Full Input Data And Results

7/1	626	626	-	-	-	4.5	0.7	-	5.2	30.0	15.0	0.7	15.7
7/2+7/3	381	381	113	0	42	2.3	2.8	0.6	5.8	54.4	4.7	2.8	7.5
8/1	282	282	-	-	-	3.7	3.6	-	7.4	93.9	9.2	3.6	12.8
9/1	267	267	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Oxford Road / Sainsburys / Framfield Road	**-**	**-**	**284**	**0**	**13**	**18.4**	**12.6**	**0.9**	**31.9**	**-**	**-**	**-**	**-**
1/1	629	629	-	-	-	3.0	1.2	-	4.2	24.0	18.0	1.2	19.2
1/2	375	375	11	0	0	1.6	0.3	0.1	2.0	19.2	6.5	0.3	6.8
2/2+2/1	493	493	180	0	2	6.1	5.5	0.1	11.7	85.7	11.1	5.5	16.6
3/1	420	420	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	73	73	0	0	0	0.8	0.1	0.0	0.9	45.7	2.0	0.1	2.1
5/1	82	82	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	908	908	92	0	12	6.9	5.5	0.7	13.1	51.9	26.6	5.5	32.0
7/1	969	969	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

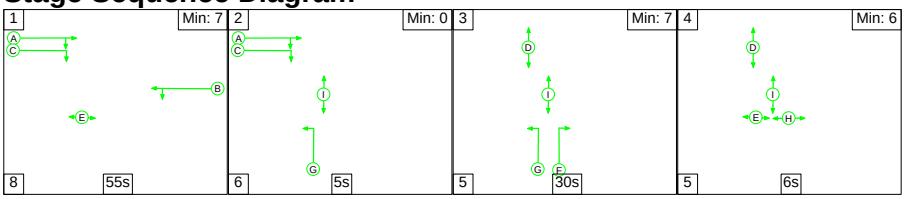
C1	PRC for Signalled Lanes (%):	11.9	Total Delay for Signalled Lanes (pcuHr):	17.21	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	16.0	Total Delay for Signalled Lanes (pcuHr):	17.24	Cycle Time (s): 120
C3	PRC for Signalled Lanes (%):	-4.2	Total Delay for Signalled Lanes (pcuHr):	39.29	Cycle Time (s): 120
C4	PRC for Signalled Lanes (%):	-4.0	Total Delay for Signalled Lanes (pcuHr):	31.94	Cycle Time (s): 120
	PRC Over All Lanes (%):	-4.2	Total Delay Over All Lanes(pcuHr):	105.69	

Full Input Data And Results

Scenario 5: 'Scenario 5' (FG5: '2031 Baseline AM', Plan 1: 'Network Control Plan 1')

C1

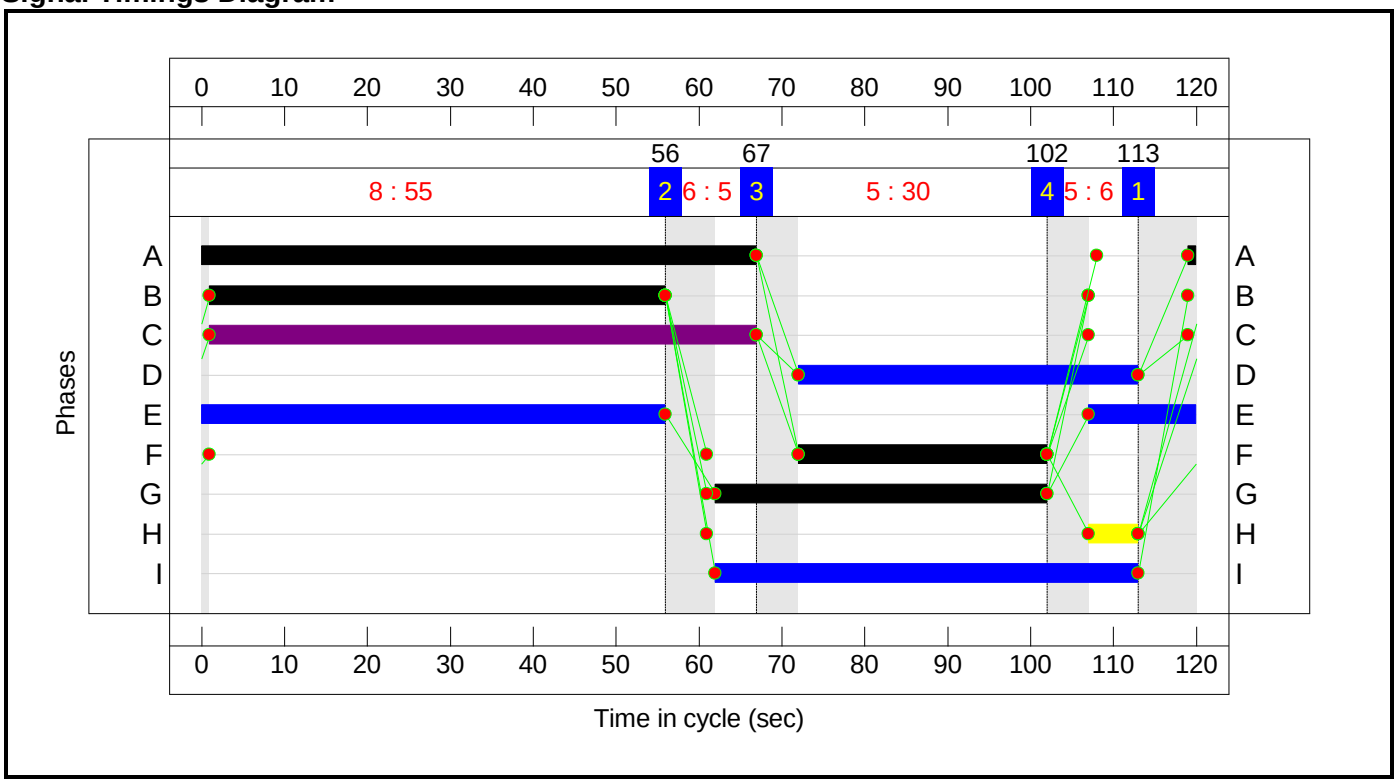
Stage Sequence Diagram



Stage Timings

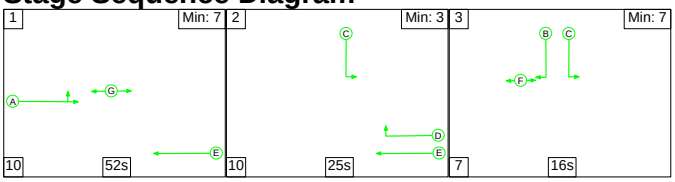
Stage	1	2	3	4
Duration	55	5	30	6
Change Point	113	56	67	102

