10	-	1362	2080:1891	1125+84	112.6 : 112.6%	-	-	-	90.5	239.3	118.0
2/2+2/1	Left Ahead	U	C3:C C3:D		1	43:55	-	1182	2080:1764	188+1028	77.4 : 73.9%	-	-	-	2.1	8.4	25.5
2/3	Ahead	U	C3:C		1	43	-	1062	2080	1017	78.9%	-	-	-	3.7	16.5	15.5
3/2+3/1	Right Left	U	C3:E C3:F		1	7:22	-	208	2080:1687	122+429	37.7 : 37.7%	-	-	-	2.0	35.2	3.6
3/3	Right	U	C3:E		1	7	-	75	2080	185	40.6%	-	-	-	1.1	55.0	2.1
J3: Unnamed Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.7%**	**0**	**0**	**0**	**20.4**	**-**	**-**
1/2+1/1	Ahead Left	U	C4:B C4:A		1:2	51:18	-	1006	2205:1709	1261+15	78.8 : 78.8%	-	-	-	6.0	21.3	21.1
1/3	Ahead	U	C4:B		1	51	-	1000	2205	1274	78.5%	-	-	-	5.9	21.2	21.0
3/2+3/1	Left Right	U	C4:D C4:C		1	14:9	-	291	1830:1709	205+190	73.6 : 73.7%	-	-	-	4.3	53.2	4.8
4/1	Ahead	U	C4:E		1	41	-	341	2205	1029	29.5%	-	-	-	1.5	17.8	5.2
4/2+4/3	Right Ahead	U	C4:E C4:F		1	41:10	-	1066	2205:1874	1004+37	77.3 : 80.7%	-	-	-	2.8	12.6	11.5

C1	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 90
C2	PRC for Signalled Lanes (%):	-59.9	Total Delay for Signalled Lanes (pcuHr):	417.13	Cycle Time (s): 90
C3	PRC for Signalled Lanes (%):	-25.1	Total Delay for Signalled Lanes (pcuHr):	100.93	Cycle Time (s): 90
C4	PRC for Signalled Lanes (%):	11.5	Total Delay for Signalled Lanes (pcuHr):	20.45	Cycle Time (s): 90
	PRC Over All Lanes (%):	-59.9	Total Delay Over All Lanes(pcuHr):	538.51	

Basic Results Summary

Scenario 10: '2024 DEV PM' (FG10: '2024 DEV PM', 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	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**153.5%**	**0**	**0**	**0**	**416.9**	**-**	**-**
J1: Esso Roundabout	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**153.5%**	**0**	**0**	**0**	**371.3**	**-**	**-**
1/1	Oxford Road Left Ahead	U	C2:A		1	44	-	425	2007	1004	42.4%	-	-	-	1.4	11.9	7.6
1/2	Oxford Road Ahead	U	C2:A		1	44	-	462	2155	1077	42.9%	-	-	-	1.5	11.5	7.9
1/3+1/4	Oxford Road Ahead	U	C2:B		1	45	-	1061	2020:2020	690+704	76.1 : 76.1%	-	-	-	3.8	12.9	13.5
2/1	Central Link Right	U	C2:D		1	25	-	525	2053	593	88.5%	-	-	-	2.2	14.8	11.6
2/2	Central Link Right	U	C2:D		1	25	-	536	2005	579	92.5%	-	-	-	2.3	15.3	12.8
3/1	Ped Crossing Ahead	U	C2:F		1	41	-	927	1990	929	93.4%	-	-	-	1.2	5.0	10.0
3/2	Ped Crossing Ahead	U	C2:F		1	41	-	606	2130	994	61.0%	-	-	-	1.7	10.1	3.7
6/1	Oxford Road S/B Entry Left	U	C2:C		1	15	-	385	1832	326	118.2%	-	-	-	39.3	367.9	43.7
6/2	Oxford Road S/B Entry Ahead	U	C2:C		1	15	-	332	2105	374	88.7%	-	-	-	6.7	72.9	11.4
6/3	Oxford Road S/B Entry Ahead	U	C2:C		1	15	-	323	2080	370	87.3%	-	-	-	6.3	70.1	10.9
7/1	Internal E/b Ahead	U	C2:E		1	35	-	87	2056	822	10.6%	-	-	-	0.4	18.0	1.5
7/2	Internal E/b Right	U	C2:E		1	35	-	70	1936	774	9.0%	-	-	-	0.3	16.8	1.1
8/1	Right Ahead	U	C2:J		1	45	-	292	1990	1017	28.7%	-	-	-	0.0	0.5	0.1
8/2	Right Ahead	U	C2:J		1	45	-	433	1987	1016	42.6%	-	-	-	0.7	5.4	4.2
9/1	Ahead Right	U	C2:K		1	35	-	232	2030	812	28.6%	-	-	-	0.8	12.2	1.9
9/2	Right	U	C2:K		1	35	-	221	1997	799	27.7%	-	-	-	0.2	2.9	0.3

Basic Results Summary

11/2+11/1	a41 westbound Ahead Left	U	C2:G		1	28	-	1512	2105:1965	352+633	153.5 : 153.5%	-	-	-	299.2	712.4	314.4
11/3	a41 westbound Ahead	U	C2:G		1	28	-	385	2105	678	56.8%	-	-	-	3.4	31.4	8.6
J2: Unnamed Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.0%**	**0**	**0**	**0**	**28.2**	**-**	**-**
1/1	Ahead	U	C3:A		1	50	-	743	2080	1179	63.0%	-	-	-	1.3	6.4	6.7
1/2+1/3	Ahead Right	U	C3:A C3:B		1	50:7	-	1054	2080:1891	1069+168	84.7 : 88.0%	-	-	-	5.0	17.2	28.9
2/2+2/1	Left Ahead	U	C3:C C3:D		1	46:58	-	1196	2080:1764	1002+136	74.7 : 79.7%	-	-	-	7.8	32.6	16.0
2/3	Ahead	U	C3:C		1	46	-	973	2080	1086	72.2%	-	-	-	5.7	26.0	15.8
3/2+3/1	Right Left	U	C3:E C3:F		1	7:19	-	337	2080:1687	185+361	75.7 : 54.5%	-	-	-	4.0	43.2	5.1
3/3	Right	U	C3:E		1	7	-	159	2080	185	86.0%	-	-	-	4.4	98.5	6.4
J3: Unnamed Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.5%**	**0**	**0**	**0**	**17.3**	**-**	**-**
1/2+1/1	Ahead Left	U	C4:B C4:A		1:2	53:44	-	907	2205:1709	1300+25	68.5 : 68.5%	-	-	-	4.1	16.3	16.1
1/3	Ahead	U	C4:B		1	53	-	863	2205	1323	65.2%	-	-	-	3.8	15.7	15.1
3/2+3/1	Left Right	U	C4:D C4:C		1	12:7	-	47	1830:1709	10+152	29.0 : 29.0%	-	-	-	0.7	53.6	1.2
4/1	Ahead	U	C4:E		1	43	-	1137	2205	1078	77.2%	-	-	-	3.8	16.3	19.2
4/2+4/3	Right Ahead	U	C4:E C4:F		1	43:10	-	1086	2205:1874	971+154	80.5 : 75.1%	-	-	-	5.0	19.9	19.5

C1	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 90
C2	PRC for Signalled Lanes (%):	-70.6	Total Delay for Signalled Lanes (pcuHr):	371.35	Cycle Time (s): 90
C3	PRC for Signalled Lanes (%):	2.2	Total Delay for Signalled Lanes (pcuHr):	28.18	Cycle Time (s): 90
C4	PRC for Signalled Lanes (%):	11.8	Total Delay for Signalled Lanes (pcuHr):	17.33	Cycle Time (s): 90
	PRC Over All Lanes (%):	-70.6	Total Delay Over All Lanes(pcuHr):	416.85	

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Filename: Site Access_A41 RAB_Base Flows 161123 MITIGATION.j9
Path: J:\35172 – Bicester 10\Technical\Transport\Junction Assessments\ARCADY
Report generation date: 23/11/2016 17:26:06

»2024 Base, AM
»2024 Base, PM
»2024 with Development, AM
»2024 with Development, PM

Summary of junction performance

	AM						PM					
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
2024 Base												
1 - Vendee Drive	2.5	12.28	0.71	B	6.02	A	0.7	5.08	0.40	A	7.48	A
2 - A41 North	0.8	2.61	0.43	A			6.5	10.06	0.87	B		
3 - Site Access	0.4	3.50	0.28	A			0.5	8.80	0.33	A		
4 - A41 South	3.6	6.12	0.78	A			1.7	4.05	0.63	A		
5 - P+R	0.1	7.73	0.07	A			0.1	6.63	0.11	A		
2024 with Development												
1 - Vendee Drive	5.3	24.35	0.85	C	8.98	A	0.8	5.96	0.44	A	10.95	B
2 - A41 North	1.0	3.04	0.49	A			7.3	11.23	0.88	B		
3 - Site Access	0.5	3.73	0.33	A			4.4	32.57	0.83	D		
4 - A41 South	4.6	7.66	0.82	A			2.1	5.04	0.68	A		
5 - P+R	0.1	9.18	0.08	A			0.2	8.74	0.14	A		

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	A41 / Site Access / Vendee Drive / P&R Rbt
Location	Bicester
Site number	
Date	31/08/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PBA\kkelland
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2024 Base	AM	ONE HOUR	07:00	08:30	15	✓
D6	2024 Base	PM	ONE HOUR	16:45	18:15	15	✓
D7	2024 with Development	AM	ONE HOUR	07:00	08:30	15	✓
D8	2024 with Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2024 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Vendee Drive - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A41 North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Site Access - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3,4,5	6.02	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Vendee Drive	
2	A41 North	
3	Site Access	
4	A41 South	
5	P+R	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Vendee Drive	3.70	8.22	90.0	18.0	70.0	20.0	
2 - A41 North	7.00	11.00	32.0	32.0	70.0	20.0	
3 - Site Access	3.50	10.00	32.0	25.0	70.0	25.0	
4 - A41 South	7.00	12.00	25.0	35.0	70.0	25.0	
5 - P+R	4.00	8.50	15.0	18.0	70.0	20.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Vendee Drive	0.618	2368
2 - A41 North	0.745	3145
3 - Site Access	0.609	2315
4 - A41 South	0.745	3161
5 - P+R	0.554	1963

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2024 Base	AM	ONE HOUR	07:00	08:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Vendee Drive		ONE HOUR	✓	677	100.000
2 - A41 North		ONE HOUR	✓	1033	100.000
3 - Site Access		ONE HOUR	✓	383	100.000
4 - A41 South		ONE HOUR	✓	1926	100.000
5 - P+R		ONE HOUR	✓	31	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Vendee Drive	2 - A41 North	3 - Site Access	4 - A41 South	5 - P+R
From	1 - Vendee Drive	0	299	179	185	14
	2 - A41 North	107	4	3	885	34
	3 - Site Access	69	245	62	0	7
	4 - A41 South	310	1414	189	0	13
	5 - P+R	3	14	0	14	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Vendee Drive	2 - A41 North	3 - Site Access	4 - A41 South	5 - P+R
From	1 - Vendee Drive	0	5	1	4	0
	2 - A41 North	2	100	3	8	0
	3 - Site Access	3	4	0	0	0
	4 - A41 South	1	2	0	0	0
	5 - P+R	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Vendee Drive	0.71	12.28	2.5	B	621	932
2 - A41 North	0.43	2.61	0.8	A	948	1422
3 - Site Access	0.28	3.50	0.4	A	351	527
4 - A41 South	0.78	6.12	3.6	A	1767	2651
5 - P+R	0.07	7.73	0.1	A	28	43

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	510	127	1458	1468	0.347	507	367	0.0	0.5	3.872	A
2 - A41 North	778	194	482	2786	0.279	776	1483	0.0	0.4	1.919	A
3 - Site Access	288	72	933	1747	0.165	288	325	0.0	0.2	2.541	A
4 - A41 South	1450	362	407	2858	0.507	1446	814	0.0	1.0	2.582	A
5 - P+R	23	6	1802	965	0.024	23	51	0.0	0.0	3.820	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	609	152	1744	1291	0.471	607	439	0.5	0.9	5.436	A
2 - A41 North	929	232	577	2715	0.342	928	1774	0.4	0.6	2.160	A
3 - Site Access	344	86	1116	1636	0.211	344	389	0.2	0.3	2.873	A
4 - A41 South	1731	433	487	2799	0.619	1729	974	1.0	1.6	3.412	A
5 - P+R	28	7	2155	770	0.036	28	61	0.0	0.0	4.852	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	745	186	2131	1052	0.709	739	537	0.9	2.4	11.710	B
2 - A41 North	1137	284	704	2621	0.434	1136	2167	0.6	0.8	2.600	A
3 - Site Access	422	105	1366	1484	0.284	421	474	0.3	0.4	3.489	A
4 - A41 South	2121	530	596	2718	0.780	2113	1191	1.6	3.5	5.977	A
5 - P+R	34	9	2634	504	0.068	34	75	0.0	0.1	7.656	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	745	186	2138	1048	0.711	745	538	2.4	2.5	12.282	B
2 - A41 North	1137	284	708	2618	0.435	1137	2175	0.8	0.8	2.607	A
3 - Site Access	422	105	1368	1482	0.285	422	477	0.4	0.4	3.498	A
4 - A41 South	2121	530	597	2717	0.780	2120	1193	3.5	3.6	6.124	A
5 - P+R	34	9	2642	500	0.068	34	75	0.1	0.1	7.731	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	609	152	1753	1286	0.473	615	441	2.5	0.9	5.606	A
2 - A41 North	929	232	582	2711	0.343	930	1785	0.8	0.6	2.169	A
3 - Site Access	344	86	1120	1633	0.211	345	392	0.4	0.3	2.882	A
4 - A41 South	1731	433	488	2798	0.619	1739	977	3.6	1.7	3.477	A
5 - P+R	28	7	2166	764	0.036	28	61	0.1	0.0	4.895	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	510	127	1464	1464	0.348	511	369	0.9	0.6	3.918	A
2 - A41 North	778	194	485	2783	0.279	778	1490	0.6	0.4	1.927	A
3 - Site Access	288	72	937	1745	0.165	289	327	0.3	0.2	2.548	A
4 - A41 South	1450	362	408	2857	0.507	1452	817	1.7	1.1	2.610	A
5 - P+R	23	6	1810	961	0.024	23	51	0.0	0.0	3.838	A

2024 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Vendee Drive - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A41 North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Site Access - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3,4,5	7.48	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2024 Base	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Vendee Drive		ONE HOUR	✓	433	100.000
2 - A41 North		ONE HOUR	✓	2177	100.000
3 - Site Access		ONE HOUR	✓	185	100.000
4 - A41 South		ONE HOUR	✓	1393	100.000
5 - P+R		ONE HOUR	✓	62	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Vendee Drive	2 - A41 North	3 - Site Access	4 - A41 South	5 - P+R
From	1 - Vendee Drive	0	27	64	341	1
	2 - A41 North	392	345	4	1413	23
	3 - Site Access	44	50	9	80	2
	4 - A41 South	112	1221	44	0	16
	5 - P+R	19	25	0	18	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Vendee Drive	2 - A41 North	3 - Site Access	4 - A41 South	5 - P+R
From	1 - Vendee Drive	0	7	0	3	0
	2 - A41 North	0	0	0	1	0
	3 - Site Access	0	0	0	3	0
	4 - A41 South	10	3	0	0	0
	5 - P+R	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Vendee Drive	0.40	5.08	0.7	A	397	596
2 - A41 North	0.87	10.06	6.5	B	1998	2996
3 - Site Access	0.33	8.80	0.5	A	170	255
4 - A41 South	0.63	4.05	1.7	A	1278	1917
5 - P+R	0.11	6.63	0.1	A	57	85

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	326	81	1285	1574	0.207	325	426	0.0	0.3	2.958	A
2 - A41 North	1639	410	358	2878	0.569	1634	1252	0.0	1.3	2.900	A
3 - Site Access	139	35	1901	1158	0.120	139	91	0.0	0.1	3.574	A
4 - A41 South	1049	262	650	2678	0.392	1046	1390	0.0	0.7	2.277	A
5 - P+R	47	12	1664	1041	0.045	46	32	0.0	0.0	3.617	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	389	97	1537	1419	0.274	389	509	0.3	0.4	3.589	A
2 - A41 North	1957	489	428	2826	0.693	1953	1498	1.3	2.2	4.136	A
3 - Site Access	166	42	2273	931	0.179	166	109	0.1	0.2	4.760	A
4 - A41 South	1252	313	777	2583	0.485	1251	1662	0.7	1.0	2.792	A
5 - P+R	56	14	1990	861	0.065	56	38	0.0	0.1	4.471	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	477	119	1879	1208	0.395	476	621	0.4	0.7	5.047	A
2 - A41 North	2397	599	524	2755	0.870	2381	1831	2.2	6.2	9.321	A
3 - Site Access	204	51	2772	628	0.324	203	133	0.2	0.5	8.554	A
4 - A41 South	1534	383	947	2456	0.624	1531	2027	1.0	1.7	4.009	A
5 - P+R	68	17	2432	616	0.111	68	46	0.1	0.1	6.563	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	477	119	1885	1204	0.396	477	624	0.7	0.7	5.085	A
2 - A41 North	2397	599	525	2754	0.870	2396	1836	6.2	6.5	10.059	B
3 - Site Access	204	51	2788	618	0.330	204	133	0.5	0.5	8.796	A
4 - A41 South	1534	383	953	2452	0.626	1534	2038	1.7	1.7	4.054	A
5 - P+R	68	17	2441	611	0.112	68	46	0.1	0.1	6.626	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	389	97	1545	1414	0.275	390	513	0.7	0.4	3.619	A
2 - A41 North	1957	489	430	2825	0.693	1974	1505	6.5	2.3	4.340	A
3 - Site Access	166	42	2295	918	0.181	167	109	0.5	0.2	4.863	A
4 - A41 South	1252	313	785	2577	0.486	1255	1677	1.7	1.0	2.823	A
5 - P+R	56	14	2002	854	0.065	56	38	0.1	0.1	4.511	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	326	81	1291	1571	0.207	326	428	0.4	0.3	2.973	A
2 - A41 North	1639	410	360	2877	0.570	1643	1258	2.3	1.3	2.946	A
3 - Site Access	139	35	1911	1152	0.121	140	91	0.2	0.1	3.602	A
4 - A41 South	1049	262	654	2675	0.392	1050	1397	1.0	0.7	2.292	A
5 - P+R	47	12	1672	1037	0.045	47	32	0.1	0.0	3.633	A