Signal Timings Diagram



C2

Stage Sequence Diagram

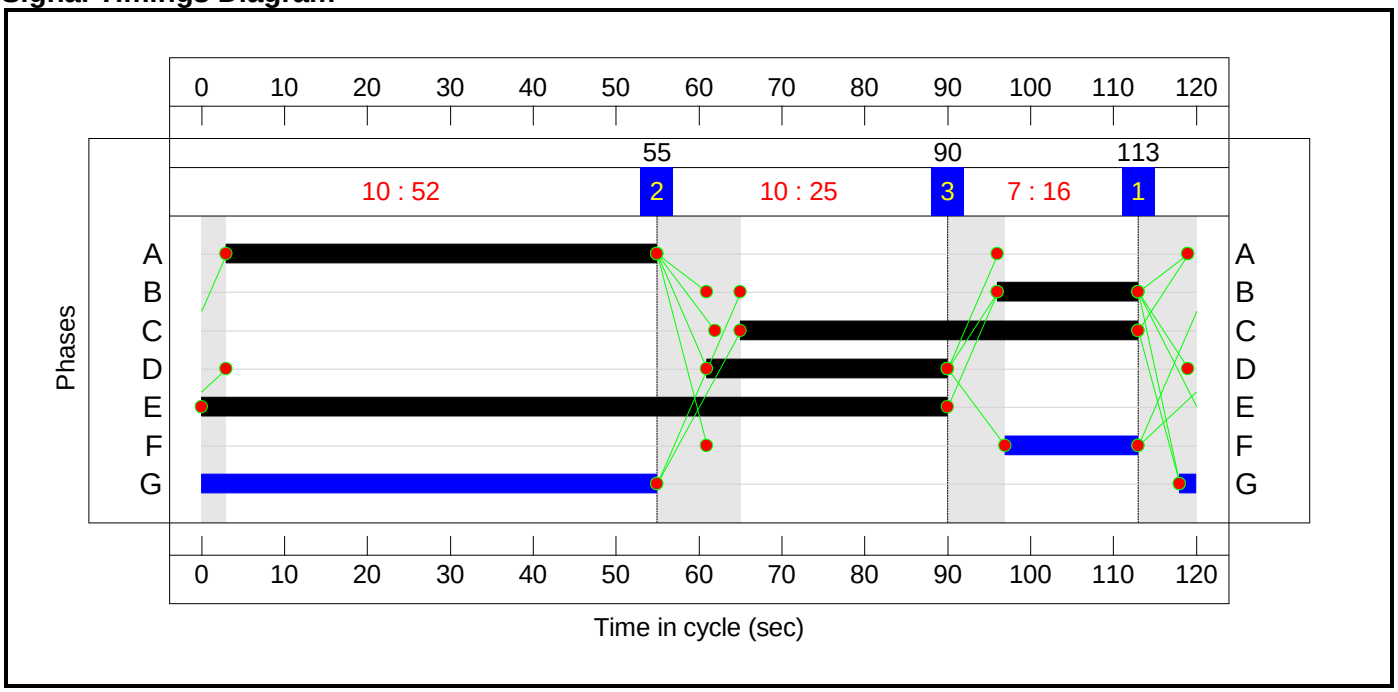


Stage Timings

Stage	1	2	3
Duration	52	25	16
Change Point	113	55	90

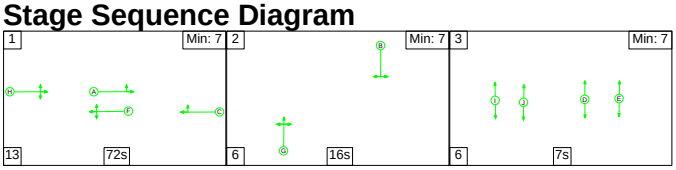
Full Input Data And Results

Signal Timings Diagram



C3

Stage Sequence Diagram

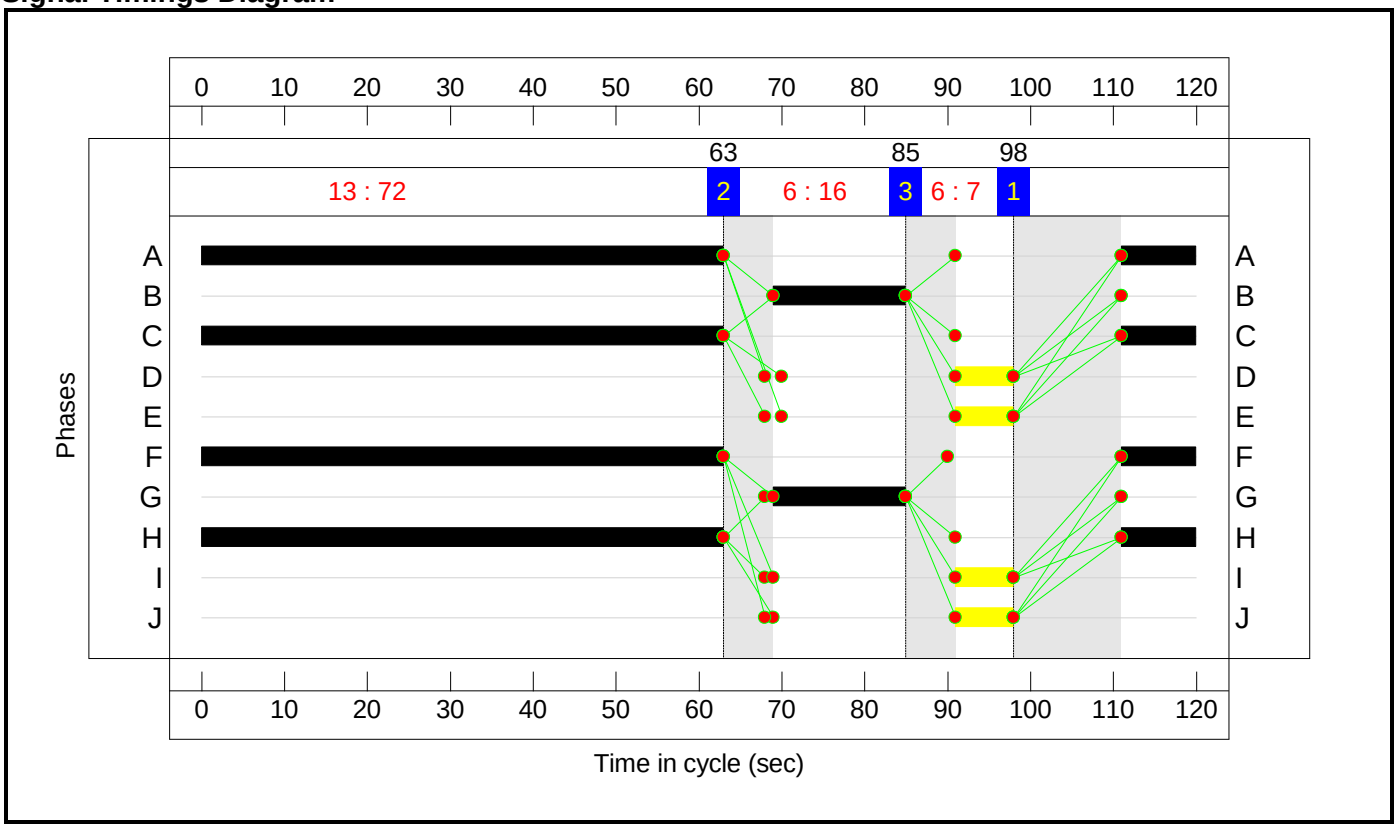


Stage Timings

Stage	1	2	3
Duration	72	16	7
Change Point	98	63	85

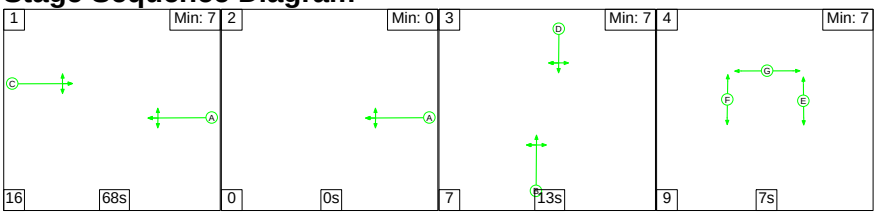
Full Input Data And Results

Signal Timings Diagram



C4

Stage Sequence Diagram

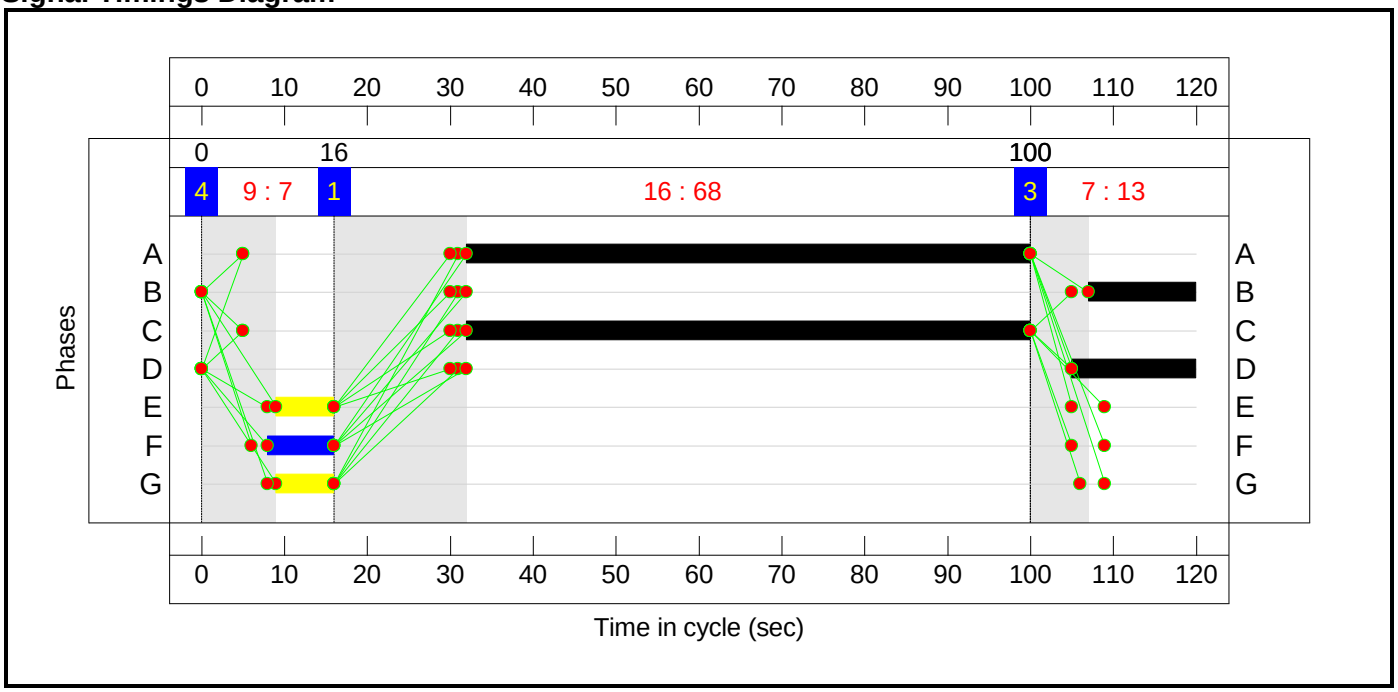


Stage Timings

Stage	1	2	3	4
Duration	68	0	13	7
Change Point	16	100	100	0

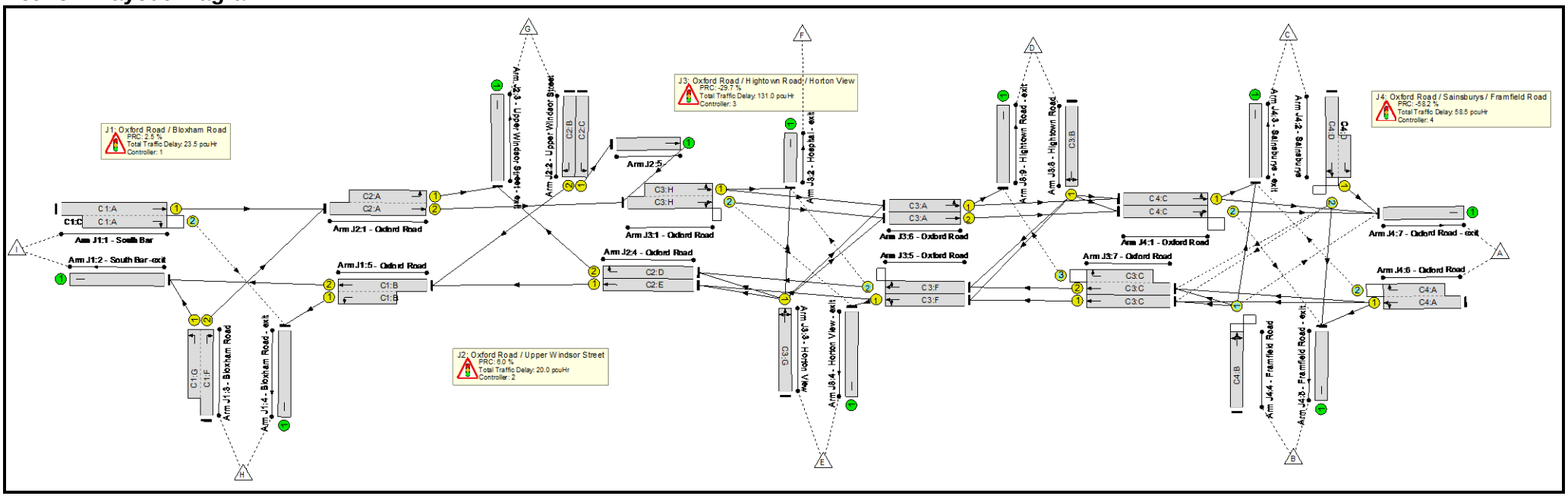
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**142.4%**
J1: Oxford Road / Bloxham Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.8%**
1/1+1/2	South Bar Right Ahead	U+O	N/A	N/A	C1:A	C1:C	1	68	66	928	1663:1568	732+383	80.9 : 87.8%
2/1	South Bar -exit	U	N/A	N/A	-		-	-	-	992	Inf	Inf	0.0%
3/2+3/1	Bloxham Road Left Right	U	N/A	N/A	C1:F C1:G		1	30:40	-	831	1733:1877	419+590	82.3 : 82.3%
4/1	Bloxham Road - exit	U	N/A	N/A	-		-	-	-	614	Inf	Inf	0.0%
5/2+5/1	Oxford Road Ahead Left	U	N/A	N/A	C1:B		1	55	-	784	2005:1724	648+356	76.3 : 76.3%
J2: Oxford Road / Upper Windsor Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**84.9%**
1/2+1/1	Oxford Road Left Ahead	U	N/A	N/A	C2:A		1	52	-	937	2055:1751	746+358	84.9 : 84.9%
2/1	Upper Windsor Street Left	U	N/A	N/A	C2:C		1	48	-	455	1965	802	56.7%
2/2	Upper Windsor Street Right	U	N/A	N/A	C2:B		1	17	-	167	1984	298	56.1%
3/1	Upper Windsor Street - exit	U	N/A	N/A	-		-	-	-	576	Inf	Inf	0.0%
4/1	Oxford Road Ahead	U	N/A	N/A	C2:E		1	90	-	617	1915	1452	41.3%
4/2	Oxford Road Right	U	N/A	N/A	C2:D		1	29	-	272	1772	443	59.8%
5/1	Ahead	U	N/A	N/A	-		-	-	-	455	Inf	Inf	0.0%
J3: Oxford Road / Hightown Road / Horton View	-	-	**N/A**	-	-		-	-	-	-	-	-	**116.7%**
1/2+1/1	Oxford Road Left Right Ahead	O+U	N/A	N/A	C3:H		1	72	-	1088	2007:1915	560+373	116.7 : 116.7%

Full Input Data And Results

2/1	Hospital - exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
3/1	Horton View Left Ahead Right	U	N/A	N/A	C3:G		1	16	-	157	1801	255	61.5%
4/1	Horton View - exit	U	N/A	N/A	-		-	-	-	368	Inf	Inf	0.0%
5/1	Oxford Road Ahead Left	U	N/A	N/A	C3:F		1	72	-	719	1868	1136	61.5%
5/2	Oxford Road Ahead Right	O	N/A	N/A	C3:F		1	72	-	268	1915	1165	22.4%
6/1	Oxford Road Left Ahead	U	N/A	N/A	C3:A		1	72	-	504	1828	1112	39.4%
6/2	Oxford Road Ahead	U	N/A	N/A	C3:A		1	72	-	471	2055	1250	33.0%
7/1	Oxford Road Ahead	U	N/A	N/A	C3:C		1	72	-	637	1915	1165	53.5%
7/2+7/3	Oxford Road Ahead Right	U+O	N/A	N/A	C3:C		1	72	-	382	2035:1791	472+279	49.8 : 50.3%
8/1	Hightown Road Right Left	U	N/A	N/A	C3:B		1	16	-	250	1631	231	108.2%
9/1	HIghtown Road - exit	U	N/A	N/A	-		-	-	-	270	Inf	Inf	0.0%
J4: Oxford Road / Sainsburys / Framfield Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**142.4%**
1/1	Oxford Road Left Ahead	U	N/A	N/A	C4:C		1	68	-	441	1896	1090	35.5%
1/2	Oxford Road Right Ahead	O	N/A	N/A	C4:C		1	68	-	546	1989	555	86.8%
2/2+2/1	Sainsburys Right Ahead Left	O+U	N/A	N/A	C4:D		1	15	-	217	1748:1760	194+140	64.8 : 64.8%
3/1	Sainsburys - exit	U	N/A	N/A	-		-	-	-	164	Inf	Inf	0.0%
4/1	Framfield Road Left Ahead Right	O	N/A	N/A	C4:B		1	13	-	196	1846	138	142.4%
5/1	Framfield Road - exit	U	N/A	N/A	-		-	-	-	161	Inf	Inf	0.0%

Full Input Data And Results

6/1+6/2	Oxford Road Ahead Right Left	U+O	N/A	N/A	C4:A		1	68	-	951	1915:1940	1018+117	83.8 : 83.8%
7/1	Oxford Road - exit	U	N/A	N/A	-		-	-	-	1007	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**812**	**118**	**130**	**82.3**	**147.4**	**3.2**	**233.0**	**-**	**-**	**-**	**-**
J1: Oxford Road / Bloxham Road	**-**	**-**	**205**	**118**	**13**	**16.3**	**6.3**	**0.9**	**23.5**	**-**	**-**	**-**	**-**
1/1+1/2	928	928	205	118	13	5.7	2.4	0.9	9.0	34.9	14.6	2.4	17.0
2/1	981	981	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	831	831	-	-	-	8.7	2.3	-	11.0	47.5	14.3	2.3	16.6
4/1	608	608	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	766	766	-	-	-	1.9	1.6	-	3.5	16.6	7.1	1.6	8.7
J2: Oxford Road / Upper Windsor Street	**-**	**-**	**0**	**0**	**0**	**14.9**	**5.1**	**0.0**	**20.0**	**-**	**-**	**-**	**-**
1/2+1/1	937	937	-	-	-	5.8	2.7	-	8.5	32.8	22.0	2.7	24.7
2/1	455	455	-	-	-	3.5	0.7	-	4.1	32.5	11.6	0.7	12.3
2/2	167	167	-	-	-	2.2	0.6	-	2.8	61.0	5.1	0.6	5.8
3/1	569	569	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	599	599	-	-	-	0.0	0.4	-	0.4	2.2	0.2	0.4	0.5
4/2	265	265	-	-	-	3.4	0.7	-	4.2	56.7	8.7	0.7	9.4
5/1	455	455	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Oxford Road / Hightown Road / Horton View	**-**	**-**	**292**	**0**	**60**	**31.5**	**98.5**	**1.0**	**131.0**	**-**	**-**	**-**	**-**
1/2+1/1	1088	925	182	0	30	14.2	81.2	0.4	95.8	316.9	34.4	81.2	115.6
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	157	157	-	-	-	2.1	0.8	-	2.9	66.5	4.9	0.8	5.7
4/1	327	327	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	699	699	-	-	-	2.0	0.8	-	2.8	14.6	18.9	0.8	19.7
5/2	261	261	0	0	0	0.6	0.1	0.0	0.8	10.9	2.2	0.1	2.3
6/1	438	438	-	-	-	1.3	0.3	-	1.7	13.7	4.3	0.3	4.7
6/2	413	413	-	-	-	1.4	0.2	-	1.6	14.3	4.5	0.2	4.7

Full Input Data And Results

7/1	623	623	-	-	-	3.5	0.6	-	4.1	23.6	13.8	0.6	14.4
7/2+7/3	375	375	110	0	30	1.8	0.5	0.6	2.9	27.7	4.0	0.5	4.5
8/1	250	231	-	-	-	4.4	14.0	-	18.4	264.6	9.0	14.0	22.9
9/1	251	251	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Oxford Road / Sainsburys / Framfield Road	**-**	**-**	**315**	**0**	**57**	**19.6**	**37.5**	**1.4**	**58.5**	**-**	**-**	**-**	**-**
1/1	387	387	-	-	-	2.1	0.3	-	2.4	22.3	10.8	0.3	11.0
1/2	482	482	97	0	19	2.6	3.0	0.9	6.5	48.6	8.1	3.0	11.1
2/2+2/1	217	217	95	0	2	2.9	0.9	0.1	3.9	65.2	4.0	0.9	4.9
3/1	149	149	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	196	138	25	0	36	6.8	30.8	0.1	37.6	691.3	10.3	30.8	41.0
5/1	144	144	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	951	951	98	0	0	5.2	2.5	0.3	8.0	30.4	24.4	2.5	26.9
7/1	883	883	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

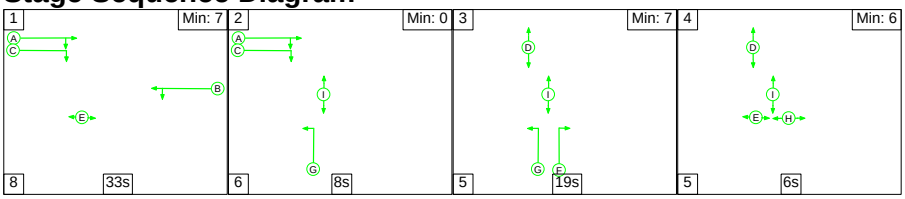
C1	PRC for Signalled Lanes (%):	2.5	Total Delay for Signalled Lanes (pcuHr):	23.48	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	6.0	Total Delay for Signalled Lanes (pcuHr):	20.02	Cycle Time (s): 120
C3	PRC for Signalled Lanes (%):	-29.7	Total Delay for Signalled Lanes (pcuHr):	130.95	Cycle Time (s): 120
C4	PRC for Signalled Lanes (%):	-58.2	Total Delay for Signalled Lanes (pcuHr):	58.50	Cycle Time (s): 120
	PRC Over All Lanes (%):	-58.2	Total Delay Over All Lanes(pcuHr):	232.95	