2024 with Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Vendee Drive - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A41 North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Site Access - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3,4,5	8.98	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2024 with Development	AM	ONE HOUR	07:00	08:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Vendee Drive		ONE HOUR	✓	754	100.000
2 - A41 North		ONE HOUR	✓	1118	100.000
3 - Site Access		ONE HOUR	✓	444	100.000
4 - A41 South		ONE HOUR	✓	2003	100.000
5 - P+R		ONE HOUR	✓	31	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Vendee Drive	2 - A41 North	3 - Site Access	4 - A41 South	5 - P+R
From	1 - Vendee Drive	0	299	256	185	14
	2 - A41 North	107	4	88	885	34
	3 - Site Access	86	272	62	17	7
	4 - A41 South	310	1414	266	0	13
	5 - P+R	3	14	0	14	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Vendee Drive	2 - A41 North	3 - Site Access	4 - A41 South	5 - P+R
From	1 - Vendee Drive	0	5	1	4	0
	2 - A41 North	2	100	0	8	0
	3 - Site Access	3	4	0	1	0
	4 - A41 South	1	2	0	0	0
	5 - P+R	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Vendee Drive	0.85	24.35	5.3	C	692	1038
2 - A41 North	0.49	3.04	1.0	A	1026	1539
3 - Site Access	0.33	3.73	0.5	A	407	611
4 - A41 South	0.82	7.66	4.6	A	1838	2757
5 - P+R	0.08	9.18	0.1	A	28	43

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	568	142	1536	1420	0.400	565	380	0.0	0.7	4.334	A
2 - A41 North	842	210	598	2700	0.312	840	1503	0.0	0.5	2.062	A
3 - Site Access	334	84	933	1747	0.191	333	504	0.0	0.2	2.623	A
4 - A41 South	1508	377	440	2834	0.532	1503	827	0.0	1.1	2.739	A
5 - P+R	23	6	1892	915	0.026	23	51	0.0	0.0	4.036	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	678	169	1837	1234	0.549	676	454	0.7	1.2	6.631	A
2 - A41 North	1005	251	715	2612	0.385	1004	1798	0.5	0.7	2.386	A
3 - Site Access	399	100	1116	1636	0.244	399	603	0.2	0.3	2.999	A
4 - A41 South	1801	450	526	2770	0.650	1798	989	1.1	1.9	3.751	A
5 - P+R	28	7	2263	710	0.039	28	61	0.0	0.0	5.278	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	830	208	2243	983	0.845	816	555	1.2	4.9	20.686	C
2 - A41 North	1231	308	867	2499	0.493	1229	2192	0.7	1.0	3.022	A
3 - Site Access	489	122	1363	1485	0.329	488	733	0.3	0.5	3.719	A
4 - A41 South	2205	551	644	2682	0.822	2195	1207	1.9	4.5	7.353	A
5 - P+R	34	9	2764	432	0.079	34	74	0.0	0.1	9.039	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	830	208	2252	977	0.850	828	557	4.9	5.3	24.350	C
2 - A41 North	1231	308	876	2492	0.494	1231	2204	1.0	1.0	3.044	A
3 - Site Access	489	122	1368	1482	0.330	489	739	0.5	0.5	3.732	A
4 - A41 South	2205	551	645	2681	0.823	2205	1212	4.5	4.6	7.660	A
5 - P+R	34	9	2775	426	0.080	34	75	0.1	0.1	9.184	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	678	169	1849	1226	0.553	694	457	5.3	1.3	7.186	A
2 - A41 North	1005	251	728	2603	0.386	1007	1815	1.0	0.7	2.409	A
3 - Site Access	399	100	1123	1632	0.245	400	611	0.5	0.3	3.012	A
4 - A41 South	1801	450	528	2768	0.650	1811	995	4.6	1.9	3.862	A
5 - P+R	28	7	2278	702	0.040	28	62	0.1	0.0	5.347	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	568	142	1543	1415	0.401	570	382	1.3	0.7	4.410	A
2 - A41 North	842	210	602	2696	0.312	842	1511	0.7	0.5	2.071	A
3 - Site Access	334	84	937	1745	0.192	335	507	0.3	0.2	2.632	A
4 - A41 South	1508	377	442	2833	0.532	1511	830	1.9	1.2	2.774	A
5 - P+R	23	6	1901	910	0.026	23	51	0.0	0.0	4.059	A

2024 with Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Vendee Drive - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A41 North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Site Access - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3,4,5	10.95	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2024 with Development	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Vendee Drive		ONE HOUR	✓	446	100.000
2 - A41 North		ONE HOUR	✓	2192	100.000
3 - Site Access		ONE HOUR	✓	467	100.000
4 - A41 South		ONE HOUR	✓	1407	100.000
5 - P+R		ONE HOUR	✓	62	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Vendee Drive	2 - A41 North	3 - Site Access	4 - A41 South	5 - P+R
From	1 - Vendee Drive	0	27	78	341	0
	2 - A41 North	392	345	19	1413	23
	3 - Site Access	123	174	9	159	2
	4 - A41 South	112	1221	58	0	16
	5 - P+R	19	25	0	18	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Vendee Drive	2 - A41 North	3 - Site Access	4 - A41 South	5 - P+R
From	1 - Vendee Drive	0	7	0	3	0
	2 - A41 North	0	0	0	1	0
	3 - Site Access	0	0	0	1	0
	4 - A41 South	10	3	0	0	0
	5 - P+R	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Vendee Drive	0.44	5.96	0.8	A	409	614
2 - A41 North	0.88	11.23	7.3	B	2011	3017
3 - Site Access	0.83	32.57	4.4	D	429	643
4 - A41 South	0.68	5.04	2.1	A	1291	1937
5 - P+R	0.14	8.74	0.2	A	57	85

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	336	84	1388	1511	0.222	335	485	0.0	0.3	3.140	A
2 - A41 North	1650	413	378	2863	0.576	1645	1345	0.0	1.4	2.960	A
3 - Site Access	352	88	1900	1159	0.303	350	123	0.0	0.4	4.457	A
4 - A41 South	1059	265	801	2565	0.413	1056	1449	0.0	0.7	2.462	A
5 - P+R	47	12	1827	952	0.049	46	31	0.0	0.1	3.976	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	401	100	1660	1343	0.299	400	579	0.3	0.4	3.920	A
2 - A41 North	1971	493	452	2808	0.702	1967	1608	1.4	2.3	4.287	A
3 - Site Access	420	105	2272	932	0.450	418	147	0.4	0.8	7.010	A
4 - A41 South	1265	316	958	2448	0.517	1263	1732	0.7	1.1	3.135	A
5 - P+R	56	14	2184	753	0.074	56	37	0.1	0.1	5.159	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	491	123	2025	1117	0.439	490	704	0.4	0.8	5.876	A
2 - A41 North	2413	603	553	2733	0.883	2395	1962	2.3	6.9	10.215	B
3 - Site Access	514	129	2768	630	0.816	502	180	0.8	3.8	26.191	D
4 - A41 South	1549	387	1162	2297	0.675	1545	2109	1.1	2.1	4.924	A
5 - P+R	68	17	2662	489	0.140	68	45	0.1	0.2	8.546	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	491	123	2036	1111	0.442	491	710	0.8	0.8	5.962	A
2 - A41 North	2413	603	555	2732	0.884	2412	1972	6.9	7.3	11.227	B
3 - Site Access	514	129	2786	619	0.831	512	180	3.8	4.4	32.570	D
4 - A41 South	1549	387	1174	2287	0.677	1549	2124	2.1	2.1	5.037	A
5 - P+R	68	17	2678	480	0.142	68	45	0.2	0.2	8.742	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	401	100	1676	1333	0.301	402	588	0.8	0.4	3.978	A
2 - A41 North	1971	493	455	2806	0.702	1990	1623	7.3	2.4	4.542	A
3 - Site Access	420	105	2297	917	0.458	434	148	4.4	0.9	7.686	A
4 - A41 South	1265	316	976	2435	0.520	1269	1754	2.1	1.1	3.204	A
5 - P+R	56	14	2208	740	0.075	56	37	0.2	0.1	5.262	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	336	84	1396	1506	0.223	336	488	0.4	0.3	3.163	A
2 - A41 North	1650	413	380	2862	0.577	1654	1352	2.4	1.4	3.012	A
3 - Site Access	352	88	1911	1152	0.305	353	124	0.9	0.4	4.531	A
4 - A41 South	1059	265	807	2561	0.414	1061	1457	1.1	0.7	2.484	A
5 - P+R	47	12	1836	946	0.049	47	31	0.1	0.1	4.004	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Filename: Site Access_A41 RAB_Base Flows 161123.j9
Path: J:\35172 – Bicester 10\Technical\Transport\Junction Assessments\ARCADY
Report generation date: 23/11/2016 16:52:42

»2018 Base, AM
»2018 Base, PM
»2018 with Development, AM
»2018 with Development, PM
»2024 Base, AM
»2024 Base, PM
»2024 with Development, AM
»2024 with Development, PM
»2016 Base, AM
»2016 Base, PM

Summary of junction performance

	AM						PM					
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
2018 Base												
1 - Vendee Drive	1.3	5.91	0.55	A	3.65	A	0.5	4.62	0.31	A	3.77	A
2 - A41 North	1.5	3.49	0.58	A			1.4	2.98	0.57	A		
3 - Site Access	0.1	4.73	0.12	A			0.3	4.87	0.25	A		
4 - A41 South	0.9	2.37	0.45	A			2.1	4.07	0.67	A		
5 - P+R	0.0	5.10	0.03	A			0.1	6.69	0.10	A		
2018 with Development												
1 - Vendee Drive	1.9	7.75	0.65	A	4.49	A	0.6	5.30	0.35	A	4.78	A
2 - A41 North	1.9	4.34	0.65	A			1.4	3.08	0.58	A		
3 - Site Access	0.3	5.14	0.20	A			1.3	8.21	0.56	A		
4 - A41 South	1.0	2.55	0.48	A			2.6	5.06	0.72	A		
5 - P+R	0.1	5.47	0.03	A			0.2	8.54	0.13	A		
2024 Base												
1 - Vendee Drive	4.6	23.14	0.83	C	7.90	A	0.8	6.45	0.45	A	7.77	A
2 - A41 North	0.8	2.61	0.43	A			6.5	10.06	0.87	B		
3 - Site Access	0.5	4.14	0.32	A			0.7	12.28	0.41	B		
4 - A41 South	3.6	6.12	0.78	A			1.7	4.05	0.63	A		
5 - P+R	0.1	7.73	0.07	A			0.1	6.63	0.11	A		
2024 with Development												
1 - Vendee Drive	18.6	80.98	0.99	F	18.86	C	1.0	7.75	0.51	A	20.18	C
2 - A41 North	1.0	3.02	0.49	A			7.2	11.21	0.88	B		
3 - Site Access	0.6	4.46	0.37	A			18.1	121.53	1.03	F		
4 - A41 South	4.6	7.66	0.82	A			2.1	4.95	0.67	A		
5 - P+R	0.1	9.18	0.08	A			0.2	8.55	0.14	A		
2016 Base												
1 - Vendee Drive	1.0	4.98	0.49	A	3.38	A	0.4	4.28	0.27	A	3.40	A
2 - A41 North	1.4	3.40	0.57	A			1.0	2.51	0.49	A		
3 - Site Access	0.2	5.01	0.14	A			0.3	4.00	0.20	A		
4 - A41 South	0.7	2.20	0.41	A			2.0	3.76	0.66	A		
5 - P+R	0.0	4.78	0.03	A			0.1	6.09	0.09	A		

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	A41 / Site Access / Vendee Drive / P&R Rbt
Location	Bicester
Site number	
Date	31/08/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PBA\kkelland
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018 Base	AM	ONE HOUR	07:00	08:30	15	✓
D2	2018 Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2018 with Development	AM	ONE HOUR	07:00	08:30	15	✓
D4	2018 with Development	PM	ONE HOUR	16:45	18:15	15	✓
D5	2024 Base	AM	ONE HOUR	07:00	08:30	15	✓
D6	2024 Base	PM	ONE HOUR	16:45	18:15	15	✓
D7	2024 with Development	AM	ONE HOUR	07:00	08:30	15	✓
D8	2024 with Development	PM	ONE HOUR	16:45	18:15	15	✓
D9	2016 Base	AM	ONE HOUR	07:00	08:30	15	✓
D10	2016 Base	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2018 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Vendee Drive - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A41 North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3,4,5	3.65	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Vendee Drive	
2	A41 North	
3	Site Access	
4	A41 South	
5	P+R	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Vendee Drive	3.70	7.30	90.0	18.0	70.0	20.0	
2 - A41 North	7.00	11.00	32.0	32.0	70.0	20.0	
3 - Site Access	3.50	10.00	21.0	25.0	70.0	25.0	
4 - A41 South	7.00	12.00	25.0	35.0	70.0	25.0	
5 - P+R	4.00	8.50	15.0	18.0	70.0	20.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Vendee Drive	0.583	2149
2 - A41 North	0.745	3145
3 - Site Access	0.576	2106
4 - A41 South	0.745	3161
5 - P+R	0.554	1963

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018 Base	AM	ONE HOUR	07:00	08:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Vendee Drive		ONE HOUR	✓	719	100.000
2 - A41 North		ONE HOUR	✓	1388	100.000
3 - Site Access		ONE HOUR	✓	98	100.000
4 - A41 South		ONE HOUR	✓	1214	100.000
5 - P+R		ONE HOUR	✓	31	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Vendee Drive	2 - A41 North	3 - Site Access	4 - A41 South	5 - P+R
From	1 - Vendee Drive	0	158	34	513	14
	2 - A41 North	90	1	7	1256	34
	3 - Site Access	11	65	0	15	7
	4 - A41 South	170	984	47	0	13
	5 - P+R	3	14	0	14	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Vendee Drive	2 - A41 North	3 - Site Access	4 - A41 South	5 - P+R
From	1 - Vendee Drive	0	9	0	3	17
	2 - A41 North	6	100	2	7	17
	3 - Site Access	2	0	0	16	0
	4 - A41 South	3	9	5	0	30
	5 - P+R	0	56	0	75	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Vendee Drive	0.55	5.91	1.3	A	660	990
2 - A41 North	0.58	3.49	1.5	A	1274	1910
3 - Site Access	0.12	4.73	0.1	A	90	135
4 - A41 South	0.45	2.37	0.9	A	1114	1671
5 - P+R	0.03	5.10	0.0	A	28	43

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	541	135	845	1656	0.327	539	206	0.0	0.5	3.357	A
2 - A41 North	1045	261	467	2797	0.374	1042	918	0.0	0.6	2.196	A
3 - Site Access	74	18	1443	1275	0.058	74	66	0.0	0.1	3.068	A
4 - A41 South	914	228	167	3037	0.301	912	1350	0.0	0.5	1.829	A
5 - P+R	23	6	1028	1394	0.017	23	51	0.0	0.0	4.075	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	646	162	1011	1560	0.414	645	246	0.5	0.7	4.104	A
2 - A41 North	1248	312	558	2729	0.457	1247	1098	0.6	0.9	2.602	A
3 - Site Access	88	22	1726	1112	0.079	88	79	0.1	0.1	3.600	A
4 - A41 South	1091	273	199	3013	0.362	1091	1615	0.5	0.6	2.025	A
5 - P+R	28	7	1229	1283	0.022	28	61	0.0	0.0	4.452	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	792	198	1238	1428	0.555	789	301	0.7	1.3	5.868	A
2 - A41 North	1528	382	683	2636	0.580	1526	1344	0.9	1.5	3.468	A
3 - Site Access	108	27	2112	889	0.121	108	97	0.1	0.1	4.714	A
4 - A41 South	1337	334	244	2980	0.449	1336	1976	0.6	0.9	2.367	A
5 - P+R	34	9	1505	1130	0.030	34	75	0.0	0.0	5.098	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	792	198	1239	1427	0.555	792	302	1.3	1.3	5.913	A
2 - A41 North	1528	382	685	2635	0.580	1528	1345	1.5	1.5	3.486	A
3 - Site Access	108	27	2116	887	0.122	108	97	0.1	0.1	4.729	A
4 - A41 South	1337	334	244	2979	0.449	1337	1980	0.9	0.9	2.369	A
5 - P+R	34	9	1506	1129	0.030	34	75	0.0	0.0	5.102	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	646	162	1012	1559	0.415	649	247	1.3	0.7	4.136	A
2 - A41 North	1248	312	561	2727	0.458	1250	1100	1.5	0.9	2.617	A
3 - Site Access	88	22	1732	1108	0.079	88	79	0.1	0.1	3.613	A
4 - A41 South	1091	273	200	3013	0.362	1092	1620	0.9	0.6	2.028	A
5 - P+R	28	7	1231	1281	0.022	28	61	0.0	0.0	4.456	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	541	135	848	1655	0.327	542	206	0.7	0.5	3.381	A
2 - A41 North	1045	261	469	2795	0.374	1046	921	0.9	0.6	2.206	A
3 - Site Access	74	18	1449	1271	0.058	74	66	0.1	0.1	3.077	A
4 - A41 South	914	228	167	3037	0.301	915	1355	0.6	0.5	1.836	A
5 - P+R	23	6	1031	1393	0.017	23	51	0.0	0.0	4.082	A

2018 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Vendee Drive - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A41 North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3,4,5	3.77	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2018 Base	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Vendee Drive		ONE HOUR	✓	333	100.000
2 - A41 North		ONE HOUR	✓	1525	100.000
3 - Site Access		ONE HOUR	✓	226	100.000
4 - A41 South		ONE HOUR	✓	1702	100.000
5 - P+R		ONE HOUR	✓	62	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Vendee Drive	2 - A41 North	3 - Site Access	4 - A41 South	5 - P+R
From	1 - Vendee Drive	0	111	14	207	1
	2 - A41 North	178	58	8	1258	23
	3 - Site Access	46	142	0	36	2
	4 - A41 South	411	1245	30	0	16
	5 - P+R	19	25	0	18	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Vendee Drive	2 - A41 North	3 - Site Access	4 - A41 South	5 - P+R
From	1 - Vendee Drive	0	4	0	4	0
	2 - A41 North	0	0	0	3	53
	3 - Site Access	0	1	0	7	0
	4 - A41 South	2	4	3	0	60
	5 - P+R	12	14	0	13	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Vendee Drive	0.31	4.62	0.5	A	306	458
2 - A41 North	0.57	2.98	1.4	A	1399	2099
3 - Site Access	0.25	4.87	0.3	A	207	311
4 - A41 South	0.67	4.07	2.1	A	1562	2343
5 - P+R	0.10	6.69	0.1	A	57	85

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	251	63	1140	1485	0.169	250	491	0.0	0.2	3.025	A
2 - A41 North	1148	287	203	2994	0.383	1146	1187	0.0	0.6	2.003	A
3 - Site Access	170	43	1309	1352	0.126	170	39	0.0	0.1	3.095	A
4 - A41 South	1281	320	338	2910	0.440	1278	1141	0.0	0.8	2.285	A
5 - P+R	47	12	1584	1086	0.043	46	32	0.0	0.1	3.917	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	299	75	1363	1354	0.221	299	587	0.2	0.3	3.542	A
2 - A41 North	1371	343	242	2964	0.462	1370	1420	0.6	0.9	2.325	A
3 - Site Access	203	51	1566	1204	0.169	203	47	0.1	0.2	3.656	A
4 - A41 South	1530	383	404	2861	0.535	1529	1364	0.8	1.2	2.804	A
5 - P+R	56	14	1895	914	0.061	56	38	0.1	0.1	4.744	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	367	92	1668	1176	0.312	366	719	0.3	0.5	4.607	A
2 - A41 North	1679	420	297	2924	0.574	1677	1737	0.9	1.4	2.968	A
3 - Site Access	249	62	1917	1002	0.248	248	57	0.2	0.3	4.854	A
4 - A41 South	1874	468	495	2793	0.671	1870	1670	1.2	2.1	4.034	A
5 - P+R	68	17	2319	679	0.101	68	46	0.1	0.1	6.663	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	367	92	1671	1175	0.312	367	720	0.5	0.5	4.625	A
2 - A41 North	1679	420	297	2924	0.574	1679	1741	1.4	1.4	2.979	A
3 - Site Access	249	62	1919	1001	0.249	249	57	0.3	0.3	4.869	A
4 - A41 South	1874	468	495	2793	0.671	1874	1672	2.1	2.1	4.068	A
5 - P+R	68	17	2323	677	0.101	68	46	0.1	0.1	6.692	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	299	75	1368	1351	0.222	300	589	0.5	0.3	3.555	A
2 - A41 North	1371	343	243	2964	0.463	1373	1425	1.4	0.9	2.333	A
3 - Site Access	203	51	1569	1202	0.169	204	47	0.3	0.2	3.671	A
4 - A41 South	1530	383	405	2860	0.535	1534	1368	2.1	1.2	2.828	A
5 - P+R	56	14	1901	910	0.061	56	38	0.1	0.1	4.767	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	251	63	1144	1482	0.169	251	493	0.3	0.2	3.038	A
2 - A41 North	1148	287	204	2993	0.384	1149	1192	0.9	0.6	2.011	A
3 - Site Access	170	43	1313	1349	0.126	170	39	0.2	0.1	3.105	A
4 - A41 South	1281	320	339	2909	0.440	1283	1145	1.2	0.8	2.300	A
5 - P+R	47	12	1590	1082	0.043	47	32	0.1	0.1	3.931	A

2018 with Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Vendee Drive - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A41 North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3,4,5	4.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2018 with Development	AM	ONE HOUR	07:00	08:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Vendee Drive		ONE HOUR	✓	797	100.000
2 - A41 North		ONE HOUR	✓	1473	100.000
3 - Site Access		ONE HOUR	✓	160	100.000
4 - A41 South		ONE HOUR	✓	1291	100.000
5 - P+R		ONE HOUR	✓	31	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Vendee Drive	2 - A41 North	3 - Site Access	4 - A41 South	5 - P+R
From	1 - Vendee Drive	0	158	112	513	14
	2 - A41 North	90	1	92	1256	34
	3 - Site Access	29	92	0	32	7
	4 - A41 South	170	984	124	0	13
	5 - P+R	3	14	0	14	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Vendee Drive	2 - A41 North	3 - Site Access	4 - A41 South	5 - P+R
From	1 - Vendee Drive	0	9	0	3	17
	2 - A41 North	6	100	0	7	17
	3 - Site Access	1	0	0	7	0
	4 - A41 South	3	9	2	0	30
	5 - P+R	0	56	0	75	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Vendee Drive	0.65	7.75	1.9	A	731	1097
2 - A41 North	0.65	4.34	1.9	A	1352	2027
3 - Site Access	0.20	5.14	0.3	A	147	220
4 - A41 South	0.48	2.55	1.0	A	1185	1777
5 - P+R	0.03	5.47	0.1	A	28	43

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	600	150	923	1611	0.372	598	219	0.0	0.6	3.682	A
2 - A41 North	1109	277	583	2711	0.409	1106	938	0.0	0.7	2.390	A
3 - Site Access	120	30	1443	1275	0.094	120	246	0.0	0.1	3.164	A
4 - A41 South	972	243	200	3012	0.323	970	1362	0.0	0.5	1.895	A
5 - P+R	23	6	1119	1343	0.017	23	51	0.0	0.0	4.231	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	716	179	1104	1505	0.476	715	262	0.6	0.9	4.727	A
2 - A41 North	1324	331	697	2625	0.504	1323	1122	0.7	1.1	2.947	A
3 - Site Access	144	36	1726	1112	0.129	144	295	0.1	0.2	3.773	A
4 - A41 South	1161	290	240	2983	0.389	1160	1630	0.5	0.7	2.126	A
5 - P+R	28	7	1339	1222	0.023	28	61	0.0	0.0	4.678	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	878	219	1352	1361	0.645	874	321	0.9	1.8	7.625	A
2 - A41 North	1622	405	852	2510	0.646	1618	1373	1.1	1.9	4.294	A
3 - Site Access	176	44	2111	890	0.198	176	360	0.2	0.2	5.112	A
4 - A41 South	1421	355	293	2943	0.483	1420	1993	0.7	1.0	2.542	A
5 - P+R	34	9	1639	1056	0.032	34	75	0.0	0.1	5.468	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	878	219	1353	1360	0.645	877	321	1.8	1.9	7.747	A
2 - A41 North	1622	405	855	2507	0.647	1622	1375	1.9	1.9	4.337	A
3 - Site Access	176	44	2116	887	0.199	176	361	0.2	0.3	5.139	A
4 - A41 South	1421	355	294	2943	0.483	1421	1998	1.0	1.0	2.546	A
5 - P+R	34	9	1640	1055	0.032	34	75	0.1	0.1	5.474	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	716	179	1106	1504	0.476	720	263	1.9	1.0	4.793	A
2 - A41 North	1324	331	702	2622	0.505	1328	1125	1.9	1.1	2.974	A
3 - Site Access	144	36	1733	1107	0.130	144	296	0.3	0.2	3.797	A
4 - A41 South	1161	290	241	2982	0.389	1162	1637	1.0	0.7	2.129	A
5 - P+R	28	7	1341	1220	0.023	28	61	0.1	0.0	4.684	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	600	150	926	1609	0.373	601	220	1.0	0.6	3.718	A
2 - A41 North	1109	277	586	2708	0.409	1110	941	1.1	0.7	2.406	A
3 - Site Access	120	30	1449	1271	0.095	121	247	0.2	0.1	3.178	A
4 - A41 South	972	243	201	3012	0.323	973	1369	0.7	0.5	1.900	A
5 - P+R	23	6	1123	1342	0.017	23	51	0.0	0.0	4.238	A

2018 with Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Vendee Drive - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A41 North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3,4,5	4.78	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2018 with Development	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Vendee Drive		ONE HOUR	✓	347	100.000
2 - A41 North		ONE HOUR	✓	1540	100.000
3 - Site Access		ONE HOUR	✓	507	100.000
4 - A41 South		ONE HOUR	✓	1716	100.000
5 - P+R		ONE HOUR	✓	62	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Vendee Drive	2 - A41 North	3 - Site Access	4 - A41 South	5 - P+R
From	1 - Vendee Drive	0	111	28	207	1
	2 - A41 North	178	58	23	1258	23
	3 - Site Access	125	265	0	115	2
	4 - A41 South	411	1245	44	0	16
	5 - P+R	19	25	0	18	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Vendee Drive	2 - A41 North	3 - Site Access	4 - A41 South	5 - P+R
From	1 - Vendee Drive	0	4	0	4	0
	2 - A41 North	0	0	0	3	53
	3 - Site Access	0	1	0	2	0
	4 - A41 South	2	4	2	0	60
	5 - P+R	12	14	0	13	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Vendee Drive	0.35	5.30	0.6	A	318	478
2 - A41 North	0.58	3.08	1.4	A	1413	2120
3 - Site Access	0.56	8.21	1.3	A	465	698
4 - A41 South	0.72	5.06	2.6	A	1575	2362
5 - P+R	0.13	8.54	0.2	A	57	85

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	261	65	1242	1425	0.183	260	550	0.0	0.2	3.201	A
2 - A41 North	1159	290	224	2978	0.389	1157	1279	0.0	0.7	2.032	A
3 - Site Access	382	95	1309	1352	0.282	380	71	0.0	0.4	3.734	A
4 - A41 South	1292	323	489	2797	0.462	1288	1200	0.0	0.9	2.472	A
5 - P+R	47	12	1746	996	0.047	46	32	0.0	0.1	4.285	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	312	78	1486	1283	0.243	312	658	0.2	0.3	3.840	A
2 - A41 North	1384	346	268	2946	0.470	1383	1530	0.7	0.9	2.372	A
3 - Site Access	456	114	1566	1204	0.379	455	85	0.4	0.6	4.847	A
4 - A41 South	1543	386	585	2726	0.566	1541	1435	0.9	1.3	3.150	A
5 - P+R	56	14	2088	807	0.069	56	38	0.1	0.1	5.421	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	382	96	1817	1090	0.351	381	805	0.3	0.6	5.260	A
2 - A41 North	1696	424	327	2901	0.584	1693	1871	0.9	1.4	3.064	A
3 - Site Access	558	140	1916	1002	0.557	556	104	0.6	1.2	8.097	A
4 - A41 South	1889	472	716	2629	0.719	1884	1757	1.3	2.6	4.986	A
5 - P+R	68	17	2554	549	0.124	68	46	0.1	0.2	8.462	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	382	96	1822	1087	0.352	382	807	0.6	0.6	5.295	A
2 - A41 North	1696	424	328	2901	0.585	1696	1876	1.4	1.4	3.076	A
3 - Site Access	558	140	1919	1001	0.558	558	105	1.2	1.3	8.213	A
4 - A41 South	1889	472	718	2627	0.719	1889	1759	2.6	2.6	5.063	A
5 - P+R	68	17	2561	545	0.125	68	46	0.2	0.2	8.542	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	312	78	1493	1278	0.244	313	661	0.6	0.3	3.869	A
2 - A41 North	1384	346	269	2945	0.470	1387	1537	1.4	0.9	2.381	A
3 - Site Access	456	114	1570	1202	0.379	458	86	1.3	0.6	4.907	A
4 - A41 South	1543	386	588	2723	0.566	1548	1439	2.6	1.4	3.193	A
5 - P+R	56	14	2098	801	0.070	56	38	0.2	0.1	5.466	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	261	65	1248	1421	0.184	262	553	0.3	0.2	3.217	A
2 - A41 North	1159	290	225	2978	0.389	1160	1285	0.9	0.7	2.042	A
3 - Site Access	382	95	1314	1349	0.283	383	72	0.6	0.4	3.762	A
4 - A41 South	1292	323	492	2795	0.462	1294	1204	1.4	0.9	2.493	A
5 - P+R	47	12	1754	992	0.047	47	32	0.1	0.1	4.307	A

2024 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Vendee Drive - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A41 North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3,4,5	7.90	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2024 Base	AM	ONE HOUR	07:00	08:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Vendee Drive		ONE HOUR	✓	677	100.000
2 - A41 North		ONE HOUR	✓	1033	100.000
3 - Site Access		ONE HOUR	✓	383	100.000
4 - A41 South		ONE HOUR	✓	1926	100.000
5 - P+R		ONE HOUR	✓	31	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Vendee Drive	2 - A41 North	3 - Site Access	4 - A41 South	5 - P+R
From	1 - Vendee Drive	0	299	179	185	14
	2 - A41 North	107	4	3	885	34
	3 - Site Access	69	245	62	0	7
	4 - A41 South	310	1414	189	0	13
	5 - P+R	3	14	0	14	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Vendee Drive	2 - A41 North	3 - Site Access	4 - A41 South	5 - P+R
From	1 - Vendee Drive	0	5	1	4	0
	2 - A41 North	2	100	3	8	0
	3 - Site Access	3	4	0	0	0
	4 - A41 South	1	2	0	0	0
	5 - P+R	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Vendee Drive	0.83	23.14	4.6	C	621	932
2 - A41 North	0.43	2.61	0.8	A	948	1422
3 - Site Access	0.32	4.14	0.5	A	351	527
4 - A41 South	0.78	6.12	3.6	A	1767	2651
5 - P+R	0.07	7.73	0.1	A	28	43

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	510	127	1458	1299	0.392	507	367	0.0	0.7	4.691	A
2 - A41 North	778	194	482	2786	0.279	776	1483	0.0	0.4	1.919	A
3 - Site Access	288	72	933	1568	0.184	287	325	0.0	0.2	2.896	A
4 - A41 South	1450	362	407	2859	0.507	1446	814	0.0	1.0	2.582	A
5 - P+R	23	6	1802	965	0.024	23	51	0.0	0.0	3.820	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	609	152	1744	1132	0.537	607	439	0.7	1.2	7.059	A
2 - A41 North	929	232	577	2715	0.342	928	1773	0.4	0.6	2.160	A
3 - Site Access	344	86	1116	1463	0.235	344	388	0.2	0.3	3.316	A
4 - A41 South	1731	433	487	2799	0.619	1729	973	1.0	1.6	3.412	A
5 - P+R	28	7	2155	770	0.036	28	61	0.0	0.0	4.851	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	745	186	2131	906	0.822	733	537	1.2	4.2	20.263	C
2 - A41 North	1137	284	700	2623	0.434	1136	2164	0.6	0.8	2.595	A
3 - Site Access	422	105	1364	1320	0.319	421	473	0.3	0.5	4.124	A
4 - A41 South	2121	530	596	2718	0.780	2113	1189	1.6	3.5	5.975	A
5 - P+R	34	9	2634	504	0.068	34	75	0.0	0.1	7.654	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	745	186	2138	902	0.826	744	538	4.2	4.6	23.138	C
2 - A41 North	1137	284	707	2618	0.434	1137	2175	0.8	0.8	2.607	A
3 - Site Access	422	105	1368	1318	0.320	422	476	0.5	0.5	4.140	A
4 - A41 South	2121	530	597	2717	0.780	2120	1193	3.5	3.6	6.124	A
5 - P+R	34	9	2642	500	0.068	34	75	0.1	0.1	7.731	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	609	152	1753	1127	0.540	622	441	4.6	1.2	7.568	A
2 - A41 North	929	232	586	2708	0.343	930	1788	0.8	0.6	2.171	A
3 - Site Access	344	86	1122	1459	0.236	345	394	0.5	0.3	3.333	A
4 - A41 South	1731	433	488	2798	0.619	1739	979	3.6	1.7	3.478	A
5 - P+R	28	7	2166	764	0.036	28	62	0.1	0.0	4.893	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	510	127	1464	1295	0.394	512	369	1.2	0.7	4.771	A
2 - A41 North	778	194	486	2783	0.279	778	1491	0.6	0.4	1.927	A
3 - Site Access	288	72	937	1566	0.184	289	327	0.3	0.2	2.907	A
4 - A41 South	1450	362	409	2857	0.507	1452	817	1.7	1.1	2.610	A
5 - P+R	23	6	1810	961	0.024	23	51	0.0	0.0	3.841	A