Full Input Data And Results

Scenario 6: 'Scenario 6' (FG6: '2031 Baseline PM', Plan 1: 'Network Control Plan 1')

C1

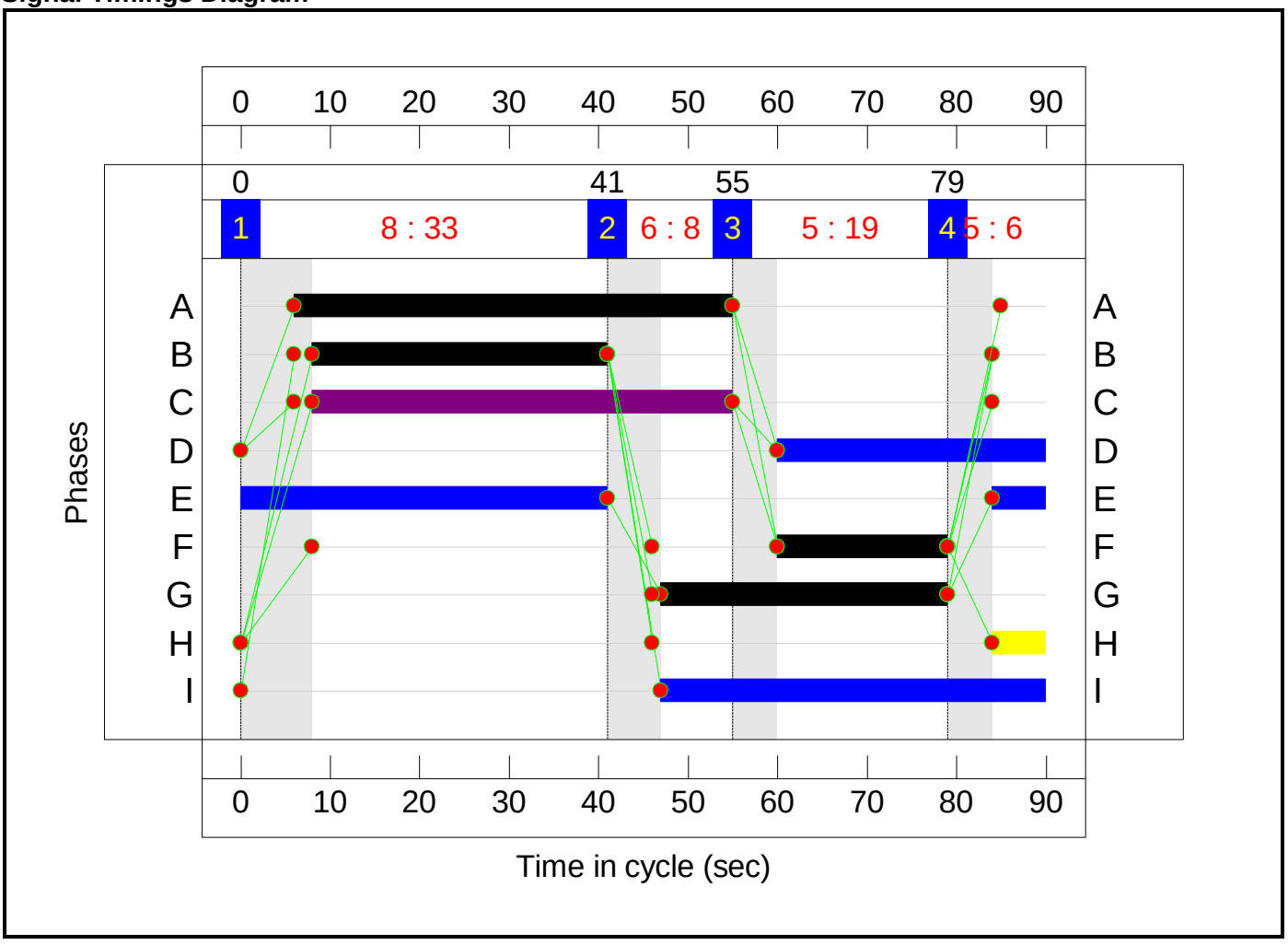
Stage Sequence Diagram



Stage Timings

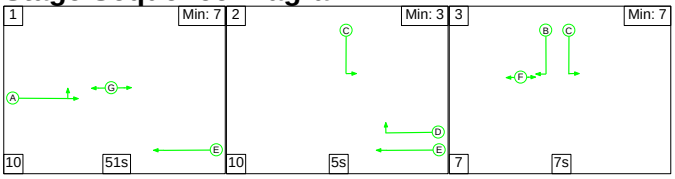
Stage	1	2	3	4
Duration	33	8	19	6
Change Point	0	41	55	79

Signal Timings Diagram



C2

Stage Sequence Diagram

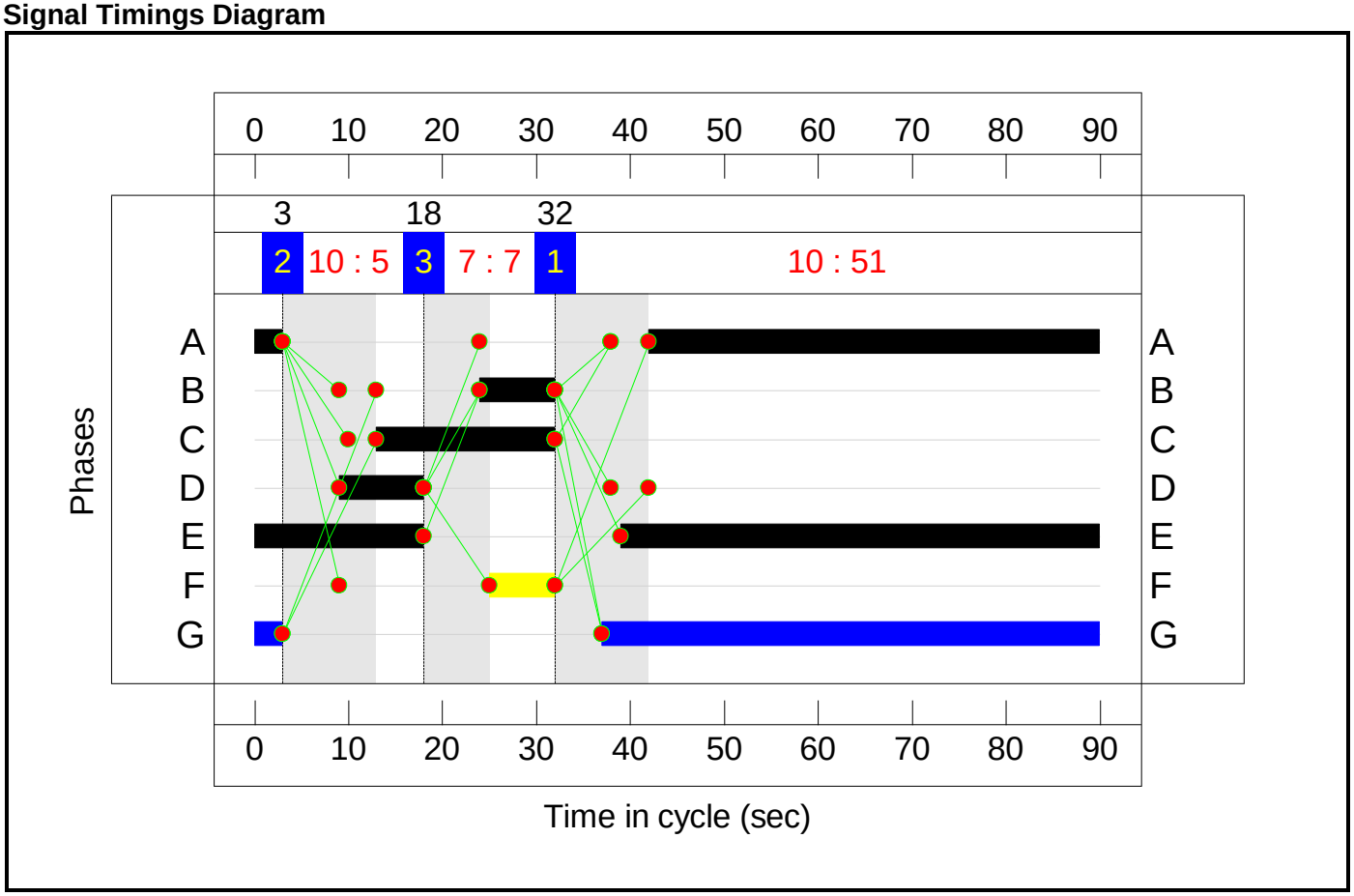


Full Input Data And Results

Stage Timings

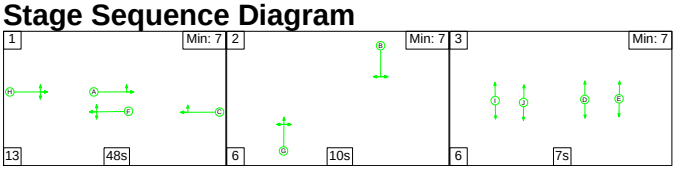
Stage	1	2	3
Duration	51	5	7
Change Point	32	3	18

Signal Timings Diagram



C3

Stage Sequence Diagram

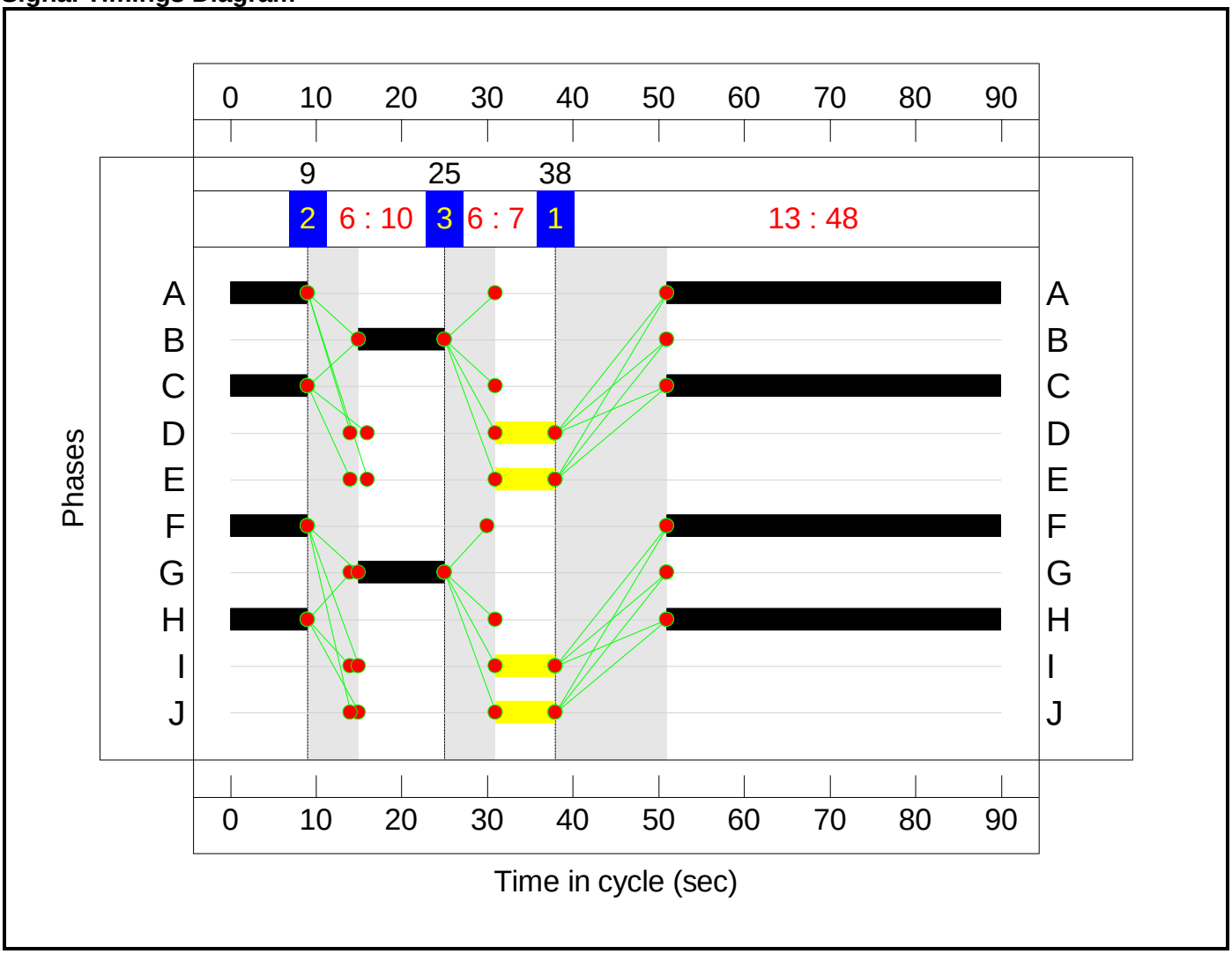


Stage Timings

Stage	1	2	3
Duration	48	10	7
Change Point	38	9	25

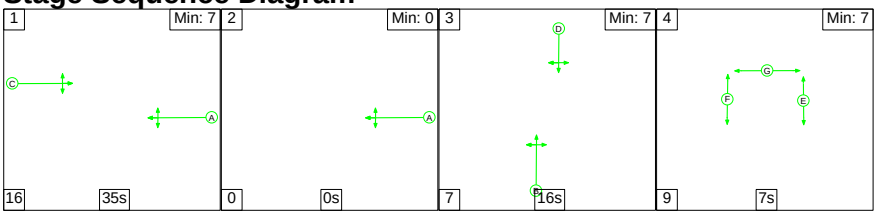
Full Input Data And Results

Signal Timings Diagram



C4

Stage Sequence Diagram

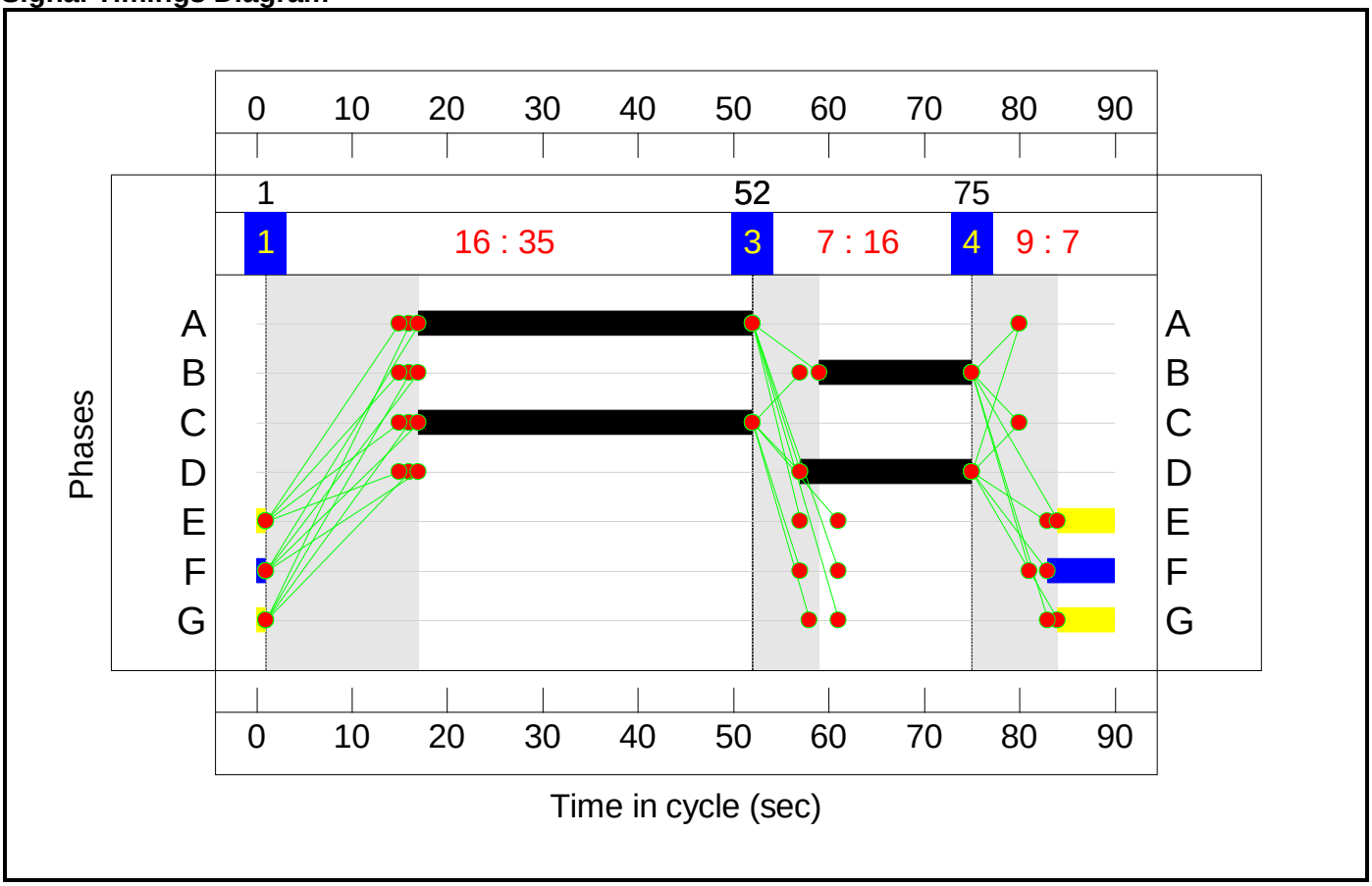


Stage Timings

Stage	1	2	3	4
Duration	35	0	16	7
Change Point	1	52	52	75

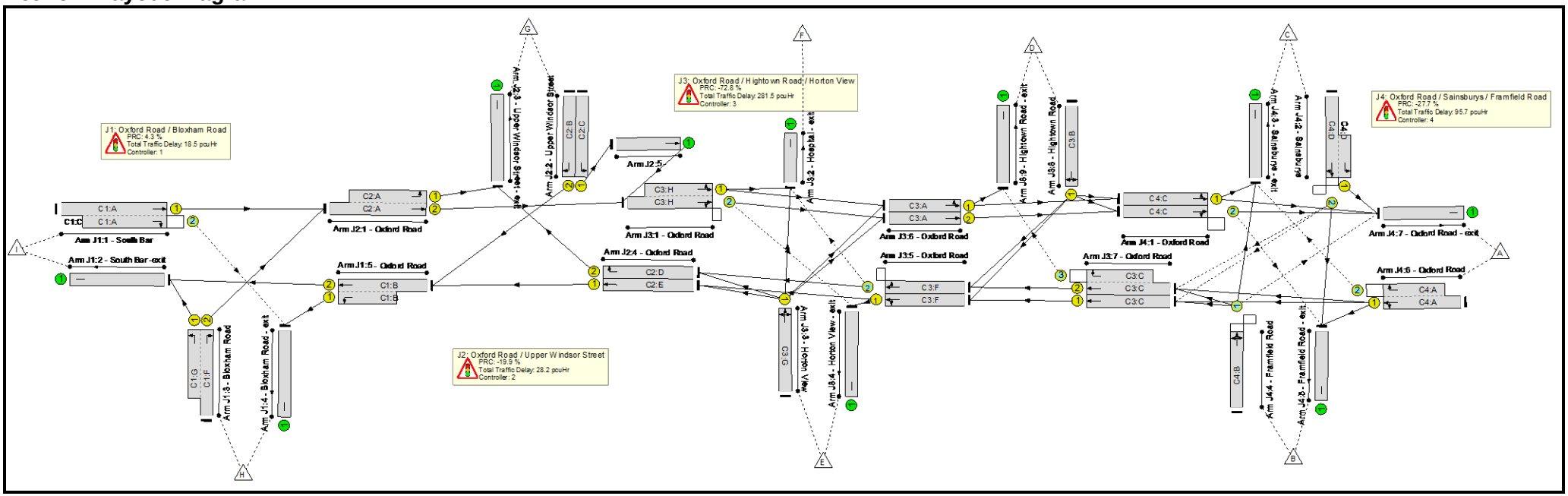
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**155.5%**
J1: Oxford Road / Bloxham Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.3%**
1/1+1/2	South Bar Right Ahead	U+O	N/A	N/A	C1:A	C1:C	1	49	47	917	1663:1568	791+317	82.8 : 82.8%
2/1	South Bar -exit	U	N/A	N/A	-		-	-	-	728	Inf	Inf	0.0%
3/2+3/1	Bloxham Road Left Right	U	N/A	N/A	C1:F C1:G		1	19:32	-	491	1733:1877	385+221	81.0 : 81.0%
4/1	Bloxham Road - exit	U	N/A	N/A	-		-	-	-	562	Inf	Inf	0.0%
5/2+5/1	Oxford Road Ahead Left	U	N/A	N/A	C1:B		1	33	-	849	2005:1724	566+309	86.3 : 86.1%
J2: Oxford Road / Upper Windsor Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**107.9%**
1/2+1/1	Oxford Road Left Ahead	U	N/A	N/A	C2:A		1	51	-	967	2055:1751	1038+315	71.5 : 71.5%
2/1	Upper Windsor Street Left	U	N/A	N/A	C2:C		1	19	-	371	1965	437	85.0%
2/2	Upper Windsor Street Right	U	N/A	N/A	C2:B		1	8	-	157	1984	198	79.1%
3/1	Upper Windsor Street - exit	U	N/A	N/A	-		-	-	-	470	Inf	Inf	0.0%
4/1	Oxford Road Ahead	U	N/A	N/A	C2:E		1	69	-	692	1915	1489	40.1%
4/2	Oxford Road Right	U	N/A	N/A	C2:D		1	9	-	245	1772	197	107.9%
5/1	Ahead	U	N/A	N/A	-		-	-	-	371	Inf	Inf	0.0%
J3: Oxford Road / Hightown Road / Horton View	-	-	**N/A**	-	-		-	-	-	-	-	-	**155.5%**
1/2+1/1	Oxford Road Left Right Ahead	O+U	N/A	N/A	C3:H		1	48	-	1113	1995:1915	336+380	155.5 : 155.5%

Full Input Data And Results

2/1	Hospital - exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
3/1	Horton View Left Ahead Right	U	N/A	N/A	C3:G		1	10	-	126	1828	223	56.4%
4/1	Horton View - exit	U	N/A	N/A	-		-	-	-	328	Inf	Inf	0.0%
5/1	Oxford Road Ahead Left	U	N/A	N/A	C3:F		1	48	-	777	1883	1025	65.5%
5/2	Oxford Road Ahead Right	O	N/A	N/A	C3:F		1	48	-	245	1915	1043	20.4%
6/1	Oxford Road Left Ahead	U	N/A	N/A	C3:A		1	48	-	672	1852	1008	49.1%
6/2	Oxford Road Ahead	U	N/A	N/A	C3:A		1	48	-	324	2055	1119	19.8%
7/1	Oxford Road Ahead	U	N/A	N/A	C3:C		1	48	-	655	1915	1043	56.5%
7/2+7/3	Oxford Road Ahead Right	U+O	N/A	N/A	C3:C		1	48	-	385	2035:1791	378+315	49.9 : 49.5%
8/1	Hightown Road Right Left	U	N/A	N/A	C3:B		1	10	-	295	1649	202	146.4%
9/1	HIghtown Road - exit	U	N/A	N/A	-		-	-	-	296	Inf	Inf	0.0%
J4: Oxford Road / Sainsburys / Framfield Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**115.0%**
1/1	Oxford Road Left Ahead	U	N/A	N/A	C4:C		1	35	-	634	1794	718	65.0%
1/2	Oxford Road Right Ahead	O	N/A	N/A	C4:C		1	35	-	379	2046	818	31.7%
2/2+2/1	Sainsburys Right Ahead Left	O+U	N/A	N/A	C4:D		1	18	-	506	1755:1760	292+266	90.7 : 90.7%
3/1	Sainsburys - exit	U	N/A	N/A	-		-	-	-	439	Inf	Inf	0.0%
4/1	Framfield Road Left Ahead Right	O	N/A	N/A	C4:B		1	16	-	66	1929	364	18.1%
5/1	Framfield Road - exit	U	N/A	N/A	-		-	-	-	82	Inf	Inf	0.0%

Full Input Data And Results

6/1+6/2	Oxford Road Ahead Right Left	U+O	N/A	N/A	C4:A		1	35	-	954	1915:1940	716+114	115.0 : 115.0%
7/1	Oxford Road - exit	U	N/A	N/A	-		-	-	-	978	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**729**	**145**	**17**	**72.9**	**348.5**	**2.5**	**423.9**	**-**	**-**	**-**	**-**
J1: Oxford Road / Bloxham Road	**-**	**-**	**111**	**145**	**6**	**10.4**	**7.4**	**0.8**	**18.5**	**-**	**-**	**-**	**-**
1/1+1/2	917	917	111	145	6	4.1	2.3	0.8	7.2	28.1	11.8	2.3	14.2
2/1	667	667	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	491	491	-	-	-	3.9	2.1	-	5.9	43.5	7.4	2.1	9.4
4/1	528	528	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	755	755	-	-	-	2.4	3.0	-	5.4	25.8	10.9	3.0	13.9
J2: Oxford Road / Upper Windsor Street	**-**	**-**	**0**	**0**	**0**	**10.1**	**18.1**	**0.0**	**28.2**	**-**	**-**	**-**	**-**
1/2+1/1	967	967	-	-	-	2.6	1.2	-	3.8	14.3	11.8	1.2	13.0
2/1	371	371	-	-	-	3.5	2.6	-	6.1	59.0	8.9	2.6	11.5
2/2	157	157	-	-	-	1.7	1.7	-	3.5	79.7	3.8	1.7	5.5
3/1	422	422	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	598	598	-	-	-	0.0	0.3	-	0.4	2.3	0.3	0.3	0.6
4/2	212	197	-	-	-	2.2	12.1	-	14.4	243.7	5.7	12.1	17.8
5/1	371	371	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Oxford Road / Hightown Road / Horton View	**-**	**-**	**309**	**0**	**1**	**28.7**	**251.8**	**1.0**	**281.5**	**-**	**-**	**-**	**-**
1/2+1/1	1113	746	153	0	1	13.8	200.1	0.5	214.4	693.4	28.8	200.1	228.9
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	126	126	-	-	-	1.3	0.6	-	1.9	55.5	2.9	0.6	3.6
4/1	229	229	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	672	672	-	-	-	0.6	0.9	-	1.6	8.5	4.7	0.9	5.7
5/2	212	212	0	0	0	0.2	0.1	0.0	0.3	4.9	0.7	0.1	0.8
6/1	496	496	-	-	-	1.4	0.5	-	1.9	13.6	3.8	0.5	4.3
6/2	222	222	-	-	-	1.0	0.1	-	1.1	18.5	2.9	0.1	3.0

Full Input Data And Results

7/1	589	589	-	-	-	2.0	0.6	-	2.7	16.3	11.4	0.6	12.1
7/2+7/3	344	344	156	0	0	1.0	0.5	0.6	2.0	21.4	3.5	0.5	4.0
8/1	295	202	-	-	-	7.3	48.3	-	55.6	678.4	9.8	48.3	58.0
9/1	242	242	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Oxford Road / Sainsburys / Framfield Road	**-**	**-**	**309**	**0**	**10**	**23.8**	**71.2**	**0.7**	**95.7**	**-**	**-**	**-**	**-**
1/1	466	466	-	-	-	4.2	0.9	-	5.1	39.7	11.6	0.9	12.5
1/2	259	259	0	0	8	2.5	0.2	0.1	2.8	38.8	5.7	0.2	6.0
2/2+2/1	506	506	193	0	2	4.7	4.2	0.2	9.1	64.8	7.5	4.2	11.8
3/1	350	350	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	66	66	2	0	0	0.6	0.1	0.0	0.7	36.9	1.4	0.1	1.5
5/1	78	78	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	954	830	114	0	0	11.8	65.7	0.5	78.0	294.3	27.9	65.7	93.6
7/1	766	766	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

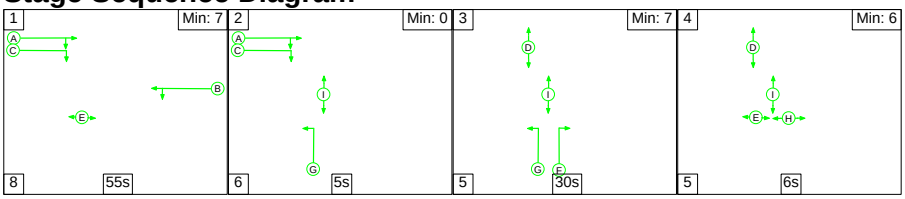
C1	PRC for Signalled Lanes (%):	4.3	Total Delay for Signalled Lanes (pcuHr):	18.52	Cycle Time (s): 90
C2	PRC for Signalled Lanes (%):	-19.9	Total Delay for Signalled Lanes (pcuHr):	28.16	Cycle Time (s): 90
C3	PRC for Signalled Lanes (%):	-72.8	Total Delay for Signalled Lanes (pcuHr):	281.50	Cycle Time (s): 90
C4	PRC for Signalled Lanes (%):	-27.7	Total Delay for Signalled Lanes (pcuHr):	95.70	Cycle Time (s): 90
	PRC Over All Lanes (%):	-72.8	Total Delay Over All Lanes(pcuHr):	423.87	

Full Input Data And Results

Scenario 7: 'Scenario 7' (FG7: '2031 Phase 2 AM', Plan 1: 'Network Control Plan 1')