2024 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Vendee Drive - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A41 North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3,4,5	7.77	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2024 Base	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Vendee Drive		ONE HOUR	✓	433	100.000
2 - A41 North		ONE HOUR	✓	2177	100.000
3 - Site Access		ONE HOUR	✓	185	100.000
4 - A41 South		ONE HOUR	✓	1393	100.000
5 - P+R		ONE HOUR	✓	62	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Vendee Drive	2 - A41 North	3 - Site Access	4 - A41 South	5 - P+R
From	1 - Vendee Drive	0	27	64	341	1
	2 - A41 North	392	345	4	1413	23
	3 - Site Access	44	50	9	80	2
	4 - A41 South	112	1221	44	0	16
	5 - P+R	19	25	0	18	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Vendee Drive	2 - A41 North	3 - Site Access	4 - A41 South	5 - P+R
From	1 - Vendee Drive	0	7	0	3	0
	2 - A41 North	0	0	0	1	0
	3 - Site Access	0	0	0	3	0
	4 - A41 South	10	3	0	0	0
	5 - P+R	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Vendee Drive	0.45	6.45	0.8	A	397	596
2 - A41 North	0.87	10.06	6.5	B	1998	2996
3 - Site Access	0.41	12.28	0.7	B	170	255
4 - A41 South	0.63	4.05	1.7	A	1278	1917
5 - P+R	0.11	6.63	0.1	A	57	85

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	326	81	1285	1400	0.233	325	425	0.0	0.3	3.439	A
2 - A41 North	1639	410	358	2878	0.569	1634	1252	0.0	1.3	2.899	A
3 - Site Access	139	35	1901	1011	0.138	139	91	0.0	0.2	4.176	A
4 - A41 South	1049	262	650	2678	0.392	1046	1390	0.0	0.7	2.277	A
5 - P+R	47	12	1664	1042	0.045	46	32	0.0	0.0	3.617	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	389	97	1537	1253	0.311	389	509	0.3	0.5	4.279	A
2 - A41 North	1957	489	428	2826	0.693	1953	1498	1.3	2.2	4.135	A
3 - Site Access	166	42	2273	797	0.209	166	109	0.2	0.3	5.775	A
4 - A41 South	1252	313	777	2583	0.485	1251	1662	0.7	1.0	2.792	A
5 - P+R	56	14	1990	861	0.065	56	38	0.0	0.1	4.470	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	477	119	1879	1053	0.453	475	621	0.5	0.8	6.383	A
2 - A41 North	2397	599	524	2755	0.870	2381	1831	2.2	6.2	9.313	A
3 - Site Access	204	51	2772	510	0.400	202	133	0.3	0.7	11.800	B
4 - A41 South	1534	383	947	2456	0.624	1531	2027	1.0	1.7	4.008	A
5 - P+R	68	17	2432	616	0.111	68	46	0.1	0.1	6.561	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	477	119	1885	1050	0.454	477	624	0.8	0.8	6.452	A
2 - A41 North	2397	599	525	2754	0.870	2396	1836	6.2	6.5	10.057	B
3 - Site Access	204	51	2788	500	0.407	204	133	0.7	0.7	12.282	B
4 - A41 South	1534	383	953	2452	0.626	1534	2038	1.7	1.7	4.053	A
5 - P+R	68	17	2441	611	0.112	68	46	0.1	0.1	6.626	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	389	97	1545	1248	0.312	391	513	0.8	0.5	4.324	A
2 - A41 North	1957	489	430	2824	0.693	1974	1505	6.5	2.3	4.343	A
3 - Site Access	166	42	2295	784	0.212	168	109	0.7	0.3	5.934	A
4 - A41 South	1252	313	785	2577	0.486	1255	1678	1.7	1.0	2.822	A
5 - P+R	56	14	2003	854	0.065	56	38	0.1	0.1	4.511	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	326	81	1291	1396	0.233	327	428	0.5	0.3	3.459	A
2 - A41 North	1639	410	360	2877	0.570	1643	1258	2.3	1.3	2.946	A
3 - Site Access	139	35	1911	1005	0.139	140	91	0.3	0.2	4.217	A
4 - A41 South	1049	262	654	2675	0.392	1050	1397	1.0	0.7	2.293	A
5 - P+R	47	12	1672	1037	0.045	47	32	0.1	0.0	3.636	A

2024 with Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Vendee Drive - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A41 North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3,4,5	18.86	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2024 with Development	AM	ONE HOUR	07:00	08:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Vendee Drive		ONE HOUR	✓	754	100.000
2 - A41 North		ONE HOUR	✓	1118	100.000
3 - Site Access		ONE HOUR	✓	444	100.000
4 - A41 South		ONE HOUR	✓	2003	100.000
5 - P+R		ONE HOUR	✓	31	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Vendee Drive	2 - A41 North	3 - Site Access	4 - A41 South	5 - P+R
From	1 - Vendee Drive	0	299	256	185	14
	2 - A41 North	107	4	88	885	34
	3 - Site Access	86	272	62	17	7
	4 - A41 South	310	1414	266	0	13
	5 - P+R	3	14	0	14	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Vendee Drive	2 - A41 North	3 - Site Access	4 - A41 South	5 - P+R
From	1 - Vendee Drive	0	5	1	4	0
	2 - A41 North	2	100	0	8	0
	3 - Site Access	3	4	0	1	0
	4 - A41 South	1	2	0	0	0
	5 - P+R	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Vendee Drive	0.99	80.98	18.6	F	692	1038
2 - A41 North	0.49	3.02	1.0	A	1026	1539
3 - Site Access	0.37	4.46	0.6	A	407	611
4 - A41 South	0.82	7.66	4.6	A	1838	2757
5 - P+R	0.08	9.18	0.1	A	28	43

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	568	142	1536	1254	0.453	564	380	0.0	0.8	5.367	A
2 - A41 North	842	210	597	2700	0.312	840	1503	0.0	0.5	2.062	A
3 - Site Access	334	84	933	1568	0.213	333	504	0.0	0.3	3.000	A
4 - A41 South	1508	377	440	2834	0.532	1503	826	0.0	1.1	2.739	A
5 - P+R	23	6	1892	915	0.026	23	51	0.0	0.0	4.035	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	678	169	1837	1078	0.629	674	454	0.8	1.7	9.129	A
2 - A41 North	1005	251	714	2613	0.385	1004	1797	0.5	0.7	2.385	A
3 - Site Access	399	100	1116	1463	0.273	399	602	0.3	0.4	3.483	A
4 - A41 South	1801	450	526	2770	0.650	1798	988	1.1	1.9	3.751	A
5 - P+R	28	7	2263	710	0.039	28	61	0.0	0.0	5.278	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	830	208	2243	841	0.987	785	555	1.7	13.0	47.640	E
2 - A41 North	1231	308	849	2513	0.490	1230	2179	0.7	1.0	2.990	A
3 - Site Access	489	122	1355	1325	0.369	488	723	0.4	0.6	4.426	A
4 - A41 South	2205	551	643	2682	0.822	2195	1200	1.9	4.5	7.345	A
5 - P+R	34	9	2764	432	0.079	34	74	0.0	0.1	9.037	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	830	208	2252	836	0.993	808	557	13.0	18.6	80.985	F
2 - A41 North	1231	308	864	2501	0.492	1231	2196	1.0	1.0	3.022	A
3 - Site Access	489	122	1363	1321	0.370	489	732	0.6	0.6	4.457	A
4 - A41 South	2205	551	645	2681	0.822	2205	1207	4.5	4.6	7.656	A
5 - P+R	34	9	2775	426	0.080	34	74	0.1	0.1	9.184	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	678	169	1849	1071	0.633	745	457	18.6	1.8	13.820	B
2 - A41 North	1005	251	759	2580	0.390	1006	1835	1.0	0.7	2.441	A
3 - Site Access	399	100	1136	1451	0.275	400	628	0.6	0.4	3.530	A
4 - A41 South	1801	450	529	2768	0.651	1811	1007	4.6	1.9	3.867	A
5 - P+R	28	7	2278	702	0.040	28	62	0.1	0.0	5.345	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	568	142	1543	1249	0.454	572	382	1.8	0.9	5.518	A
2 - A41 North	842	210	603	2696	0.312	842	1512	0.7	0.5	2.073	A
3 - Site Access	334	84	938	1566	0.213	335	508	0.4	0.3	3.016	A
4 - A41 South	1508	377	442	2833	0.532	1511	831	1.9	1.2	2.774	A
5 - P+R	23	6	1901	910	0.026	23	51	0.0	0.0	4.061	A

2024 with Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Vendee Drive - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A41 North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3,4,5	20.18	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2024 with Development	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Vendee Drive		ONE HOUR	✓	446	100.000
2 - A41 North		ONE HOUR	✓	2192	100.000
3 - Site Access		ONE HOUR	✓	467	100.000
4 - A41 South		ONE HOUR	✓	1407	100.000
5 - P+R		ONE HOUR	✓	62	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Vendee Drive	2 - A41 North	3 - Site Access	4 - A41 South	5 - P+R
From	1 - Vendee Drive	0	27	78	341	0
	2 - A41 North	392	345	19	1413	23
	3 - Site Access	123	174	9	159	2
	4 - A41 South	112	1221	58	0	16
	5 - P+R	19	25	0	18	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Vendee Drive	2 - A41 North	3 - Site Access	4 - A41 South	5 - P+R
From	1 - Vendee Drive	0	7	0	3	0
	2 - A41 North	0	0	0	1	0
	3 - Site Access	0	0	0	1	0
	4 - A41 South	10	3	0	0	0
	5 - P+R	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Vendee Drive	0.51	7.75	1.0	A	409	614
2 - A41 North	0.88	11.21	7.2	B	2011	3017
3 - Site Access	1.03	121.53	18.1	F	429	643
4 - A41 South	0.67	4.95	2.1	A	1291	1937
5 - P+R	0.14	8.55	0.2	A	57	85

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	336	84	1388	1340	0.251	334	485	0.0	0.3	3.673	A
2 - A41 North	1650	413	378	2863	0.576	1645	1345	0.0	1.4	2.960	A
3 - Site Access	352	88	1900	1012	0.348	349	123	0.0	0.5	5.437	A
4 - A41 South	1059	265	801	2565	0.413	1056	1448	0.0	0.7	2.462	A
5 - P+R	47	12	1826	952	0.049	46	31	0.0	0.1	3.975	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	401	100	1660	1181	0.339	400	579	0.3	0.5	4.731	A
2 - A41 North	1971	493	452	2808	0.702	1967	1608	1.4	2.3	4.287	A
3 - Site Access	420	105	2272	797	0.526	418	147	0.5	1.1	9.452	A
4 - A41 South	1265	316	957	2449	0.517	1263	1732	0.7	1.1	3.135	A
5 - P+R	56	14	2184	754	0.074	56	37	0.1	0.1	5.157	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	491	123	2014	975	0.504	489	697	0.5	1.0	7.583	A
2 - A41 North	2413	603	552	2734	0.883	2395	1951	2.3	6.9	10.194	B
3 - Site Access	514	129	2768	512	1.005	473	179	1.1	11.3	65.509	F
4 - A41 South	1549	387	1143	2311	0.670	1545	2099	1.1	2.1	4.837	A
5 - P+R	68	17	2643	499	0.137	68	45	0.1	0.2	8.341	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	491	123	2026	968	0.507	491	704	1.0	1.0	7.751	A
2 - A41 North	2413	603	554	2732	0.883	2412	1963	6.9	7.2	11.211	B
3 - Site Access	514	129	2786	501	1.026	487	180	11.3	18.1	121.527	F
4 - A41 South	1549	387	1157	2300	0.674	1549	2116	2.1	2.1	4.955	A
5 - P+R	68	17	2661	489	0.140	68	45	0.2	0.2	8.553	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	401	100	1696	1160	0.346	403	602	1.0	0.5	4.897	A
2 - A41 North	1971	493	457	2805	0.703	1990	1643	7.2	2.4	4.549	A
3 - Site Access	420	105	2297	783	0.536	487	149	18.1	1.2	15.239	C
4 - A41 South	1265	316	1011	2408	0.525	1269	1773	2.1	1.2	3.274	A
5 - P+R	56	14	2243	721	0.077	56	37	0.2	0.1	5.416	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	336	84	1396	1335	0.252	337	488	0.5	0.3	3.707	A
2 - A41 North	1650	413	380	2862	0.577	1654	1352	2.4	1.4	3.010	A
3 - Site Access	352	88	1911	1005	0.350	354	124	1.2	0.5	5.571	A
4 - A41 South	1059	265	807	2560	0.414	1061	1458	1.2	0.7	2.485	A
5 - P+R	47	12	1837	946	0.049	47	31	0.1	0.1	4.006	A

2016 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Vendee Drive - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A41 North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3,4,5	3.38	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2016 Base	AM	ONE HOUR	07:00	08:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Vendee Drive		ONE HOUR	✓	657	100.000
2 - A41 North		ONE HOUR	✓	1393	100.000
3 - Site Access		ONE HOUR	✓	111	100.000
4 - A41 South		ONE HOUR	✓	1101	100.000
5 - P+R		ONE HOUR	✓	31	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Vendee Drive	2 - A41 North	3 - Site Access	4 - A41 South	5 - P+R
From	1 - Vendee Drive	0	108	8	527	14
	2 - A41 North	72	0	8	1279	34
	3 - Site Access	11	78	0	15	7
	4 - A41 South	148	922	18	0	13
	5 - P+R	3	14	0	14	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Vendee Drive	2 - A41 North	3 - Site Access	4 - A41 South	5 - P+R
From	1 - Vendee Drive	0	10	0	3	17
	2 - A41 North	7	0	0	7	17
	3 - Site Access	2	4	0	15	0
	4 - A41 South	3	9	13	0	30
	5 - P+R	0	56	0	75	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Vendee Drive	0.49	4.98	1.0	A	603	904
2 - A41 North	0.57	3.40	1.4	A	1278	1917
3 - Site Access	0.14	5.01	0.2	A	102	153
4 - A41 South	0.41	2.20	0.7	A	1010	1515
5 - P+R	0.03	4.78	0.0	A	28	43

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	495	124	786	1691	0.293	493	176	0.0	0.4	3.131	A
2 - A41 North	1049	262	436	2820	0.372	1046	843	0.0	0.6	2.172	A
3 - Site Access	84	21	1457	1267	0.066	83	26	0.0	0.1	3.190	A
4 - A41 South	829	207	162	3041	0.273	827	1378	0.0	0.4	1.763	A
5 - P+R	23	6	938	1444	0.016	23	51	0.0	0.0	3.933	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	591	148	940	1601	0.369	590	210	0.4	0.6	3.712	A
2 - A41 North	1252	313	522	2756	0.454	1251	1008	0.6	0.9	2.563	A
3 - Site Access	100	25	1742	1102	0.091	100	31	0.1	0.1	3.765	A
4 - A41 South	990	247	194	3017	0.328	989	1648	0.4	0.5	1.925	A
5 - P+R	28	7	1122	1342	0.021	28	61	0.0	0.0	4.251	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	723	181	1151	1478	0.489	722	257	0.6	1.0	4.955	A
2 - A41 North	1534	383	638	2669	0.575	1532	1234	0.9	1.4	3.386	A
3 - Site Access	122	31	2133	878	0.139	122	37	0.1	0.2	4.995	A
4 - A41 South	1212	303	237	2985	0.406	1211	2017	0.5	0.7	2.200	A
5 - P+R	34	9	1374	1202	0.028	34	75	0.0	0.0	4.782	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	723	181	1152	1478	0.490	723	258	1.0	1.0	4.978	A
2 - A41 North	1534	383	640	2668	0.575	1534	1235	1.4	1.4	3.400	A
3 - Site Access	122	31	2136	876	0.140	122	37	0.2	0.2	5.010	A
4 - A41 South	1212	303	238	2984	0.406	1212	2020	0.7	0.7	2.202	A
5 - P+R	34	9	1375	1202	0.028	34	75	0.0	0.0	4.784	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	591	148	941	1600	0.369	592	211	1.0	0.6	3.732	A
2 - A41 North	1252	313	524	2755	0.455	1254	1010	1.4	0.9	2.576	A
3 - Site Access	100	25	1747	1099	0.091	100	31	0.2	0.1	3.778	A
4 - A41 South	990	247	195	3017	0.328	991	1653	0.7	0.5	1.927	A
5 - P+R	28	7	1124	1341	0.021	28	61	0.0	0.0	4.255	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	495	124	788	1690	0.293	495	176	0.6	0.4	3.145	A
2 - A41 North	1049	262	438	2819	0.372	1050	845	0.9	0.6	2.182	A
3 - Site Access	84	21	1462	1264	0.066	84	26	0.1	0.1	3.202	A
4 - A41 South	829	207	163	3040	0.273	829	1383	0.5	0.4	1.767	A
5 - P+R	23	6	941	1442	0.016	23	51	0.0	0.0	3.939	A

2016 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Vendee Drive - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - A41 North - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3,4,5	3.40	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2016 Base	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Vendee Drive		ONE HOUR	✓	298	100.000
2 - A41 North		ONE HOUR	✓	1317	100.000
3 - Site Access		ONE HOUR	✓	209	100.000
4 - A41 South		ONE HOUR	✓	1730	100.000
5 - P+R		ONE HOUR	✓	62	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Vendee Drive	2 - A41 North	3 - Site Access	4 - A41 South	5 - P+R
From	1 - Vendee Drive	0	106	5	186	1
	2 - A41 North	113	0	8	1173	23
	3 - Site Access	40	144	0	23	2
	4 - A41 South	419	1259	36	0	16
	5 - P+R	19	25	0	18	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Vendee Drive	2 - A41 North	3 - Site Access	4 - A41 South	5 - P+R
From	1 - Vendee Drive	0	4	0	3	0
	2 - A41 North	0	0	0	4	53
	3 - Site Access	0	1	0	10	0
	4 - A41 South	1	4	3	0	60
	5 - P+R	12	14	0	13	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Vendee Drive	0.27	4.28	0.4	A	273	410
2 - A41 North	0.49	2.51	1.0	A	1209	1813
3 - Site Access	0.20	4.00	0.3	A	192	288
4 - A41 South	0.66	3.76	2.0	A	1587	2381
5 - P+R	0.09	6.09	0.1	A	57	85

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	224	56	1113	1500	0.150	224	444	0.0	0.2	2.911	A
2 - A41 North	992	248	185	3008	0.330	989	1152	0.0	0.5	1.856	A
3 - Site Access	157	39	1137	1451	0.108	157	37	0.0	0.1	2.830	A
4 - A41 South	1302	326	243	2981	0.437	1299	1052	0.0	0.8	2.214	A
5 - P+R	47	12	1510	1127	0.041	46	32	0.0	0.0	3.768	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	268	67	1331	1373	0.195	268	531	0.2	0.2	3.364	A
2 - A41 North	1184	296	221	2980	0.397	1183	1378	0.5	0.7	2.087	A
3 - Site Access	188	47	1360	1322	0.142	188	44	0.1	0.2	3.226	A
4 - A41 South	1555	389	290	2945	0.528	1554	1258	0.8	1.2	2.677	A
5 - P+R	56	14	1806	963	0.058	56	38	0.0	0.1	4.487	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	328	82	1629	1199	0.274	328	650	0.2	0.4	4.263	A
2 - A41 North	1450	363	270	2944	0.493	1449	1686	0.7	1.0	2.507	A
3 - Site Access	230	58	1665	1147	0.201	230	54	0.2	0.3	3.992	A
4 - A41 South	1905	476	355	2897	0.658	1902	1540	1.2	2.0	3.733	A
5 - P+R	68	17	2211	739	0.092	68	46	0.1	0.1	6.067	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	328	82	1632	1198	0.274	328	651	0.4	0.4	4.275	A
2 - A41 North	1450	363	271	2943	0.493	1450	1689	1.0	1.0	2.511	A
3 - Site Access	230	58	1667	1146	0.201	230	54	0.3	0.3	3.998	A
4 - A41 South	1905	476	356	2897	0.658	1905	1541	2.0	2.0	3.758	A
5 - P+R	68	17	2214	737	0.093	68	46	0.1	0.1	6.087	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	268	67	1335	1371	0.195	268	532	0.4	0.3	3.377	A
2 - A41 North	1184	296	222	2980	0.397	1185	1382	1.0	0.7	2.091	A
3 - Site Access	188	47	1363	1321	0.142	188	44	0.3	0.2	3.232	A
4 - A41 South	1555	389	291	2945	0.528	1558	1260	2.0	1.2	2.694	A
5 - P+R	56	14	1811	960	0.058	56	38	0.1	0.1	4.505	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Vendee Drive	224	56	1117	1498	0.150	225	445	0.3	0.2	2.920	A
2 - A41 North	992	248	185	3007	0.330	992	1156	0.7	0.5	1.861	A
3 - Site Access	157	39	1141	1449	0.109	158	37	0.2	0.1	2.835	A
4 - A41 South	1302	326	243	2980	0.437	1304	1055	1.2	0.8	2.227	A
5 - P+R	47	12	1516	1124	0.042	47	32	0.1	0.0	3.782	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Filename: Wendlebury Rd Mini Roundabout.j9
Path: J:\35172 – Bicester 10\Technical\Transport\Junction Assessments\ARCADY
Report generation date: 28/11/2016 17:03:13

»2024 with development, AM
»2024 with development, PM

Summary of junction performance

	AM					PM				
	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2024 with development									
1 - Wendlebury Road (s)	1.1	8.65	0.51	A	14 %	1.0	8.38	0.50	A	69 %
2 - A41 Roundabout	3.3	18.45	0.78	C	[2 - A41 Roundabout]	0.2	5.09	0.19	A	[1 - Wendlebury Road (s)]
3 - Wendlebury Road (N)	0.2	8.54	0.19	A		0.1	5.26	0.12	A	

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	28/11/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PBA\sleake
Description	

Units

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

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 with development	AM	ONE HOUR	08:00	09:30	15	✓
D2	2024 with development	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

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

2024 with development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 92% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1,2,3	14.04	B

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		14	2 - A41 Roundabout

Arms

Arms

Arm	Name	Description
1	Wendlebury Road (s)	
2	A41 Roundabout	
3	Wendlebury Road (N)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - Wendlebury Road (s)	2.20	2.20	4.00	3.7	11.60	10.00	0.0	
2 - A41 Roundabout	3.10	3.10	3.10	0.0	9.60	6.20	0.0	
3 - Wendlebury Road (N)	2.70	2.70	3.10	3.8	10.00	7.40	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Wendlebury Road (s)	0.588	914
2 - A41 Roundabout	0.594	885
3 - Wendlebury Road (N)	0.591	854

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 with development	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wendlebury Road (s)		ONE HOUR	✓	410	100.000
2 - A41 Roundabout		ONE HOUR	✓	611	100.000
3 - Wendlebury Road (N)		ONE HOUR	✓	88	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Wendlebury Road (s)	2 - A41 Roundabout	3 - Wendlebury Road (N)
From	1 - Wendlebury Road (s)	0	382	28
	2 - A41 Roundabout	517	0	94
	3 - Wendlebury Road (N)	34	54	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Wendlebury Road (s)	2 - A41 Roundabout	3 - Wendlebury Road (N)
From	1 - Wendlebury Road (s)	0	3	0
	2 - A41 Roundabout	0	0	2
	3 - Wendlebury Road (N)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wendlebury Road (s)	0.51	8.65	1.1	A	376	564
2 - A41 Roundabout	0.78	18.45	3.3	C	561	841
3 - Wendlebury Road (N)	0.19	8.54	0.2	A	81	121

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Wendlebury Road (s)	309	77	40	890	0.347	307	411	0.0	0.5	6.315	A
2 - A41 Roundabout	460	115	21	872	0.527	456	326	0.0	1.1	8.575	A
3 - Wendlebury Road (N)	66	17	386	626	0.106	66	91	0.0	0.1	6.416	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Wendlebury Road (s)	369	92	48	886	0.416	368	493	0.5	0.7	7.135	A
2 - A41 Roundabout	549	137	25	870	0.631	547	391	1.1	1.7	11.097	B
3 - Wendlebury Road (N)	79	20	463	581	0.136	79	109	0.1	0.2	7.173	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Wendlebury Road (s)	451	113	59	879	0.513	450	601	0.7	1.1	8.592	A
2 - A41 Roundabout	673	168	31	867	0.776	667	479	1.7	3.2	17.502	C
3 - Wendlebury Road (N)	97	24	564	521	0.186	97	133	0.2	0.2	8.478	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Wendlebury Road (s)	451	113	59	879	0.513	451	606	1.1	1.1	8.648	A
2 - A41 Roundabout	673	168	31	867	0.776	672	480	3.2	3.3	18.451	C
3 - Wendlebury Road (N)	97	24	569	518	0.187	97	134	0.2	0.2	8.545	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Wendlebury Road (s)	369	92	49	886	0.416	370	501	1.1	0.7	7.197	A
2 - A41 Roundabout	549	137	25	870	0.631	556	393	3.3	1.8	11.703	B
3 - Wendlebury Road (N)	79	20	470	576	0.137	79	111	0.2	0.2	7.245	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Wendlebury Road (s)	309	77	41	890	0.347	309	417	0.7	0.6	6.381	A
2 - A41 Roundabout	460	115	21	872	0.527	463	329	1.8	1.1	8.865	A
3 - Wendlebury Road (N)	66	17	391	623	0.106	66	92	0.2	0.1	6.472	A

2024 with development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 85% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1,2,3	7.13	A

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		69	1 - Wendlebury Road (s)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024 with development	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wendlebury Road (s)		ONE HOUR	✓	389	100.000
2 - A41 Roundabout		ONE HOUR	✓	155	100.000
3 - Wendlebury Road (N)		ONE HOUR	✓	89	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Wendlebury Road (s)	2 - A41 Roundabout	3 - Wendlebury Road (N)
From	1 - Wendlebury Road (s)	0	378	11
	2 - A41 Roundabout	89	0	66
	3 - Wendlebury Road (N)	2	87	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Wendlebury Road (s)	2 - A41 Roundabout	3 - Wendlebury Road (N)
From	1 - Wendlebury Road (s)	0	0	0
	2 - A41 Roundabout	0	0	0
	3 - Wendlebury Road (N)	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wendlebury Road (s)	0.50	8.38	1.0	A	357	535
2 - A41 Roundabout	0.19	5.09	0.2	A	142	213
3 - Wendlebury Road (N)	0.12	5.26	0.1	A	82	123

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Wendlebury Road (s)	293	73	65	876	0.334	291	68	0.0	0.5	6.133	A
2 - A41 Roundabout	117	29	8	880	0.133	116	348	0.0	0.2	4.705	A
3 - Wendlebury Road (N)	67	17	67	815	0.082	67	58	0.0	0.1	4.904	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Wendlebury Road (s)	350	87	78	868	0.403	349	82	0.5	0.7	6.925	A
2 - A41 Roundabout	139	35	10	879	0.159	139	417	0.2	0.2	4.866	A
3 - Wendlebury Road (N)	80	20	80	807	0.099	80	69	0.1	0.1	5.049	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Wendlebury Road (s)	428	107	96	858	0.499	427	100	0.7	1.0	8.330	A
2 - A41 Roundabout	171	43	12	878	0.194	170	511	0.2	0.2	5.088	A
3 - Wendlebury Road (N)	98	24	98	796	0.123	98	85	0.1	0.1	5.255	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Wendlebury Road (s)	428	107	96	858	0.499	428	100	1.0	1.0	8.379	A
2 - A41 Roundabout	171	43	12	878	0.194	171	512	0.2	0.2	5.090	A
3 - Wendlebury Road (N)	98	24	98	796	0.123	98	85	0.1	0.1	5.256	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Wendlebury Road (s)	350	87	78	868	0.403	351	82	1.0	0.7	6.979	A
2 - A41 Roundabout	139	35	10	879	0.159	140	419	0.2	0.2	4.869	A
3 - Wendlebury Road (N)	80	20	80	807	0.099	80	69	0.1	0.1	5.051	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Wendlebury Road (s)	293	73	66	876	0.334	294	69	0.7	0.5	6.194	A
2 - A41 Roundabout	117	29	8	880	0.133	117	351	0.2	0.2	4.717	A
3 - Wendlebury Road (N)	67	17	67	814	0.082	67	58	0.1	0.1	4.911	A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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Filename: Wendlebury rd_A41 rbt arm_existing 161123.j9
Path: J:\35172 – Bicester 10\Technical\Transport\Junction Assessments\PICADY
Report generation date: 23/11/2016 17:00:55

»2018 Base, AM
»2018 Base, PM
»2018 with Development, AM
»2018 with Development, PM
»2024 Base, AM
»2024 Base, PM
»2024 with Development, AM
»2024 with Development, PM
»2016 Base, AM
»2016 Base, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	2018 Base							
Stream B-AC	0.2	7.96	0.18	A	0.1	7.43	0.11	A
Stream C-AB	0.0	6.15	0.01	A	0.3	6.95	0.19	A
	2018 with Development							
Stream B-AC	2.3	22.87	0.70	C	0.2	8.48	0.20	A
Stream C-AB	0.1	6.45	0.09	A	0.4	8.26	0.25	A
	2024 Base							
Stream B-AC	3.2	29.60	0.77	D	0.3	8.16	0.22	A
Stream C-AB	0.0	7.05	0.03	A	0.2	7.11	0.14	A
	2024 with Development							
Stream B-AC	115.9	785.43	1.35	F	0.5	9.69	0.31	A
Stream C-AB	0.1	7.42	0.12	A	0.2	8.44	0.18	A
	2016 Base							
Stream B-AC	0.1	6.91	0.06	A	0.1	7.04	0.07	A
Stream C-AB	0.0	5.94	0.01	A	0.2	6.68	0.16	A

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	12/08/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PBA\jhorwood
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018 Base	AM	ONE HOUR	07:00	08:30	15	✓
D2	2018 Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2018 with Development	AM	ONE HOUR	07:00	08:30	15	✓
D4	2018 with Development	PM	ONE HOUR	16:45	18:15	15	✓
D5	2024 Base	AM	ONE HOUR	07:00	08:30	15	✓
D6	2024 Base	PM	ONE HOUR	16:45	18:15	15	✓
D7	2024 with Development	AM	ONE HOUR	07:00	08:30	15	✓
D8	2024 with Development	PM	ONE HOUR	16:45	18:15	15	✓
D9	2016 Base	AM	ONE HOUR	07:00	08:30	15	✓
D10	2016 Base	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2018 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.93	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Wendlebury Rd (S)		Major
B	A41 Rbt Arm		Minor
C	Wendlebury Rd (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Wendlebury Rd (N)	6.00			109.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - A41 Rbt Arm	One lane	4.06	24	38

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	558	0.102	0.257	0.161	0.367
1	B-C	717	0.110	0.278	-	-
1	C-B	637	0.247	0.247	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018 Base	AM	ONE HOUR	07:00	08:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Wendlebury Rd (S)		ONE HOUR	✓	162	100.000
B - A41 Rbt Arm		ONE HOUR	✓	93	100.000
C - Wendlebury Rd (N)		ONE HOUR	✓	9	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Wendlebury Rd (S)	B - A41 Rbt Arm	C - Wendlebury Rd (N)
From	A - Wendlebury Rd (S)	0	150	12
	B - A41 Rbt Arm	73	0	20
	C - Wendlebury Rd (N)	2	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Wendlebury Rd (S)	B - A41 Rbt Arm	C - Wendlebury Rd (N)
From	A - Wendlebury Rd (S)	0	4	0
	B - A41 Rbt Arm	0	0	7
	C - Wendlebury Rd (N)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.18	7.96	0.2	A	85	128
C-AB	0.01	6.15	0.0	A	6	10
C-A					2	3
A-B					138	206
A-C					11	17

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	70	18	562	0.125	69	0.0	0.1	7.299	A
C-AB	5	1	607	0.009	5	0.0	0.0	5.983	A
C-A	1	0.37			1				
A-B	113	28			113				
A-C	9	2			9				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	84	21	559	0.150	83	0.1	0.2	7.567	A
C-AB	6	2	601	0.011	6	0.0	0.0	6.052	A
C-A	2	0.44			2				
A-B	135	34			135				
A-C	11	3			11				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	102	26	555	0.185	102	0.2	0.2	7.952	A
C-AB	8	2	593	0.013	8	0.0	0.0	6.151	A
C-A	2	0.54			2				
A-B	165	41			165				
A-C	13	3			13				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	102	26	555	0.185	102	0.2	0.2	7.958	A
C-AB	8	2	593	0.013	8	0.0	0.0	6.151	A
C-A	2	0.54			2				
A-B	165	41			165				
A-C	13	3			13				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	84	21	559	0.150	84	0.2	0.2	7.577	A
C-AB	6	2	601	0.011	6	0.0	0.0	6.055	A
C-A	2	0.44			2				
A-B	135	34			135				
A-C	11	3			11				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	70	18	562	0.125	70	0.2	0.1	7.317	A
C-AB	5	1	607	0.009	5	0.0	0.0	5.986	A
C-A	1	0.37			1				
A-B	113	28			113				
A-C	9	2			9				

2018 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.99	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2018 Base	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Wendlebury Rd (S)		ONE HOUR	✓	156	100.000
B - A41 Rbt Arm		ONE HOUR	✓	53	100.000
C - Wendlebury Rd (N)		ONE HOUR	✓	176	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Wendlebury Rd (S)	B - A41 Rbt Arm	C - Wendlebury Rd (N)
From	A - Wendlebury Rd (S)	0	142	14
	B - A41 Rbt Arm	34	0	19
	C - Wendlebury Rd (N)	82	94	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Wendlebury Rd (S)	B - A41 Rbt Arm	C - Wendlebury Rd (N)
From	A - Wendlebury Rd (S)	0	0	0
	B - A41 Rbt Arm	0	0	0
	C - Wendlebury Rd (N)	0	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.11	7.43	0.1	A	49	73
C-AB	0.19	6.95	0.3	A	98	147
C-A					63	95
A-B					130	195
A-C					13	19