C1

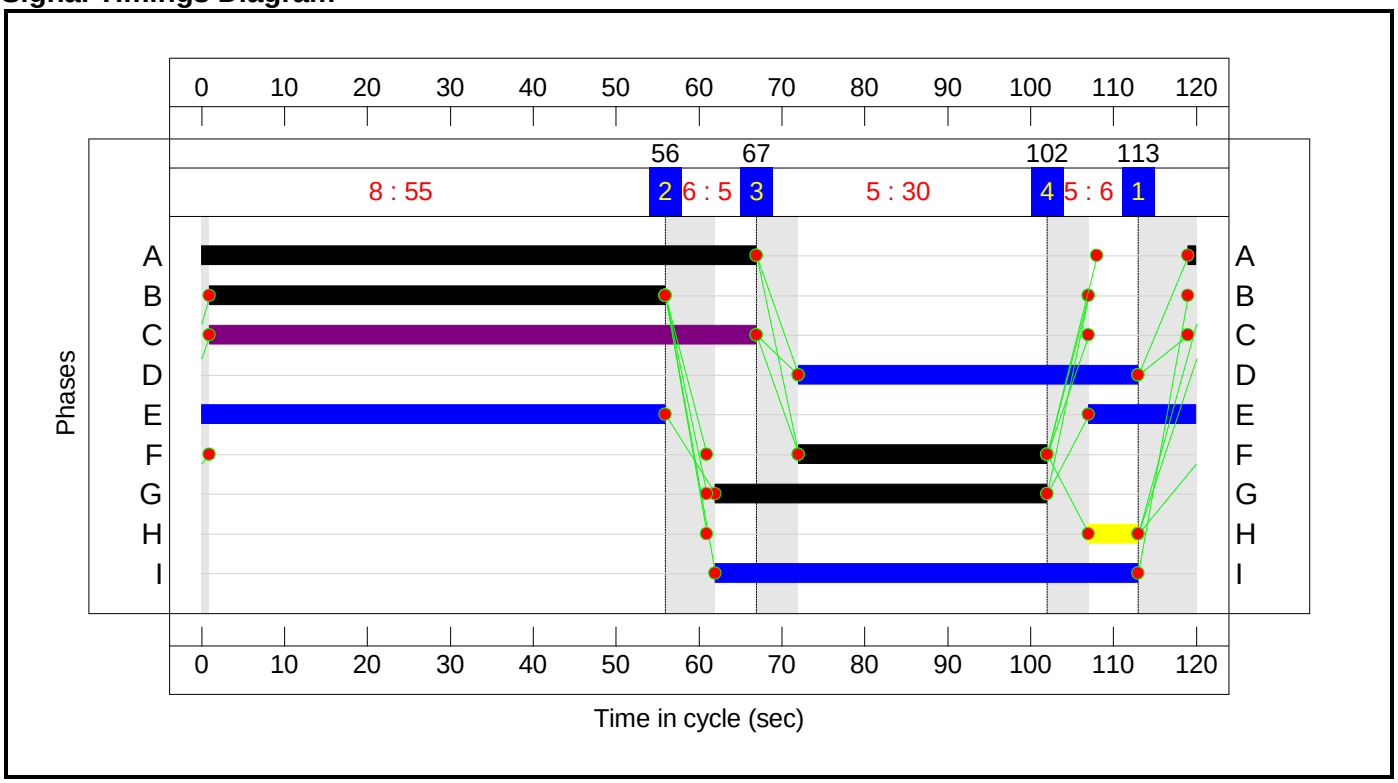
Stage Sequence Diagram



Stage Timings

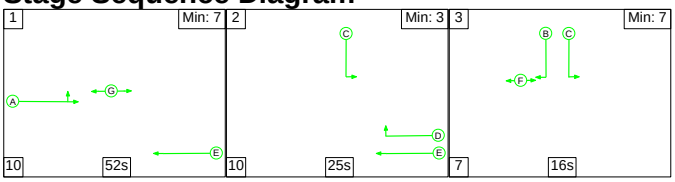
Stage	1	2	3	4
Duration	55	5	30	6
Change Point	113	56	67	102

Signal Timings Diagram



C2

Stage Sequence Diagram

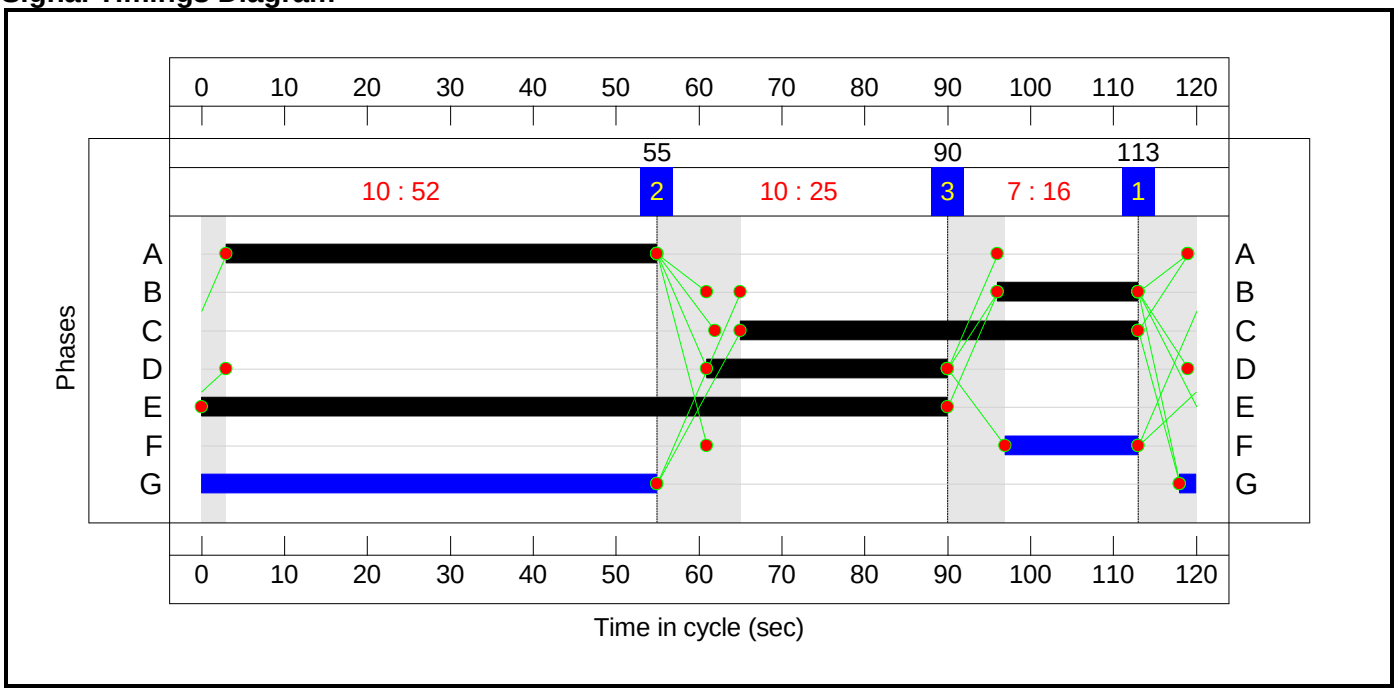


Stage Timings

Stage	1	2	3
Duration	52	25	16
Change Point	113	55	90

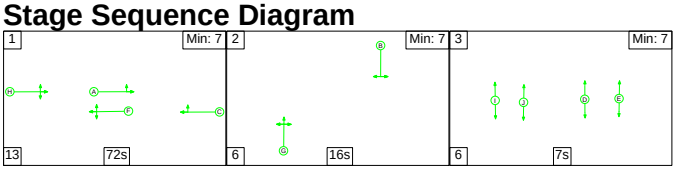
Full Input Data And Results

Signal Timings Diagram



C3

Stage Sequence Diagram

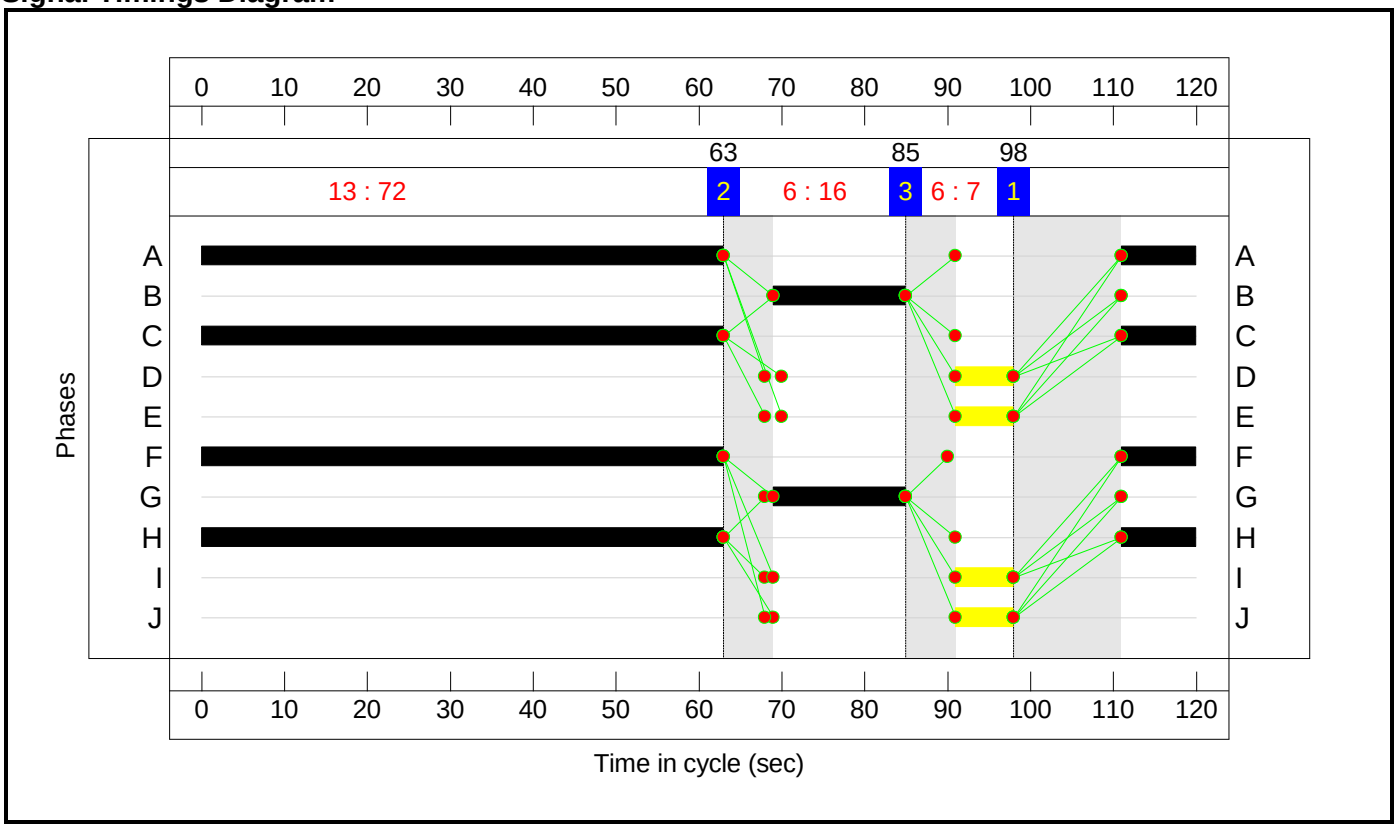


Stage Timings

Stage	1	2	3
Duration	72	16	7
Change Point	98	63	85

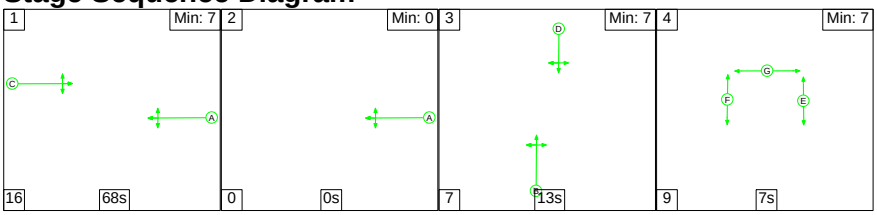
Full Input Data And Results

Signal Timings Diagram



C4

Stage Sequence Diagram

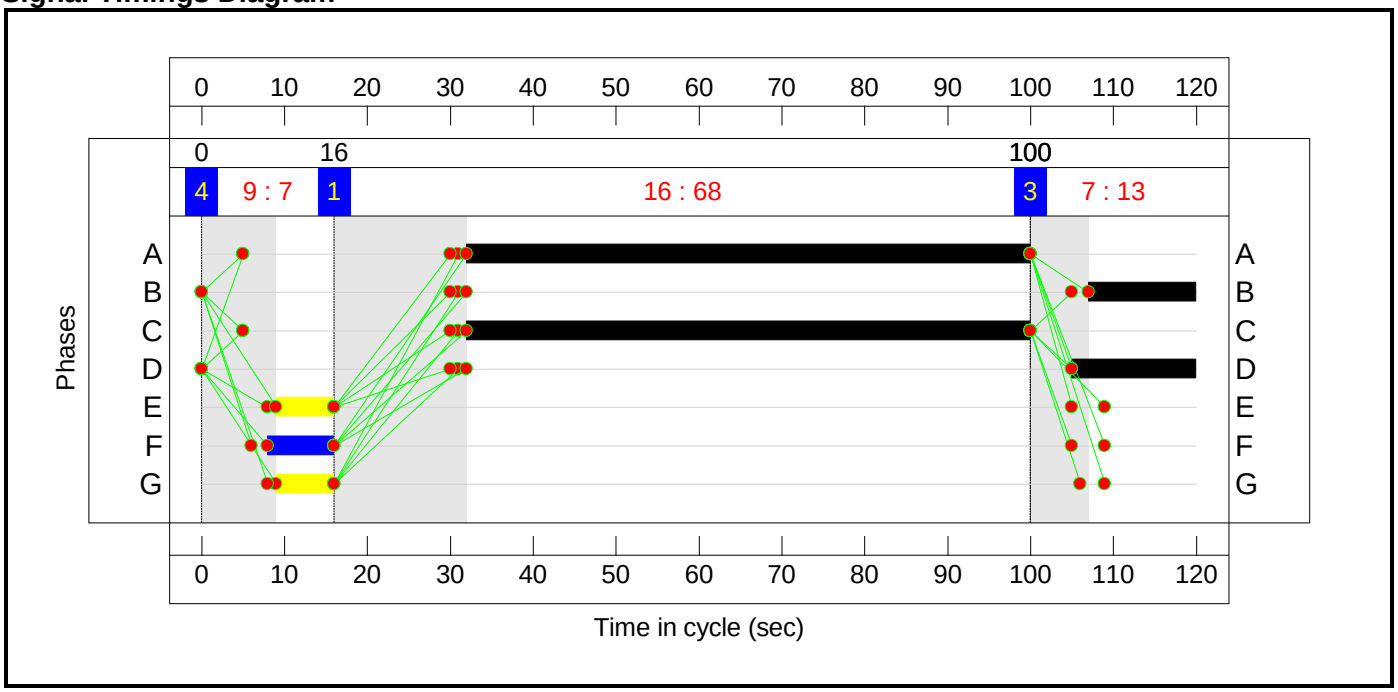


Stage Timings

Stage	1	2	3	4
Duration	68	0	13	7
Change Point	16	100	100	0

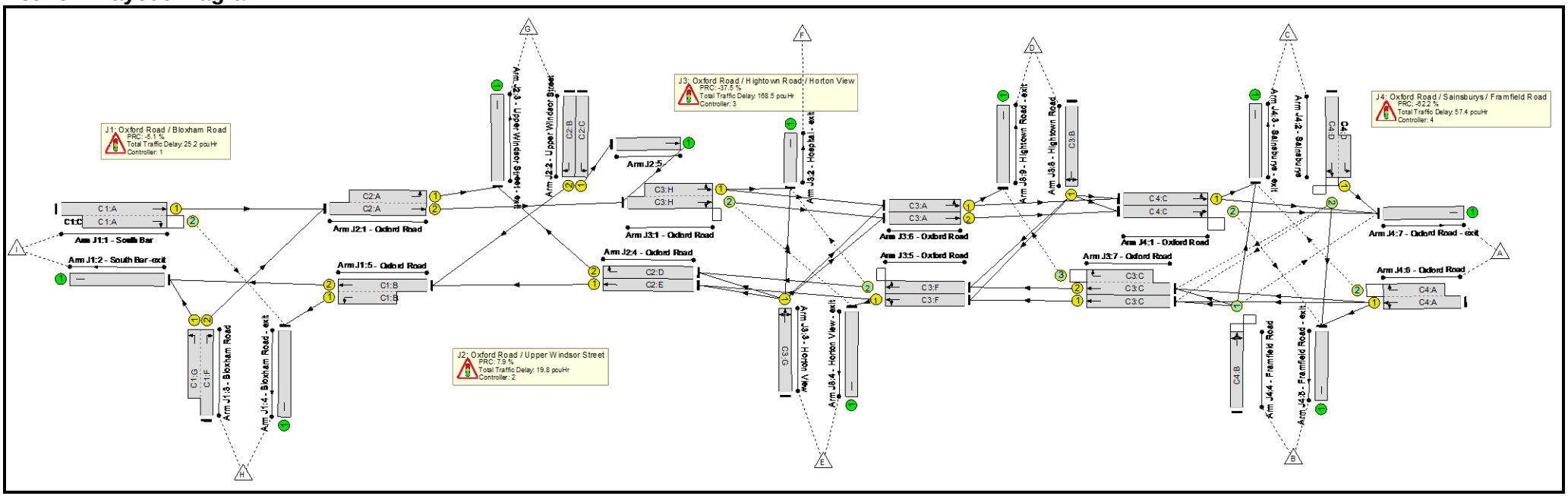
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**146.0%**
J1: Oxford Road / Bloxham Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.6%**
1/1+1/2	South Bar Right Ahead	U+O	N/A	N/A	C1:A	C1:C	1	68	66	907	1663:1568	734+343	79.3 : 94.6%
2/1	South Bar -exit	U	N/A	N/A	-		-	-	-	1072	Inf	Inf	0.0%
3/2+3/1	Bloxham Road Left Right	U	N/A	N/A	C1:F C1:G		1	30:40	-	831	1733:1877	356+595	87.4 : 87.4%
4/1	Bloxham Road - exit	U	N/A	N/A	-		-	-	-	585	Inf	Inf	0.0%
5/2+5/1	Oxford Road Ahead Left	U	N/A	N/A	C1:B		1	55	-	812	2005:1724	674+318	79.5 : 79.6%
J2: Oxford Road / Upper Windsor Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**83.4%**
1/2+1/1	Oxford Road Left Ahead	U	N/A	N/A	C2:A		1	52	-	893	2055:1751	765+306	83.4 : 83.4%
2/1	Upper Windsor Street Left	U	N/A	N/A	C2:C		1	48	-	483	1965	802	60.2%
2/2	Upper Windsor Street Right	U	N/A	N/A	C2:B		1	17	-	168	1984	298	56.5%
3/1	Upper Windsor Street - exit	U	N/A	N/A	-		-	-	-	527	Inf	Inf	0.0%
4/1	Oxford Road Ahead	U	N/A	N/A	C2:E		1	90	-	644	1915	1452	42.8%
4/2	Oxford Road Right	U	N/A	N/A	C2:D		1	29	-	272	1772	443	59.4%
5/1	Ahead	U	N/A	N/A	-		-	-	-	483	Inf	Inf	0.0%
J3: Oxford Road / Hightown Road / Horton View	-	-	**N/A**	-	-		-	-	-	-	-	-	**123.7%**
1/2+1/1	Oxford Road Left Right Ahead	O+U	N/A	N/A	C3:H		1	72	-	1121	1993:1915	491+415	123.7 : 123.7%

Full Input Data And Results

2/1	Hospital - exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
3/1	Horton View Left Ahead Right	U	N/A	N/A	C3:G		1	16	-	172	1791	254	67.8%
4/1	Horton View - exit	U	N/A	N/A	-		-	-	-	419	Inf	Inf	0.0%
5/1	Oxford Road Ahead Left	U	N/A	N/A	C3:F		1	72	-	749	1865	1135	63.7%
5/2	Oxford Road Ahead Right	O	N/A	N/A	C3:F		1	72	-	266	1915	1165	22.1%
6/1	Oxford Road Left Ahead	U	N/A	N/A	C3:A		1	72	-	598	1835	1116	44.5%
6/2	Oxford Road Ahead	U	N/A	N/A	C3:A		1	72	-	375	2055	1250	25.3%
7/1	Oxford Road Ahead	U	N/A	N/A	C3:C		1	72	-	653	1915	1165	54.8%
7/2+7/3	Oxford Road Ahead Right	U+O	N/A	N/A	C3:C		1	72	-	356	2035:1791	628+301	36.6 : 39.7%
8/1	Hightown Road Right Left	U	N/A	N/A	C3:B		1	16	-	264	1639	232	113.7%
9/1	HIghtown Road - exit	U	N/A	N/A	-		-	-	-	260	Inf	Inf	0.0%
J4: Oxford Road / Sainsburys / Framfield Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**146.0%**
1/1	Oxford Road Left Ahead	U	N/A	N/A	C4:C		1	68	-	532	1848	1063	42.1%
1/2	Oxford Road Right Ahead	O	N/A	N/A	C4:C		1	68	-	439	2037	1139	32.7%
2/2+2/1	Sainsburys Right Ahead Left	O+U	N/A	N/A	C4:D		1	15	-	212	1747:1760	190+138	64.7 : 64.7%
3/1	Sainsburys - exit	U	N/A	N/A	-		-	-	-	273	Inf	Inf	0.0%
4/1	Framfield Road Left Ahead Right	O	N/A	N/A	C4:B		1	13	-	203	1846	139	146.0%
5/1	Framfield Road - exit	U	N/A	N/A	-		-	-	-	57	Inf	Inf	0.0%

Full Input Data And Results

6/1+6/2	Oxford Road Ahead Right Left	U+O	N/A	N/A	C4:A		1	68	-	955	1915:1940	1011+128	83.9 : 83.9%
7/1	Oxford Road - exit	U	N/A	N/A	-		-	-	-	1002	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**739**	**118**	**109**	**85.2**	**183.1**	**2.7**	**271.0**	**-**	**-**	**-**	**-**
J1: Oxford Road / Bloxham Road	**-**	**-**	**166**	**118**	**42**	**16.5**	**7.8**	**0.9**	**25.2**	**-**	**-**	**-**	**-**
1/1+1/2	907	907	166	118	42	5.8	2.6	0.9	9.3	36.9	13.8	2.6	16.3
2/1	1056	1056	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	831	831	-	-	-	8.7	3.3	-	11.9	51.8	15.7	3.3	19.0
4/1	578	578	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	789	789	-	-	-	2.1	1.9	-	4.0	18.3	8.8	1.9	10.7
J2: Oxford Road / Upper Windsor Street	**-**	**-**	**0**	**0**	**0**	**14.9**	**4.9**	**0.0**	**19.8**	**-**	**-**	**-**	**-**
1/2+1/1	893	893	-	-	-	5.5	2.4	-	8.0	32.2	21.6	2.4	24.1
2/1	483	483	-	-	-	3.7	0.8	-	4.5	33.5	12.6	0.8	13.4
2/2	168	168	-	-	-	2.2	0.6	-	2.9	61.1	5.2	0.6	5.8
3/1	518	518	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	621	621	-	-	-	0.0	0.4	-	0.4	2.3	0.2	0.4	0.6
4/2	263	263	-	-	-	3.4	0.7	-	4.1	56.4	8.6	0.7	9.3
5/1	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Oxford Road / Hightown Road / Horton View	**-**	**-**	**321**	**0**	**31**	**34.6**	**132.9**	**1.0**	**168.5**	**-**	**-**	**-**	**-**
1/2+1/1	1121	903	203	0	30	16.4	110.0	0.4	126.9	407.5	34.5	110.0	144.6
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	172	172	-	-	-	2.3	1.0	-	3.4	70.4	5.4	1.0	6.4
4/1	358	358	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	723	723	-	-	-	2.3	0.9	-	3.1	15.6	19.9	0.9	20.8
5/2	257	257	0	0	0	0.6	0.1	0.0	0.8	11.1	2.2	0.1	2.3
6/1	497	497	-	-	-	1.5	0.4	-	1.9	14.0	5.7	0.4	6.1
6/2	316	316	-	-	-	1.0	0.2	-	1.1	13.0	3.3	0.2	3.5

Full Input Data And Results

7/1	639	639	-	-	-	3.6	0.6	-	4.2	23.9	14.1	0.6	14.7
7/2+7/3	350	350	118	0	1	1.6	0.3	0.5	2.5	25.4	4.0	0.3	4.3
8/1	264	232	-	-	-	5.2	19.3	-	24.5	334.4	9.9	19.3	29.2
9/1	234	234	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Oxford Road / Sainsburys / Framfield Road	**-**	**-**	**252**	**0**	**36**	**19.1**	**37.5**	**0.8**	**57.4**	**-**	**-**	**-**	**-**
1/1	447	447	-	-	-	2.7	0.4	-	3.1	24.6	12.7	0.4	13.1
1/2	372	372	24	0	0	1.1	0.2	0.2	1.5	14.3	4.4	0.2	4.7
2/2+2/1	212	212	93	0	2	2.8	0.9	0.1	3.8	65.3	3.9	0.9	4.8
3/1	238	238	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	203	139	28	0	34	7.2	33.5	0.1	40.8	724.3	10.9	33.5	44.3
5/1	52	52	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	955	955	107	0	0	5.2	2.5	0.4	8.2	30.9	24.3	2.5	26.9
7/1	847	847	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

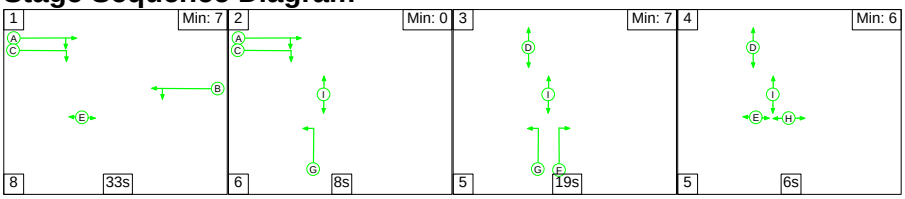
C1	PRC for Signalled Lanes (%):	-5.1	Total Delay for Signalled Lanes (pcuHr):	25.24	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	7.9	Total Delay for Signalled Lanes (pcuHr):	19.85	Cycle Time (s): 120
C3	PRC for Signalled Lanes (%):	-37.5	Total Delay for Signalled Lanes (pcuHr):	168.48	Cycle Time (s): 120
C4	PRC for Signalled Lanes (%):	-62.2	Total Delay for Signalled Lanes (pcuHr):	57.42	Cycle Time (s): 120
	PRC Over All Lanes (%):	-62.2	Total Delay Over All Lanes(pcuHr):	270.99	

Full Input Data And Results

Scenario 8: 'Scenario 8' (FG8: '2031 Phase 2 PM', Plan 1: 'Network Control Plan 1')

C1

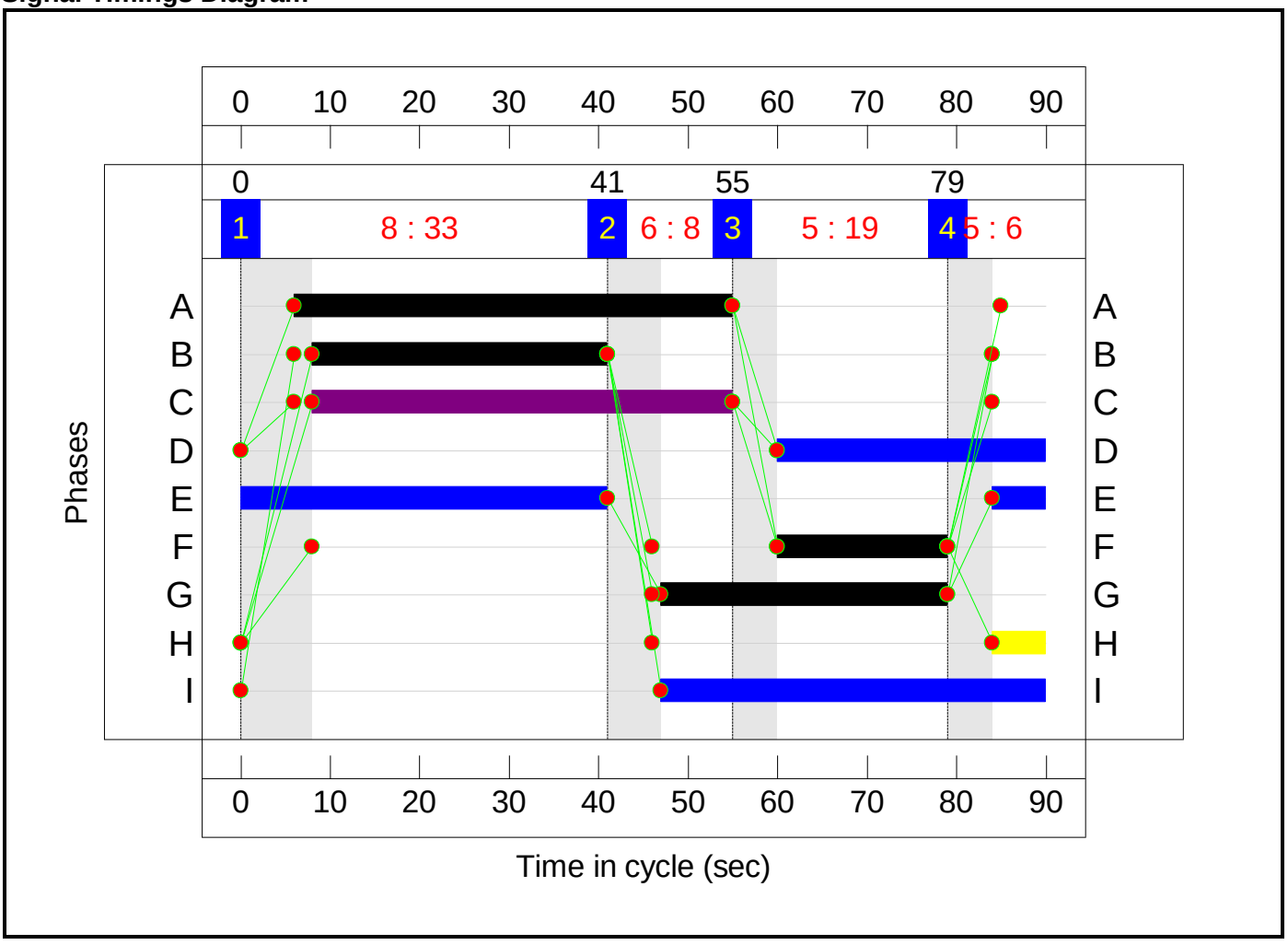
Stage Sequence Diagram



Stage Timings

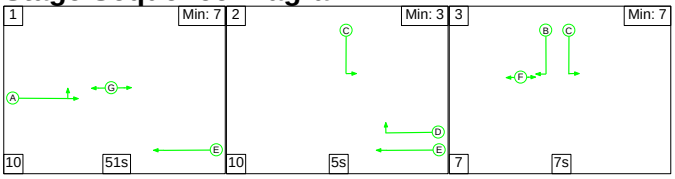
Stage	1	2	3	4
Duration	33	8	19	6
Change Point	0	41	55	79