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	40	10	563	0.071	40	0.0	0.1	6.872	A
C-AB	78	20	632	0.124	78	0.0	0.2	6.491	A
C-A	54	14			54				
A-B	107	27			107				
A-C	11	3			11				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	48	12	555	0.086	48	0.1	0.1	7.098	A
C-AB	96	24	635	0.151	96	0.2	0.2	6.679	A
C-A	63	16			63				
A-B	128	32			128				
A-C	13	3			13				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	58	15	543	0.107	58	0.1	0.1	7.424	A
C-AB	121	30	639	0.189	120	0.2	0.3	6.947	A
C-A	73	18			73				
A-B	156	39			156				
A-C	15	4			15				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	58	15	543	0.107	58	0.1	0.1	7.428	A
C-AB	121	30	639	0.189	121	0.3	0.3	6.953	A
C-A	73	18			73				
A-B	156	39			156				
A-C	15	4			15				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	48	12	555	0.086	48	0.1	0.1	7.103	A
C-AB	96	24	635	0.151	96	0.3	0.2	6.682	A
C-A	62	16			62				
A-B	128	32			128				
A-C	13	3			13				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	40	10	563	0.071	40	0.1	0.1	6.885	A
C-AB	79	20	632	0.124	79	0.2	0.2	6.507	A
C-A	54	13			54				
A-B	107	27			107				
A-C	11	3			11				

2018 with Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	13.10	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2018 with Development	AM	ONE HOUR	07:00	08:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Wendlebury Rd (S)		ONE HOUR	✓	185	100.000
B - A41 Rbt Arm		ONE HOUR	✓	333	100.000
C - Wendlebury Rd (N)		ONE HOUR	✓	81	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Wendlebury Rd (S)	B - A41 Rbt Arm	C - Wendlebury Rd (N)
From	A - Wendlebury Rd (S)	0	173	12
	B - A41 Rbt Arm	296	0	37
	C - Wendlebury Rd (N)	36	45	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Wendlebury Rd (S)	B - A41 Rbt Arm	C - Wendlebury Rd (N)
From	A - Wendlebury Rd (S)	0	4	0
	B - A41 Rbt Arm	0	0	4
	C - Wendlebury Rd (N)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.70	22.87	2.3	C	306	458
C-AB	0.09	6.45	0.1	A	44	66
C-A					31	46
A-B					159	238
A-C					11	17

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	251	63	538	0.466	247	0.0	0.9	12.256	B
C-AB	35	9	619	0.057	35	0.0	0.1	6.158	A
C-A	26	6			26				
A-B	130	33			130				
A-C	9	2			9				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	299	75	532	0.563	298	0.9	1.2	15.291	C
C-AB	43	11	616	0.069	43	0.1	0.1	6.276	A
C-A	30	8			30				
A-B	156	39			156				
A-C	11	3			11				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	367	92	523	0.701	363	1.2	2.2	21.967	C
C-AB	53	13	612	0.087	53	0.1	0.1	6.442	A
C-A	36	9			36				
A-B	190	48			190				
A-C	13	3			13				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	367	92	523	0.701	366	2.2	2.3	22.869	C
C-AB	53	13	612	0.087	53	0.1	0.1	6.445	A
C-A	36	9			36				
A-B	190	48			190				
A-C	13	3			13				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	299	75	531	0.563	303	2.3	1.3	16.002	C
C-AB	43	11	616	0.069	43	0.1	0.1	6.279	A
C-A	30	8			30				
A-B	156	39			156				
A-C	11	3			11				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	251	63	538	0.466	252	1.3	0.9	12.700	B
C-AB	35	9	619	0.057	36	0.1	0.1	6.167	A
C-A	26	6			26				
A-B	130	33			130				
A-C	9	2			9				

2018 with Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.60	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2018 with Development	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Wendlebury Rd (S)		ONE HOUR	✓	424	100.000
B - A41 Rbt Arm		ONE HOUR	✓	95	100.000
C - Wendlebury Rd (N)		ONE HOUR	✓	192	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Wendlebury Rd (S)	B - A41 Rbt Arm	C - Wendlebury Rd (N)
From	A - Wendlebury Rd (S)	0	410	14
	B - A41 Rbt Arm	50	0	45
	C - Wendlebury Rd (N)	84	108	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Wendlebury Rd (S)	B - A41 Rbt Arm	C - Wendlebury Rd (N)
From	A - Wendlebury Rd (S)	0	0	0
	B - A41 Rbt Arm	0	0	0
	C - Wendlebury Rd (N)	0	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.20	8.48	0.2	A	87	131
C-AB	0.25	8.26	0.4	A	115	172
C-A					61	92
A-B					376	564
A-C					13	19

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	72	18	560	0.128	71	0.0	0.1	7.355	A
C-AB	91	23	591	0.154	90	0.0	0.2	7.174	A
C-A	54	13			54				
A-B	309	77			309				
A-C	11	3			11				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	85	21	547	0.156	85	0.1	0.2	7.796	A
C-AB	112	28	586	0.191	111	0.2	0.3	7.592	A
C-A	61	15			61				
A-B	369	92			369				
A-C	13	3			13				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	105	26	529	0.198	104	0.2	0.2	8.470	A
C-AB	142	35	578	0.245	141	0.3	0.4	8.248	A
C-A	70	17			70				
A-B	451	113			451				
A-C	15	4			15				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	105	26	529	0.198	105	0.2	0.2	8.480	A
C-AB	142	35	578	0.245	142	0.4	0.4	8.259	A
C-A	70	17			70				
A-B	451	113			451				
A-C	15	4			15				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	85	21	547	0.156	86	0.2	0.2	7.813	A
C-AB	112	28	586	0.191	112	0.4	0.3	7.609	A
C-A	61	15			61				
A-B	369	92			369				
A-C	13	3			13				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	72	18	559	0.128	72	0.2	0.1	7.382	A
C-AB	91	23	591	0.154	91	0.3	0.2	7.202	A
C-A	53	13			53				
A-B	309	77			309				
A-C	11	3			11				

2024 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	14.07	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2024 Base	AM	ONE HOUR	07:00	08:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Wendlebury Rd (S)		ONE HOUR	✓	387	100.000
B - A41 Rbt Arm		ONE HOUR	✓	371	100.000
C - Wendlebury Rd (N)		ONE HOUR	✓	16	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Wendlebury Rd (S)	B - A41 Rbt Arm	C - Wendlebury Rd (N)
From	A - Wendlebury Rd (S)	0	359	28
	B - A41 Rbt Arm	295	0	76
	C - Wendlebury Rd (N)	0	16	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Wendlebury Rd (S)	B - A41 Rbt Arm	C - Wendlebury Rd (N)
From	A - Wendlebury Rd (S)	0	4	0
	B - A41 Rbt Arm	0	0	0
	C - Wendlebury Rd (N)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.77	29.60	3.2	D	340	511
C-AB	0.03	7.05	0.0	A	15	22
C-A					0	0
A-B					329	494
A-C					26	39

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	279	70	546	0.512	275	0.0	1.0	13.129	B
C-AB	12	3	562	0.021	12	0.0	0.0	6.539	A
C-A	0	0			0				
A-B	270	68			270				
A-C	21	5			21				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	334	83	538	0.620	331	1.0	1.6	17.221	C
C-AB	14	4	548	0.026	14	0.0	0.0	6.745	A
C-A	0	0			0				
A-B	323	81			323				
A-C	25	6			25				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	408	102	528	0.774	403	1.6	3.0	27.475	D
C-AB	18	4	528	0.033	18	0.0	0.0	7.052	A
C-A	0	0			0				
A-B	395	99			395				
A-C	31	8			31				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	408	102	528	0.774	408	3.0	3.2	29.597	D
C-AB	18	4	528	0.033	18	0.0	0.0	7.052	A
C-A	0	0			0				
A-B	395	99			395				
A-C	31	8			31				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	334	83	538	0.620	340	3.2	1.7	18.636	C
C-AB	14	4	548	0.026	14	0.0	0.0	6.748	A
C-A	0	0			0				
A-B	323	81			323				
A-C	25	6			25				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	279	70	546	0.512	282	1.7	1.1	13.779	B
C-AB	12	3	562	0.021	12	0.0	0.0	6.539	A
C-A	0	0			0				
A-B	270	68			270				
A-C	21	5			21				

2024 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	4.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2024 Base	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Wendlebury Rd (S)		ONE HOUR	✓	121	100.000
B - A41 Rbt Arm		ONE HOUR	✓	113	100.000
C - Wendlebury Rd (N)		ONE HOUR	✓	73	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Wendlebury Rd (S)	B - A41 Rbt Arm	C - Wendlebury Rd (N)
From	A - Wendlebury Rd (S)	0	110	11
	B - A41 Rbt Arm	73	0	40
	C - Wendlebury Rd (N)	0	73	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Wendlebury Rd (S)	B - A41 Rbt Arm	C - Wendlebury Rd (N)
From	A - Wendlebury Rd (S)	0	0	0
	B - A41 Rbt Arm	0	0	0
	C - Wendlebury Rd (N)	0	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.22	8.16	0.3	A	104	156
C-AB	0.14	7.11	0.2	A	67	100
C-A					0	0
A-B					101	151
A-C					10	15

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	85	21	578	0.147	84	0.0	0.2	7.279	A
C-AB	55	14	597	0.092	55	0.0	0.1	6.636	A
C-A	0	0			0				
A-B	83	21			83				
A-C	8	2			8				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	102	25	573	0.177	101	0.2	0.2	7.635	A
C-AB	66	16	592	0.111	66	0.1	0.1	6.832	A
C-A	0	0			0				
A-B	99	25			99				
A-C	10	2			10				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	124	31	565	0.220	124	0.2	0.3	8.152	A
C-AB	80	20	587	0.137	80	0.1	0.2	7.107	A
C-A	0	0			0				
A-B	121	30			121				
A-C	12	3			12				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	124	31	565	0.220	124	0.3	0.3	8.162	A
C-AB	80	20	587	0.137	80	0.2	0.2	7.110	A
C-A	0	0			0				
A-B	121	30			121				
A-C	12	3			12				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	102	25	573	0.177	102	0.3	0.2	7.651	A
C-AB	66	16	592	0.111	66	0.2	0.1	6.838	A
C-A	0	0			0				
A-B	99	25			99				
A-C	10	2			10				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	85	21	578	0.147	85	0.2	0.2	7.309	A
C-AB	55	14	597	0.092	55	0.1	0.1	6.646	A
C-A	0	0			0				
A-B	83	21			83				
A-C	8	2			8				

2024 with Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	429.28	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2024 with Development	AM	ONE HOUR	07:00	08:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Wendlebury Rd (S)		ONE HOUR	✓	410	100.000
B - A41 Rbt Arm		ONE HOUR	✓	611	100.000
C - Wendlebury Rd (N)		ONE HOUR	✓	88	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Wendlebury Rd (S)	B - A41 Rbt Arm	C - Wendlebury Rd (N)
From	A - Wendlebury Rd (S)	0	382	28
	B - A41 Rbt Arm	517	0	94
	C - Wendlebury Rd (N)	34	54	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Wendlebury Rd (S)	B - A41 Rbt Arm	C - Wendlebury Rd (N)
From	A - Wendlebury Rd (S)	0	3	0
	B - A41 Rbt Arm	0	0	2
	C - Wendlebury Rd (N)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	1.35	785.43	115.9	F	561	841
C-AB	0.12	7.42	0.1	A	53	79
C-A					28	42
A-B					351	526
A-C					26	39

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	460	115	523	0.880	439	0.0	5.3	36.925	E
C-AB	43	11	576	0.074	42	0.0	0.1	6.734	A
C-A	24	6			24				
A-B	288	72			288				
A-C	21	5			21				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	549	137	512	1.073	496	5.3	18.6	106.640	F
C-AB	51	13	565	0.091	51	0.1	0.1	7.008	A
C-A	28	7			28				
A-B	343	86			343				
A-C	25	6			25				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	673	168	498	1.352	496	18.6	62.7	310.486	F
C-AB	64	16	549	0.116	64	0.1	0.1	7.414	A
C-A	33	8			33				
A-B	421	105			421				
A-C	31	8			31				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	673	168	498	1.352	497	62.7	106.5	616.994	F
C-AB	64	16	549	0.116	64	0.1	0.1	7.418	A
C-A	33	8			33				
A-B	421	105			421				
A-C	31	8			31				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	549	137	512	1.073	512	106.5	115.9	785.429	F
C-AB	51	13	565	0.091	51	0.1	0.1	7.013	A
C-A	28	7			28				
A-B	343	86			343				
A-C	25	6			25				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	460	115	522	0.880	518	115.9	101.4	755.912	F
C-AB	43	11	576	0.074	43	0.1	0.1	6.747	A
C-A	24	6			24				
A-B	288	72			288				
A-C	21	5			21				

2024 with Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	3.55	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2024 with Development	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Wendlebury Rd (S)		ONE HOUR	✓	389	100.000
B - A41 Rbt Arm		ONE HOUR	✓	155	100.000
C - Wendlebury Rd (N)		ONE HOUR	✓	89	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Wendlebury Rd (S)	B - A41 Rbt Arm	C - Wendlebury Rd (N)
From	A - Wendlebury Rd (S)	0	378	11
	B - A41 Rbt Arm	89	0	66
	C - Wendlebury Rd (N)	2	87	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Wendlebury Rd (S)	B - A41 Rbt Arm	C - Wendlebury Rd (N)
From	A - Wendlebury Rd (S)	0	0	0
	B - A41 Rbt Arm	0	0	0
	C - Wendlebury Rd (N)	0	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.31	9.69	0.5	A	142	213
C-AB	0.18	8.44	0.2	A	80	120
C-A					2	2
A-B					347	520
A-C					10	15

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	117	29	566	0.206	116	0.0	0.3	7.981	A
C-AB	66	16	555	0.118	65	0.0	0.1	7.345	A
C-A	1	0.33			1				
A-B	285	71			285				
A-C	8	2			8				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	139	35	556	0.251	139	0.3	0.3	8.633	A
C-AB	78	20	541	0.145	78	0.1	0.2	7.774	A
C-A	2	0.38			2				
A-B	340	85			340				
A-C	10	2			10				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	171	43	542	0.315	170	0.3	0.5	9.668	A
C-AB	96	24	523	0.184	96	0.2	0.2	8.435	A
C-A	2	0.45			2				
A-B	416	104			416				
A-C	12	3			12				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	171	43	542	0.315	171	0.5	0.5	9.694	A
C-AB	96	24	523	0.184	96	0.2	0.2	8.444	A
C-A	2	0.45			2				
A-B	416	104			416				
A-C	12	3			12				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	139	35	556	0.251	140	0.5	0.3	8.668	A
C-AB	78	20	541	0.145	79	0.2	0.2	7.786	A
C-A	2	0.38			2				
A-B	340	85			340				
A-C	10	2			10				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	117	29	566	0.206	117	0.3	0.3	8.031	A
C-AB	66	16	555	0.118	66	0.2	0.1	7.366	A
C-A	1	0.33			1				
A-B	285	71			285				
A-C	8	2			8				

2016 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.76	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2016 Base	AM	ONE HOUR	07:00	08:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Wendlebury Rd (S)		ONE HOUR	✓	97	100.000
B - A41 Rbt Arm		ONE HOUR	✓	31	100.000
C - Wendlebury Rd (N)		ONE HOUR	✓	6	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Wendlebury Rd (S)	B - A41 Rbt Arm	C - Wendlebury Rd (N)
From	A - Wendlebury Rd (S)	0	90	7
	B - A41 Rbt Arm	24	0	7
	C - Wendlebury Rd (N)	2	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Wendlebury Rd (S)	B - A41 Rbt Arm	C - Wendlebury Rd (N)
From	A - Wendlebury Rd (S)	0	5	0
	B - A41 Rbt Arm	0	0	17
	C - Wendlebury Rd (N)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.06	6.91	0.1	A	28	43
C-AB	0.01	5.94	0.0	A	4	6
C-A					2	3
A-B					83	124
A-C					6	10

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	23	6	560	0.042	23	0.0	0.0	6.710	A
C-AB	3	0.75	619	0.005	3	0.0	0.0	5.841	A
C-A	1	0.37			1				
A-B	68	17			68				
A-C	5	1			5				

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	28	7	558	0.050	28	0.0	0.1	6.794	A
C-AB	4	0.90	616	0.006	4	0.0	0.0	5.880	A
C-A	2	0.45			2				
A-B	81	20			81				
A-C	6	2			6				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	34	9	555	0.061	34	0.1	0.1	6.909	A
C-AB	4	1	611	0.007	4	0.0	0.0	5.934	A
C-A	2	0.55			2				
A-B	99	25			99				
A-C	8	2			8				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	34	9	555	0.061	34	0.1	0.1	6.909	A
C-AB	4	1	611	0.007	4	0.0	0.0	5.936	A
C-A	2	0.55			2				
A-B	99	25			99				
A-C	8	2			8				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	28	7	558	0.050	28	0.1	0.1	6.798	A
C-AB	4	0.90	616	0.006	4	0.0	0.0	5.882	A
C-A	2	0.45			2				
A-B	81	20			81				
A-C	6	2			6				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	23	6	560	0.042	23	0.1	0.0	6.714	A
C-AB	3	0.75	619	0.005	3	0.0	0.0	5.844	A
C-A	1	0.37			1				
A-B	68	17			68				
A-C	5	1			5				

2016 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.61	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2016 Base	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Wendlebury Rd (S)		ONE HOUR	✓	136	100.000
B - A41 Rbt Arm		ONE HOUR	✓	34	100.000
C - Wendlebury Rd (N)		ONE HOUR	✓	164	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Wendlebury Rd (S)	B - A41 Rbt Arm	C - Wendlebury Rd (N)
From	A - Wendlebury Rd (S)	0	124	12
	B - A41 Rbt Arm	22	0	12
	C - Wendlebury Rd (N)	82	82	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Wendlebury Rd (S)	B - A41 Rbt Arm	C - Wendlebury Rd (N)
From	A - Wendlebury Rd (S)	0	0	0
	B - A41 Rbt Arm	0	0	0
	C - Wendlebury Rd (N)	0	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.07	7.04	0.1	A	31	47
C-AB	0.16	6.68	0.2	A	86	128
C-A					65	97
A-B					114	171
A-C					11	17

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	26	6	567	0.045	25	0.0	0.0	6.647	A
C-AB	68	17	635	0.108	68	0.0	0.1	6.338	A
C-A	55	14			55				
A-B	93	23			93				
A-C	9	2			9				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	31	8	559	0.055	31	0.0	0.1	6.809	A
C-AB	83	21	639	0.131	83	0.1	0.2	6.482	A
C-A	64	16			64				
A-B	111	28			111				
A-C	11	3			11				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	37	9	549	0.068	37	0.1	0.1	7.040	A
C-AB	105	26	644	0.163	105	0.2	0.2	6.682	A
C-A	75	19			75				
A-B	137	34			137				
A-C	13	3			13				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	37	9	549	0.068	37	0.1	0.1	7.041	A
C-AB	105	26	644	0.163	105	0.2	0.2	6.684	A
C-A	75	19			75				
A-B	137	34			137				
A-C	13	3			13				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	31	8	559	0.055	31	0.1	0.1	6.814	A
C-AB	83	21	639	0.131	84	0.2	0.2	6.486	A
C-A	64	16			64				
A-B	111	28			111				
A-C	11	3			11				

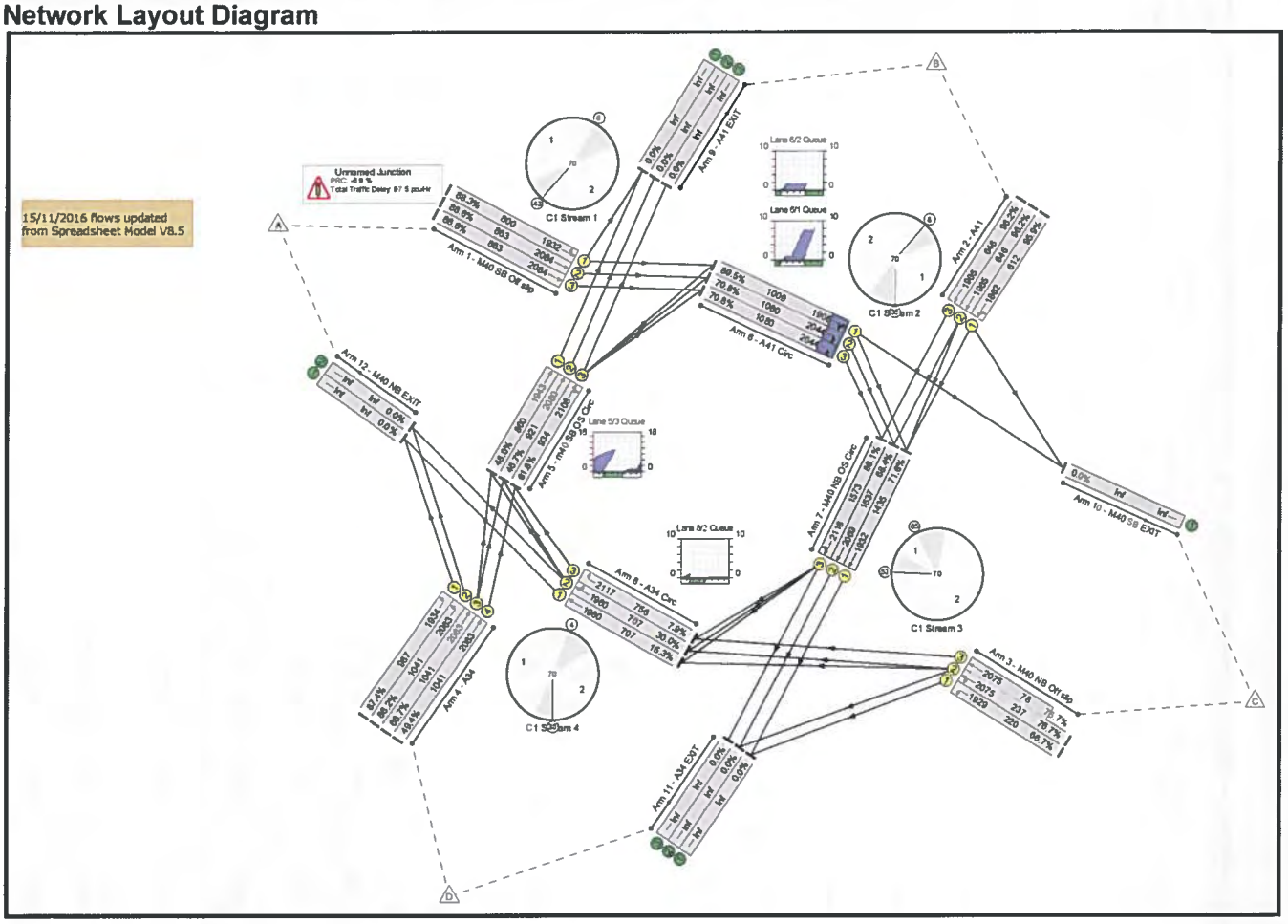
18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	26	6	567	0.045	26	0.1	0.0	6.656	A
C-AB	68	17	635	0.108	69	0.2	0.1	6.351	A
C-A	55	14			55				
A-B	93	23			93				
A-C	9	2			9				

Basic Results Summary

Scenario 3: '2018 Base Com AM' (FG3: '2018 Base Com AM', 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	-	-	-		-	-	-	-	-	-	**96.2%**	**0**	**0**	**0**	**97.5**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**96.2%**	**0**	**0**	**0**	**97.5**	-	-
1/1	M40 SB Off slip Ahead Left	U	A		1	28	-	707	1932	800	88.3%	-	-	-	7.2	36.9	16.1
1/2	M40 SB Off slip Ahead	U	A		1	28	-	765	2084	863	88.6%	-	-	-	7.7	36.0	17.2
1/3	M40 SB Off slip Ahead	U	A		1	28	-	765	2084	863	88.6%	-	-	-	7.7	36.0	17.2
2/1	A41 Ahead Left	U	C		1	22	-	587	1862	612	95.9%	-	-	-	11.2	68.5	18.5
2/2	A41 Ahead	U	C		1	22	-	621	1965	646	96.2%	-	-	-	11.7	67.9	19.5
2/3	A41 Ahead	U	C		1	22	-	621	1965	646	96.2%	-	-	-	11.7	67.9	19.5
3/1	M40 NB Off slip Left	U	E		1	7	-	147	1929	220	66.7%	-	-	-	2.2	53.6	3.7
3/2+3/3	M40 NB Off slip Ahead Left	U	E		1	7	-	242	2075:2075	237+78	76.7 : 76.7%	-	-	-	3.6	53.2	5.0
4/1	A34 Left	U	G		1	34	-	845	1934	967	87.4%	-	-	-	6.9	29.5	17.8
4/2	A34 Left	U	G		1	34	-	919	2083	1041	88.2%	-	-	-	7.5	29.6	19.4
4/3	A34 Ahead	U	G		1	34	-	716	2083	1041	68.7%	-	-	-	3.7	18.8	11.6
4/4	A34 Ahead	U	G		1	34	-	515	2083	1041	49.4%	-	-	-	2.2	15.0	7.1
5/1	m40 SB OS Circ Ahead	U	B		1	30	-	413	1943	860	48.0%	-	-	-	2.3	19.7	8.0
5/2	m40 SB OS Circ Ahead	U	B		1	30	-	430	2080	921	46.7%	-	-	-	2.4	20.5	8.4
5/3	m40 SB OS Circ Right Ahead	U	B		1	30	-	575	2108	934	61.6%	-	-	-	3.6	22.8	11.2
6/1	A41 Circ Right Ahead	U	D		1	36	-	903	1908	1009	89.5%	-	-	-	2.3	9.1	8.2
6/2	A41 Circ Right	U	D		1	36	-	765	2044	1080	70.8%	-	-	-	0.9	4.2	1.8

Basic Results Summary

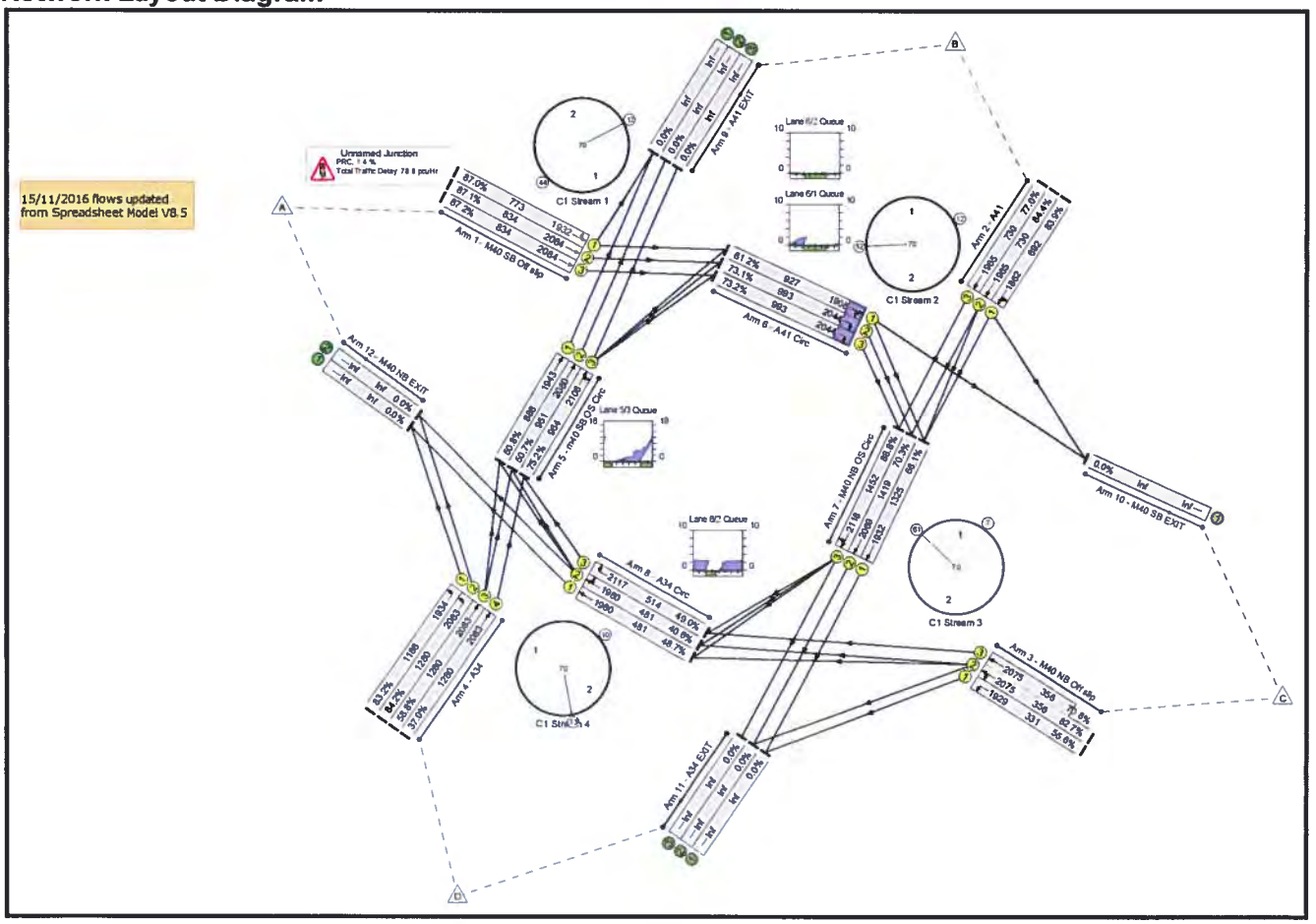
6/3	A41 Circ Right	U	D		1	36	-	765	2044	1080	70.8%	-	-	-	0.9	4.2	1.8
7/1	M40 NB OS Circ Ahead	U	F		1	51	-	1028	1932	1435	71.6%	-	-	-	0.4	1.4	2.0
7/2	M40 NB OS Circ Ahead	U	F		1	51	-	1052	2069	1537	68.4%	-	-	-	0.4	1.3	2.4
7/3	M40 NB OS Circ Right Ahead	U	F		1	51	-	1386	2118	1573	88.1%	-	-	-	0.6	1.5	3.5
8/1	A34 Circ Ahead	U	H		1	24	-	115	1980	707	16.3%	-	-	-	0.3	8.4	1.7
8/2	A34 Circ Right Ahead	U	H		1	24	-	212	1980	707	30.0%	-	-	-	0.2	3.3	1.2
8/3	A34 Circ Right	U	H		1	24	-	60	2117	756	7.9%	-	-	-	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	1.6	Total Delay for Signalled Lanes (pcuHr):	30.89	Cycle Time (s): 70
C1	Stream: 2 PRC for Signalled Lanes (%):	-6.9	Total Delay for Signalled Lanes (pcuHr):	38.66	Cycle Time (s): 70
C1	Stream: 3 PRC for Signalled Lanes (%):	2.2	Total Delay for Signalled Lanes (pcuHr):	7.12	Cycle Time (s): 70
C1	Stream: 4 PRC for Signalled Lanes (%):	2.0	Total Delay for Signalled Lanes (pcuHr):	20.83	Cycle Time (s): 70
	PRC Over All Lanes (%):	-6.9	Total Delay Over All Lanes(pcuHr):	97.51	

Basic Results Summary

Scenario 4: '2018 Base Com PM' (FG4: '2018 Base Com PM', 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	-	-	-		-	-	-	-	-	-	**88.8%**	**0**	**0**	**0**	**78.8**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**88.8%**	**0**	**0**	**0**	**78.8**	-	-
1/1	M40 SB Off slip Ahead Left	U	A		1	27	-	672	1932	773	87.0%	-	-	-	6.7	36.1	15.1
1/2	M40 SB Off slip Ahead	U	A		1	27	-	726	2084	834	87.1%	-	-	-	7.1	35.1	16.1
1/3	M40 SB Off slip Ahead	U	A		1	27	-	727	2084	834	87.2%	-	-	-	7.1	35.3	16.1
2/1	A41 Ahead Left	U	C		1	25	-	580	1862	692	83.9%	-	-	-	5.7	35.5	12.6
2/2	A41 Ahead	U	C		1	25	-	616	1965	730	84.4%	-	-	-	6.0	35.3	13.5
2/3	A41 Ahead	U	C		1	25	-	562	1965	730	77.0%	-	-	-	4.7	29.9	11.2
3/1	M40 NB Off slip Left	U	E		1	11	-	184	1929	331	55.6%	-	-	-	2.0	38.7	3.9
3/2+3/3	M40 NB Off slip Ahead Left	U	E		1	11	-	546	2075:2075	356+356	82.7 : 70.8%	-	-	-	5.8	38.4	7.1
4/1	A34 Left	U	G		1	42	-	988	1934	1188	83.2%	-	-	-	5.3	19.4	17.5
4/2	A34 Left	U	G		1	42	-	1077	2083	1280	84.2%	-	-	-	5.8	19.4	19.0
4/3	A34 Ahead	U	G		1	42	-	752	2083	1280	58.8%	-	-	-	2.4	11.6	9.5
4/4	A34 Ahead	U	G		1	42	-	473	2083	1280	37.0%	-	-	-	1.2	9.0	4.8
5/1	m40 SB OS Circ Ahead	U	B		1	31	-	451	1943	888	50.8%	-	-	-	1.1	8.8	3.4
5/2	m40 SB OS Circ Ahead	U	B		1	31	-	482	2080	951	50.7%	-	-	-	1.2	9.1	4.1
5/3	m40 SB OS Circ Right Ahead	U	B		1	31	-	725	2108	964	75.2%	-	-	-	2.4	12.0	12.7
6/1	A41 Circ Right Ahead	U	D		1	33	-	567	1908	927	61.2%	-	-	-	0.5	3.2	2.0
6/2	A41 Circ Right	U	D		1	33	-	726	2044	993	73.1%	-	-	-	0.0	0.2	0.2