Signal Timings Diagram



C2

Stage Sequence Diagram

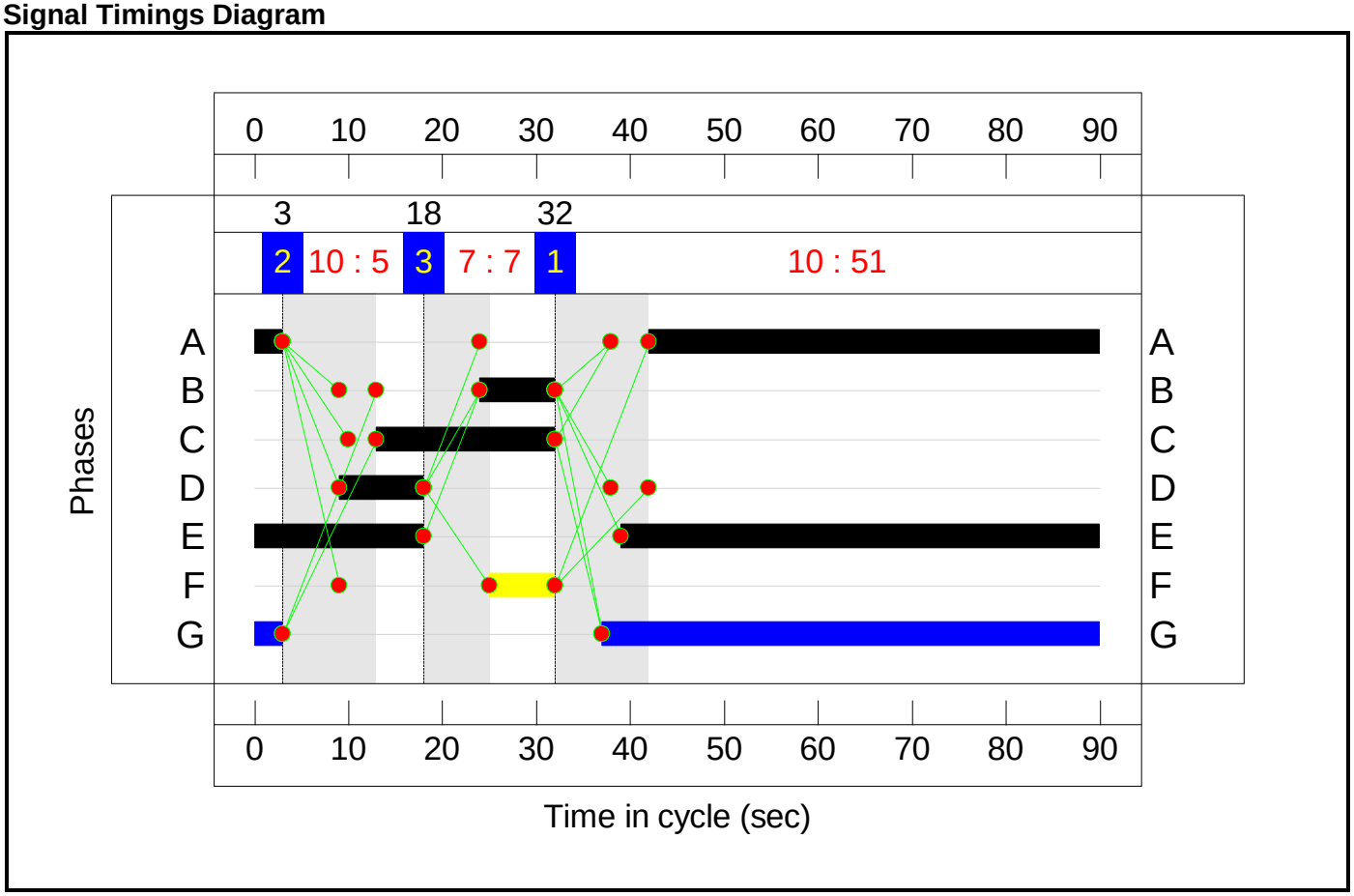


Full Input Data And Results

Stage Timings

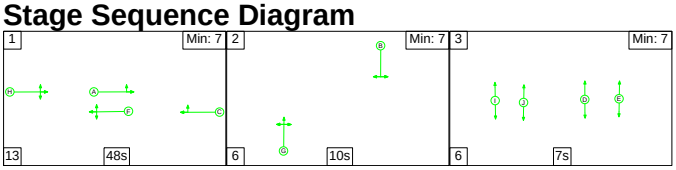
Stage	1	2	3
Duration	51	5	7
Change Point	32	3	18