Basic Results Summary

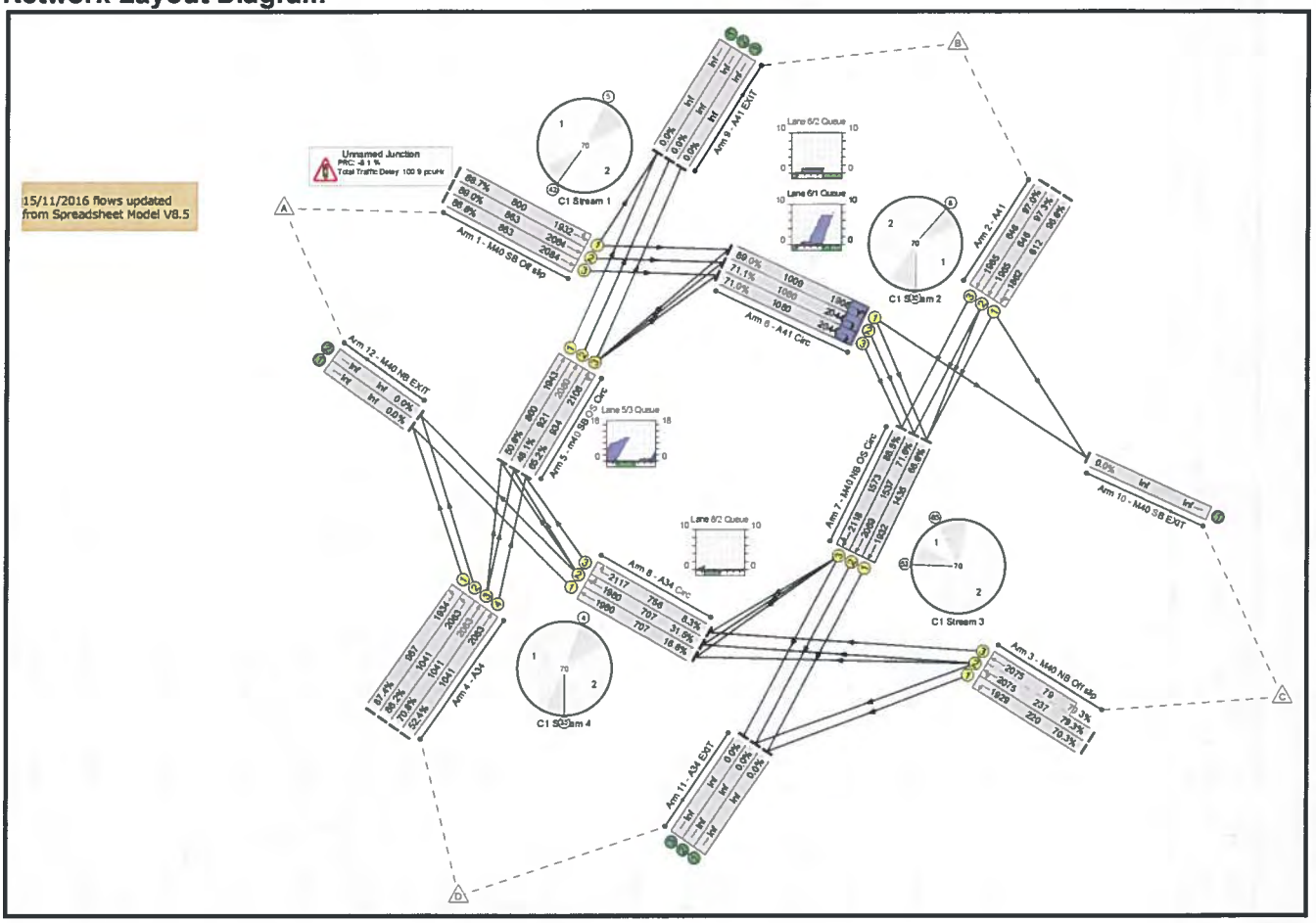
6/3	A41 Circ Right	U	D		1	33	-	727	2044	993	73.2%	-	-	-	0.0	0.2	0.2
7/1	M40 NB OS Circ Ahead	U	F		1	47	-	876	1932	1325	66.1%	-	-	-	1.8	7.5	11.1
7/2	M40 NB OS Circ Ahead	U	F		1	47	-	998	2069	1419	70.3%	-	-	-	2.2	7.9	10.1
7/3	M40 NB OS Circ Right Ahead	U	F		1	47	-	1289	2118	1452	88.8%	-	-	-	3.7	10.2	16.0
8/1	A34 Circ Ahead	U	H		1	16	-	234	1980	481	48.7%	-	-	-	1.6	24.3	4.6
8/2	A34 Circ Right Ahead	U	H		1	16	-	195	1980	481	40.6%	-	-	-	1.9	35.3	2.7
8/3	A34 Circ Right	U	H		1	16	-	252	2117	514	49.0%	-	-	-	2.4	34.2	3.2

C1	Stream: 1 PRC for Signalled Lanes (%):	3.2	Total Delay for Signalled Lanes (pcuHr):	25.68	Cycle Time (s):	70
C1	Stream: 2 PRC for Signalled Lanes (%):	6.6	Total Delay for Signalled Lanes (pcuHr):	17.00	Cycle Time (s):	70
C1	Stream: 3 PRC for Signalled Lanes (%):	1.4	Total Delay for Signalled Lanes (pcuHr):	15.47	Cycle Time (s):	70
C1	Stream: 4 PRC for Signalled Lanes (%):	6.9	Total Delay for Signalled Lanes (pcuHr):	20.62	Cycle Time (s):	70
	PRC Over All Lanes (%):	1.4	Total Delay Over All Lanes(pcuHr):	78.78		

Basic Results Summary

Scenario 5: '2018 Dev AM' (FG5: '2018 DEV AM', 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	-	-	-		-	-	-	-	-	-	**97.3%**	**0**	**0**	**0**	**100.9**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**97.3%**	**0**	**0**	**0**	**100.9**	-	-
1/1	M40 SB Off slip Ahead Left	U	A		1	28	-	710	1932	800	88.7%	-	-	-	7.4	37.4	16.3
1/2	M40 SB Off slip Ahead	U	A		1	28	-	768	2084	863	89.0%	-	-	-	7.8	36.5	17.4
1/3	M40 SB Off slip Ahead	U	A		1	28	-	767	2084	863	88.8%	-	-	-	7.7	36.3	17.3
2/1	A41 Ahead Left	U	C		1	22	-	591	1862	612	96.6%	-	-	-	11.8	72.0	19.2
2/2	A41 Ahead	U	C		1	22	-	628	1965	646	97.3%	-	-	-	12.9	74.1	20.9
2/3	A41 Ahead	U	C		1	22	-	626	1965	646	97.0%	-	-	-	12.6	72.2	20.4
3/1	M40 NB Off slip Left	U	E		1	7	-	155	1929	220	70.3%	-	-	-	2.4	56.4	4.0
3/2+3/3	M40 NB Off slip Ahead Left	U	E		1	7	-	251	2075:2075	237+79	79.3 : 79.3%	-	-	-	3.9	55.7	5.4
4/1	A34 Left	U	G		1	34	-	845	1934	967	87.4%	-	-	-	6.9	29.5	17.8
4/2	A34 Left	U	G		1	34	-	919	2083	1041	88.2%	-	-	-	7.5	29.6	19.4
4/3	A34 Ahead	U	G		1	34	-	737	2083	1041	70.8%	-	-	-	4.0	19.4	12.3
4/4	A34 Ahead	U	G		1	34	-	546	2083	1041	52.4%	-	-	-	2.3	15.5	7.7
5/1	m40 SB OS Circ Ahead	U	B		1	30	-	435	1943	860	50.6%	-	-	-	2.3	18.9	8.5
5/2	m40 SB OS Circ Ahead	U	B		1	30	-	443	2080	921	48.1%	-	-	-	2.5	20.0	8.6
5/3	m40 SB OS Circ Right Ahead	U	B		1	30	-	609	2108	934	65.2%	-	-	-	3.7	22.1	11.8
6/1	A41 Circ Right Ahead	U	D		1	36	-	898	1908	1009	89.0%	-	-	-	2.1	8.5	8.2
6/2	A41 Circ Right	U	D		1	36	-	768	2044	1080	71.1%	-	-	-	0.6	3.0	1.3

Basic Results Summary

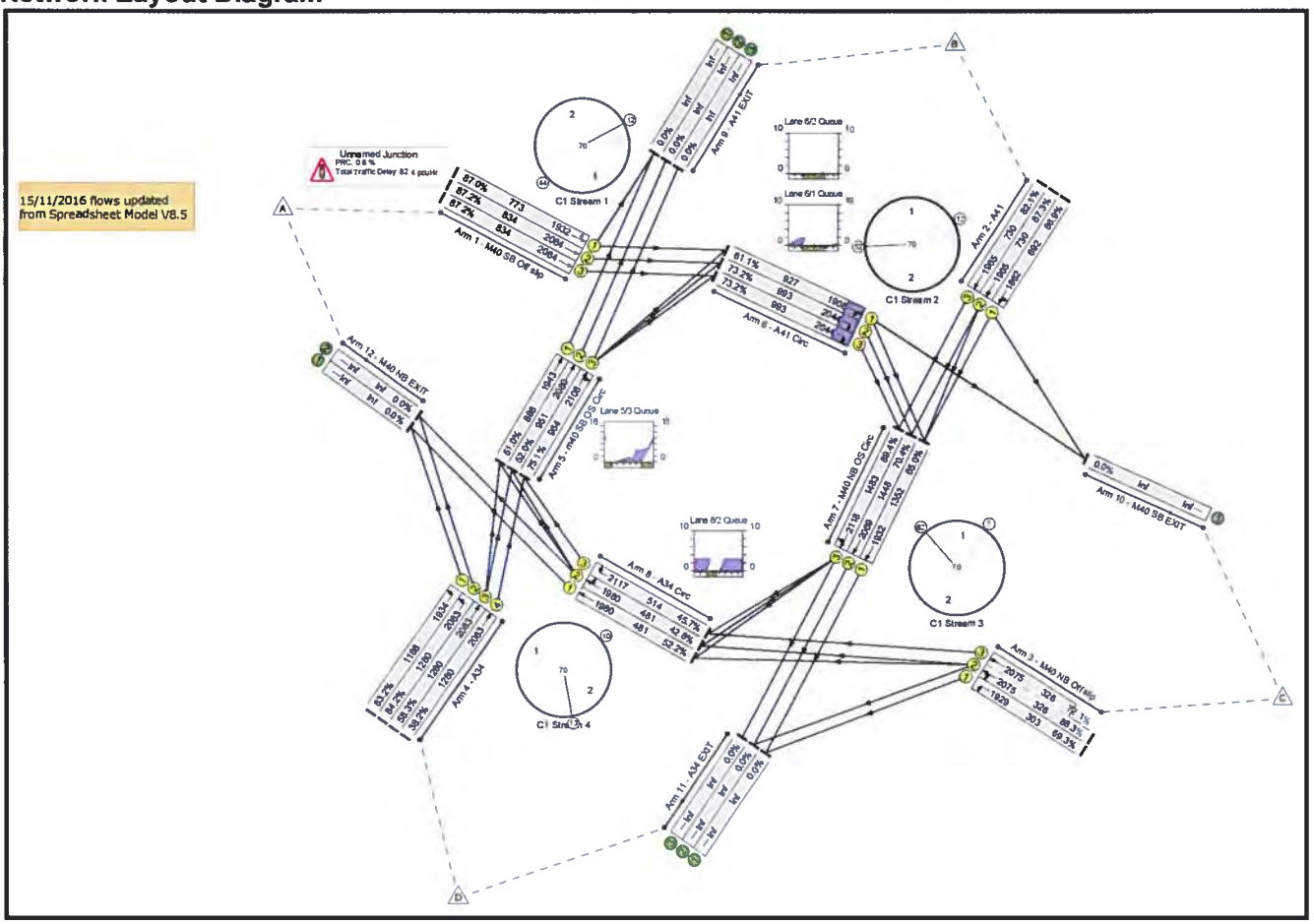
6/3	A41 Circ Right	U	D		1	36	-	767	2044	1080	71.0%	-	-	-	0.6	3.0	1.3
7/1	M40 NB OS Circ Ahead	U	F		1	51	-	985	1932	1435	68.6%	-	-	-	0.3	1.2	1.6
7/2	M40 NB OS Circ Ahead	U	F		1	51	-	1100	2069	1537	71.6%	-	-	-	0.4	1.2	2.0
7/3	M40 NB OS Circ Right Ahead	U	F		1	51	-	1393	2118	1573	88.5%	-	-	-	0.5	1.4	7.7
8/1	A34 Circ Ahead	U	H		1	24	-	119	1980	707	16.8%	-	-	-	0.3	8.7	1.8
8/2	A34 Circ Right Ahead	U	H		1	24	-	223	1980	707	31.5%	-	-	-	0.2	3.1	1.2
8/3	A34 Circ Right	U	H		1	24	-	63	2117	756	8.3%	-	-	-	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	1.2	Total Delay for Signalled Lanes (pcuHr):	31.41	Cycle Time (s): 70
C1	Stream: 2 PRC for Signalled Lanes (%):	-8.1	Total Delay for Signalled Lanes (pcuHr):	40.69	Cycle Time (s): 70
C1	Stream: 3 PRC for Signalled Lanes (%):	1.7	Total Delay for Signalled Lanes (pcuHr):	7.55	Cycle Time (s): 70
C1	Stream: 4 PRC for Signalled Lanes (%):	2.0	Total Delay for Signalled Lanes (pcuHr):	21.28	Cycle Time (s): 70
	PRC Over All Lanes (%):	-8.1	Total Delay Over All Lanes(pcuHr):	100.92	

Basic Results Summary

Scenario 6: '2018 Dev PM' (FG6: '2018 DEV PM', 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	-	-	-		-	-	-	-	-	-	**89.4%**	**0**	**0**	**0**	**82.4**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**89.4%**	**0**	**0**	**0**	**82.4**	-	-
1/1	M40 SB Off slip Ahead Left	U	A		1	27	-	672	1932	773	87.0%	-	-	-	6.7	36.1	15.1
1/2	M40 SB Off slip Ahead	U	A		1	27	-	727	2084	834	87.2%	-	-	-	7.1	35.3	16.1
1/3	M40 SB Off slip Ahead	U	A		1	27	-	727	2084	834	87.2%	-	-	-	7.1	35.3	16.1
2/1	A41 Ahead Left	U	C		1	25	-	601	1862	692	86.9%	-	-	-	6.5	39.0	13.8
2/2	A41 Ahead	U	C		1	25	-	637	1965	730	87.3%	-	-	-	6.8	38.6	14.7
2/3	A41 Ahead	U	C		1	25	-	599	1965	730	82.1%	-	-	-	5.5	33.2	12.7
3/1	M40 NB Off slip Left	U	E		1	10	-	210	1929	303	69.3%	-	-	-	2.7	46.8	5.0
3/2+3/3	M40 NB Off slip Ahead Left	U	E		1	10	-	523	2075:2075	326+326	88.3 : 72.1%	-	-	-	6.1	42.0	7.4
4/1	A34 Left	U	G		1	42	-	988	1934	1188	83.2%	-	-	-	5.3	19.4	17.5
4/2	A34 Left	U	G		1	42	-	1077	2083	1280	84.2%	-	-	-	5.8	19.4	19.0
4/3	A34 Ahead	U	G		1	42	-	746	2083	1280	58.3%	-	-	-	2.4	11.5	9.4
4/4	A34 Ahead	U	G		1	42	-	489	2083	1280	38.2%	-	-	-	1.2	9.1	5.1
5/1	m40 SB OS Circ Ahead	U	B		1	31	-	453	1943	888	51.0%	-	-	-	1.1	9.0	3.5
5/2	m40 SB OS Circ Ahead	U	B		1	31	-	494	2080	951	52.0%	-	-	-	1.3	9.4	4.3
5/3	m40 SB OS Circ Right Ahead	U	B		1	31	-	724	2108	964	75.1%	-	-	-	2.4	12.1	12.6
6/1	A41 Circ Right Ahead	U	D		1	33	-	566	1908	927	61.1%	-	-	-	0.5	3.2	2.0
6/2	A41 Circ Right	U	D		1	33	-	727	2044	993	73.2%	-	-	-	0.0	0.2	0.2

Basic Results Summary

6/3	A41 Circ Right	U	D		1	33	-	727	2044	993	73.2%	-	-	-	0.0	0.2	0.2
7/1	M40 NB OS Circ Ahead	U	F		1	48	-	879	1932	1352	65.0%	-	-	-	1.6	6.5	10.8
7/2	M40 NB OS Circ Ahead	U	F		1	48	-	1019	2069	1448	70.4%	-	-	-	1.9	6.8	9.9
7/3	M40 NB OS Circ Right Ahead	U	F		1	48	-	1326	2118	1483	89.4%	-	-	-	3.4	9.3	16.1
8/1	A34 Circ Ahead	U	H		1	16	-	251	1980	481	52.2%	-	-	-	1.7	24.9	4.9
8/2	A34 Circ Right Ahead	U	H		1	16	-	206	1980	481	42.8%	-	-	-	2.3	40.9	3.2
8/3	A34 Circ Right	U	H		1	16	-	235	2117	514	45.7%	-	-	-	2.6	39.5	3.4

C1	Stream: 1 PRC for Signalled Lanes (%):	3.2	Total Delay for Signalled Lanes (pcuHr):	25.83	Cycle Time (s):	70
C1	Stream: 2 PRC for Signalled Lanes (%):	3.1	Total Delay for Signalled Lanes (pcuHr):	19.45	Cycle Time (s):	70
C1	Stream: 3 PRC for Signalled Lanes (%):	0.6	Total Delay for Signalled Lanes (pcuHr):	15.74	Cycle Time (s):	70
C1	Stream: 4 PRC for Signalled Lanes (%):	6.9	Total Delay for Signalled Lanes (pcuHr):	21.42	Cycle Time (s):	70
	PRC Over All Lanes (%):	0.6	Total Delay Over All Lanes(pcuHr):	82.45		