Signal Timings Diagram



C3

Stage Sequence Diagram

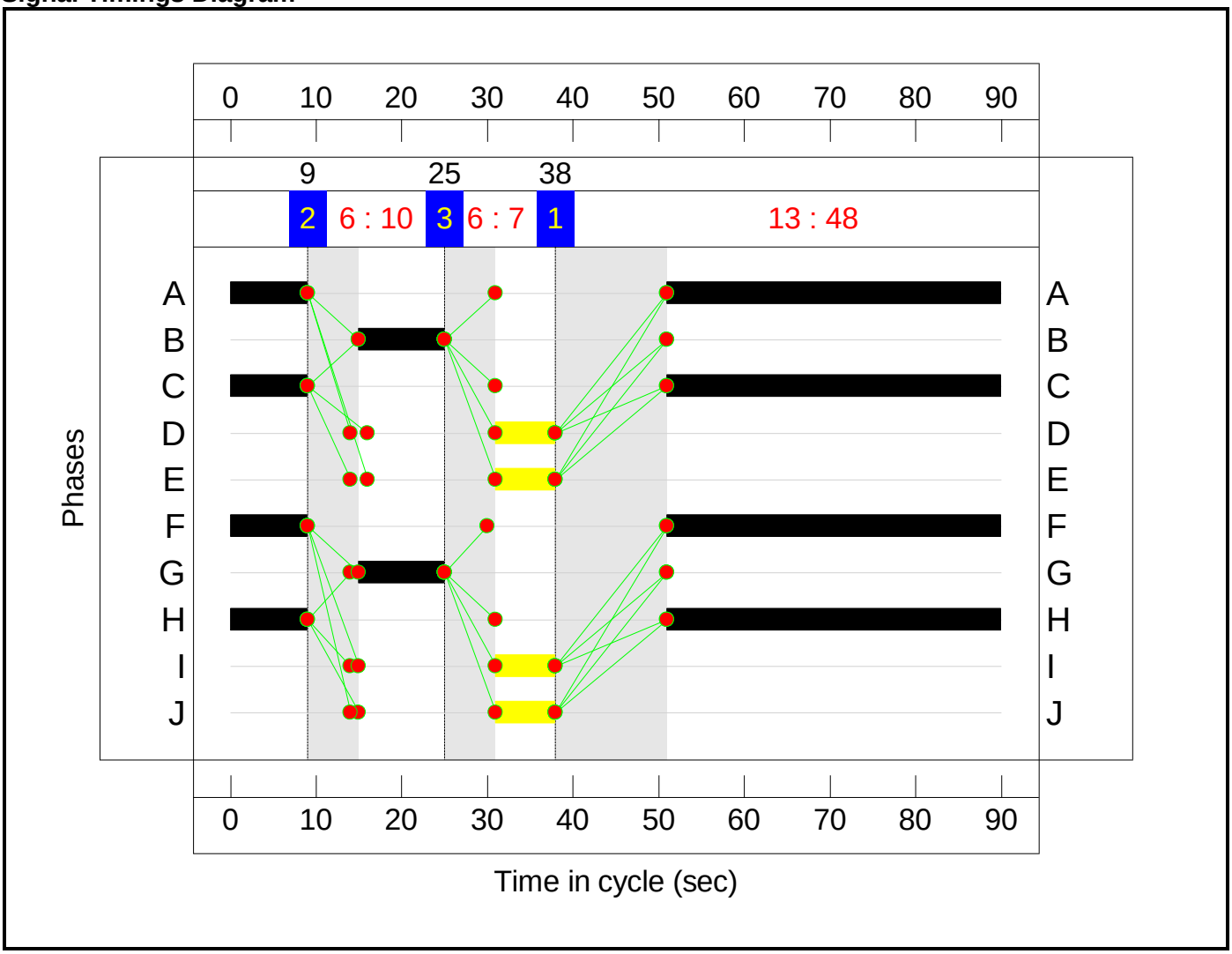


Stage Timings

Stage	1	2	3
Duration	48	10	7
Change Point	38	9	25

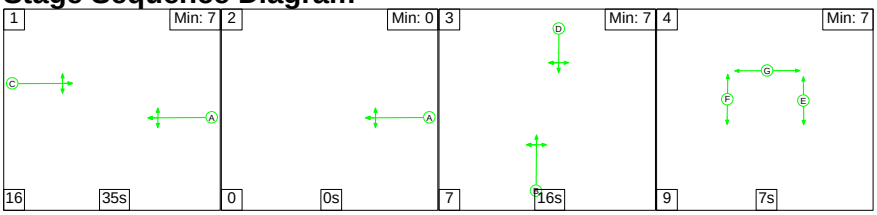
Full Input Data And Results

Signal Timings Diagram



C4

Stage Sequence Diagram

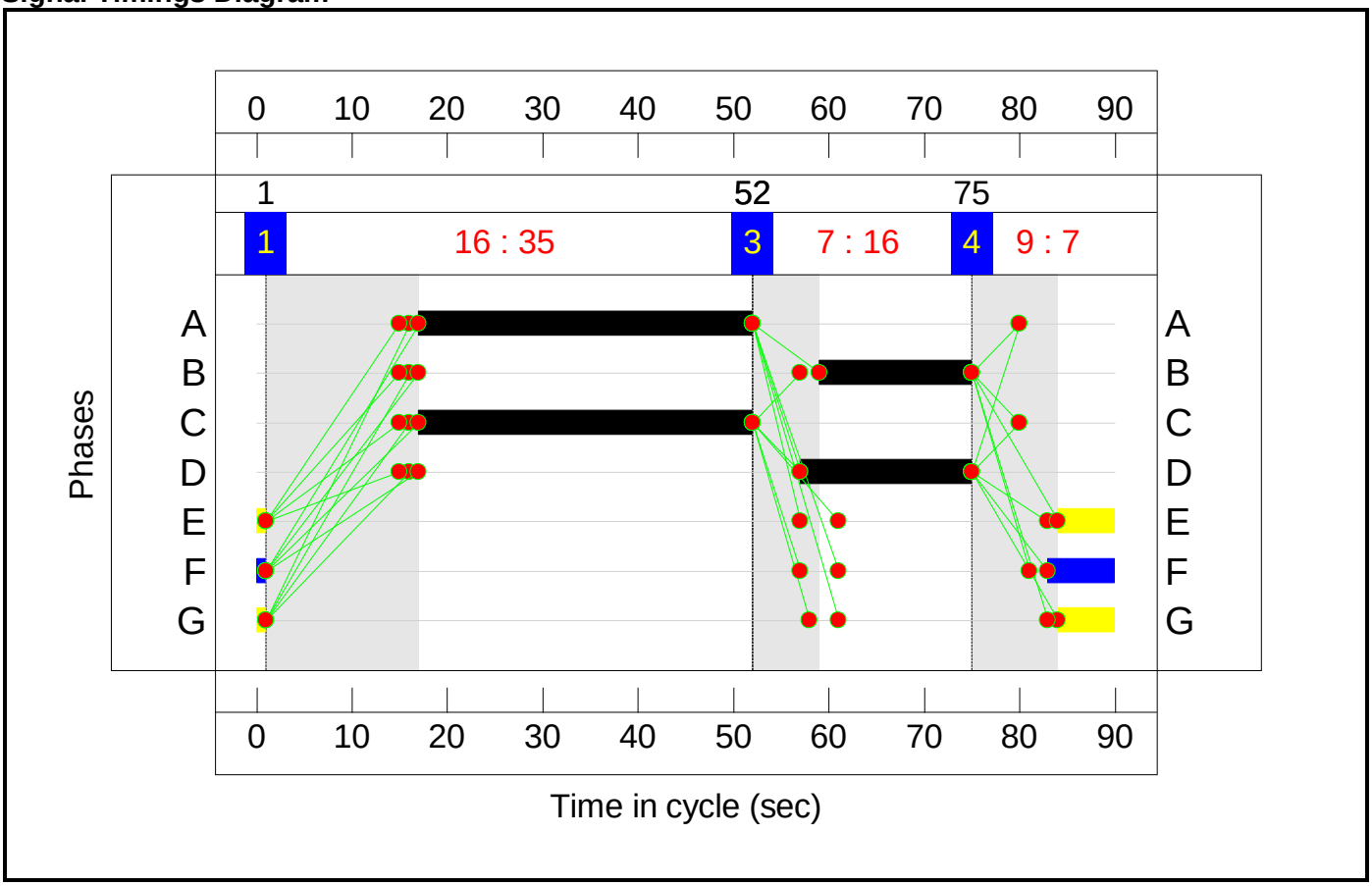


Stage Timings

Stage	1	2	3	4
Duration	35	0	16	7
Change Point	1	52	52	75

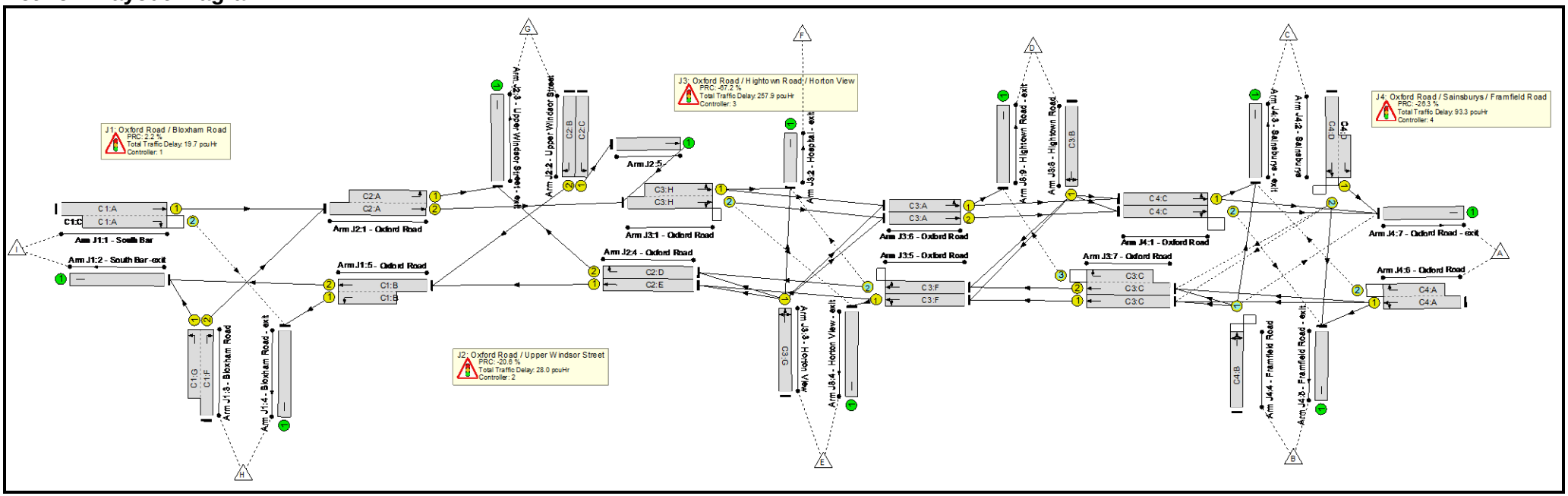
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**150.5%**
J1: Oxford Road / Bloxham Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.0%**
1/1+1/2	South Bar Right Ahead	U+O	N/A	N/A	C1:A	C1:C	1	49	47	917	1663:1568	790+320	82.6 : 82.6%
2/1	South Bar -exit	U	N/A	N/A	-		-	-	-	751	Inf	Inf	0.0%
3/2+3/1	Bloxham Road Left Right	U	N/A	N/A	C1:F C1:G		1	19:32	-	506	1733:1877	385+220	83.6 : 83.6%
4/1	Bloxham Road - exit	U	N/A	N/A	-		-	-	-	554	Inf	Inf	0.0%
5/2+5/1	Oxford Road Ahead Left	U	N/A	N/A	C1:B		1	33	-	857	2005:1724	573+293	88.0 : 87.8%
J2: Oxford Road / Upper Windsor Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**108.6%**
1/2+1/1	Oxford Road Left Ahead	U	N/A	N/A	C2:A		1	51	-	975	2055:1751	1047+293	72.8 : 72.8%
2/1	Upper Windsor Street Left	U	N/A	N/A	C2:C		1	19	-	352	1965	437	80.6%
2/2	Upper Windsor Street Right	U	N/A	N/A	C2:B		1	8	-	156	1984	198	78.6%
3/1	Upper Windsor Street - exit	U	N/A	N/A	-		-	-	-	459	Inf	Inf	0.0%
4/1	Oxford Road Ahead	U	N/A	N/A	C2:E		1	69	-	701	1915	1489	40.7%
4/2	Oxford Road Right	U	N/A	N/A	C2:D		1	9	-	246	1772	197	108.6%
5/1	Ahead	U	N/A	N/A	-		-	-	-	352	Inf	Inf	0.0%
J3: Oxford Road / Hightown Road / Horton View	-	-	**N/A**	-	-		-	-	-	-	-	-	**150.5%**
1/2+1/1	Oxford Road Left Right Ahead	O+U	N/A	N/A	C3:H		1	48	-	1114	1999:1915	349+421	144.6 : 144.6%

Full Input Data And Results

2/1	Hospital - exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
3/1	Horton View Left Ahead Right	U	N/A	N/A	C3:G		1	10	-	131	1828	223	58.6%
4/1	Horton View - exit	U	N/A	N/A	-		-	-	-	304	Inf	Inf	0.0%
5/1	Oxford Road Ahead Left	U	N/A	N/A	C3:F		1	48	-	785	1884	1026	66.3%
5/2	Oxford Road Ahead Right	O	N/A	N/A	C3:F		1	48	-	246	1915	1043	20.5%
6/1	Oxford Road Left Ahead	U	N/A	N/A	C3:A		1	48	-	694	1854	1009	59.7%
6/2	Oxford Road Ahead	U	N/A	N/A	C3:A		1	48	-	331	2055	1119	21.2%
7/1	Oxford Road Ahead	U	N/A	N/A	C3:C		1	48	-	655	1915	1043	57.0%
7/2+7/3	Oxford Road Ahead Right	U+O	N/A	N/A	C3:C		1	48	-	377	2035:1791	316+254	59.9 : 59.4%
8/1	Hightown Road Right Left	U	N/A	N/A	C3:B		1	10	-	304	1653	202	150.5%
9/1	HIghtown Road - exit	U	N/A	N/A	-		-	-	-	290	Inf	Inf	0.0%
J4: Oxford Road / Sainsburys / Framfield Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**113.7%**
1/1	Oxford Road Left Ahead	U	N/A	N/A	C4:C		1	35	-	655	1791	716	77.2%
1/2	Oxford Road Right Ahead	O	N/A	N/A	C4:C		1	35	-	385	2046	818	33.3%
2/2+2/1	Sainsburys Right Ahead Left	O+U	N/A	N/A	C4:D		1	18	-	532	1759:1760	288+286	92.6 : 92.6%
3/1	Sainsburys - exit	U	N/A	N/A	-		-	-	-	438	Inf	Inf	0.0%
4/1	Framfield Road Left Ahead Right	O	N/A	N/A	C4:B		1	16	-	77	1893	232	33.1%
5/1	Framfield Road - exit	U	N/A	N/A	-		-	-	-	87	Inf	Inf	0.0%

Full Input Data And Results

6/1+6/2	Oxford Road Ahead Right Left	U+O	N/A	N/A	C4:A		1	35	-	937	1915:1940	719+106	113.7 : 113.7%
7/1	Oxford Road - exit	U	N/A	N/A	-		-	-	-	1029	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**691**	**164**	**35**	**72.6**	**323.5**	**2.7**	**398.8**	**-**	**-**	**-**	**-**
J1: Oxford Road / Bloxham Road	**-**	**-**	**94**	**164**	**6**	**10.7**	**8.2**	**0.7**	**19.7**	**-**	**-**	**-**	**-**
1/1+1/2	917	917	94	164	6	4.2	2.3	0.7	7.3	28.5	11.8	2.3	14.1
2/1	689	689	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	506	506	-	-	-	4.0	2.4	-	6.4	45.9	7.6	2.4	10.0
4/1	521	521	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	762	762	-	-	-	2.5	3.4	-	6.0	28.2	11.4	3.4	14.8
J2: Oxford Road / Upper Windsor Street	**-**	**-**	**0**	**0**	**0**	**10.0**	**18.0**	**0.0**	**28.0**	**-**	**-**	**-**	**-**
1/2+1/1	975	975	-	-	-	2.6	1.3	-	4.0	14.6	12.1	1.3	13.4
2/1	352	352	-	-	-	3.2	2.0	-	5.2	53.5	8.3	2.0	10.3
2/2	156	156	-	-	-	1.7	1.7	-	3.4	78.9	3.8	1.7	5.5
3/1	410	410	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	606	606	-	-	-	0.0	0.3	-	0.4	2.3	0.3	0.3	0.6
4/2	214	197	-	-	-	2.3	12.7	-	15.0	252.0	5.8	12.7	18.4
5/1	352	352	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Oxford Road / Hightown Road / Horton View	**-**	**-**	**301**	**0**	**2**	**27.0**	**229.8**	**1.1**	**257.9**	**-**	**-**	**-**	**-**
1/2+1/1	1114	861	151	0	2	11.3	173.3	0.5	185.1	598.1	24.6	173.3	198.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	131	131	-	-	-	1.4	0.7	-	2.1	56.5	3.1	0.7	3.8
4/1	227	227	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	680	680	-	-	-	0.7	1.0	-	1.6	8.7	4.7	1.0	5.7
5/2	214	214	0	0	0	0.2	0.1	0.0	0.3	5.0	0.7	0.1	0.8
6/1	603	603	-	-	-	1.5	0.7	-	2.2	13.4	4.1	0.7	4.9
6/2	237	237	-	-	-	1.1	0.1	-	1.2	18.4	3.0	0.1	3.2

Full Input Data And Results

7/1	594	594	-	-	-	2.0	0.7	-	2.7	16.4	11.5	0.7	12.2
7/2+7/3	340	340	151	0	0	1.0	0.7	0.7	2.4	25.9	3.6	0.7	4.3
8/1	304	202	-	-	-	7.8	52.4	-	60.2	713.4	10.3	52.4	62.8
9/1	255	255	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Oxford Road / Sainsburys / Framfield Road	**-**	**-**	**296**	**0**	**27**	**25.0**	**67.4**	**0.8**	**93.3**	**-**	**-**	**-**	**-**
1/1	553	553	-	-	-	5.4	1.7	-	7.1	46.1	13.8	1.7	15.5
1/2	273	273	0	0	8	2.7	0.2	0.1	3.0	39.4	6.1	0.2	6.3
2/2+2/1	532	532	190	0	2	5.0	5.1	0.2	10.2	69.3	7.7	5.1	12.8
3/1	381	381	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	77	77	0	0	16	0.7	0.2	0.1	1.0	45.5	1.6	0.2	1.9
5/1	84	84	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	937	824	106	0	0	11.2	60.2	0.5	72.0	276.6	27.2	60.2	87.5
7/1	861	861	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1	PRC for Signalled Lanes (%):	2.2	Total Delay for Signalled Lanes (pcuHr):	19.66	Cycle Time (s): 90
C2	PRC for Signalled Lanes (%):	-20.6	Total Delay for Signalled Lanes (pcuHr):	27.96	Cycle Time (s): 90
C3	PRC for Signalled Lanes (%):	-67.2	Total Delay for Signalled Lanes (pcuHr):	257.94	Cycle Time (s): 90
C4	PRC for Signalled Lanes (%):	-26.3	Total Delay for Signalled Lanes (pcuHr):	93.25	Cycle Time (s): 90
	PRC Over All Lanes (%):	-67.2	Total Delay Over All Lanes(pcuHr):	398.82	

APPENDIX F

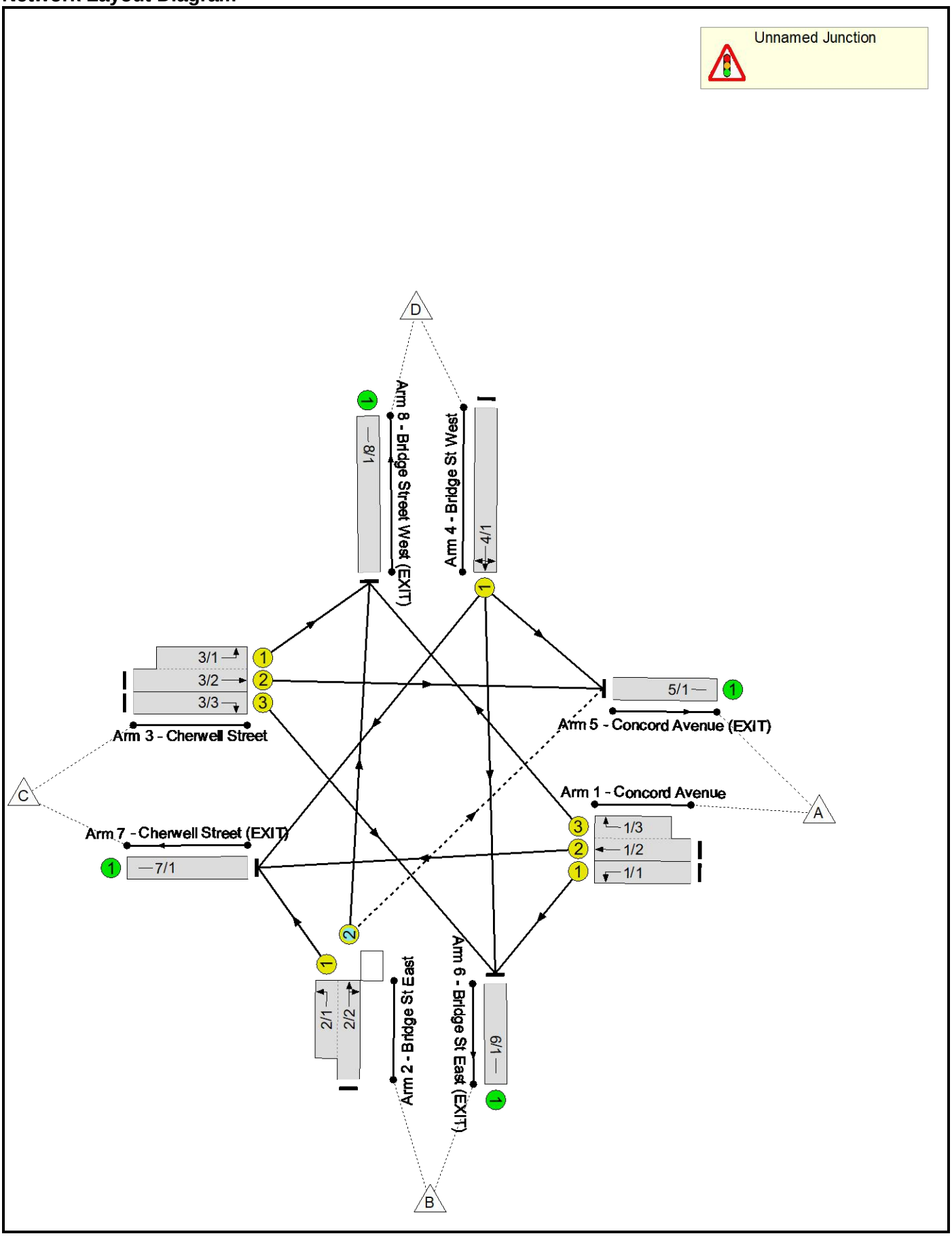
Full Input Data And Results

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Cherwell St Bridge St Signals - Canal Lane Closed.lsg3x
Author:	
Company:	
Address:	

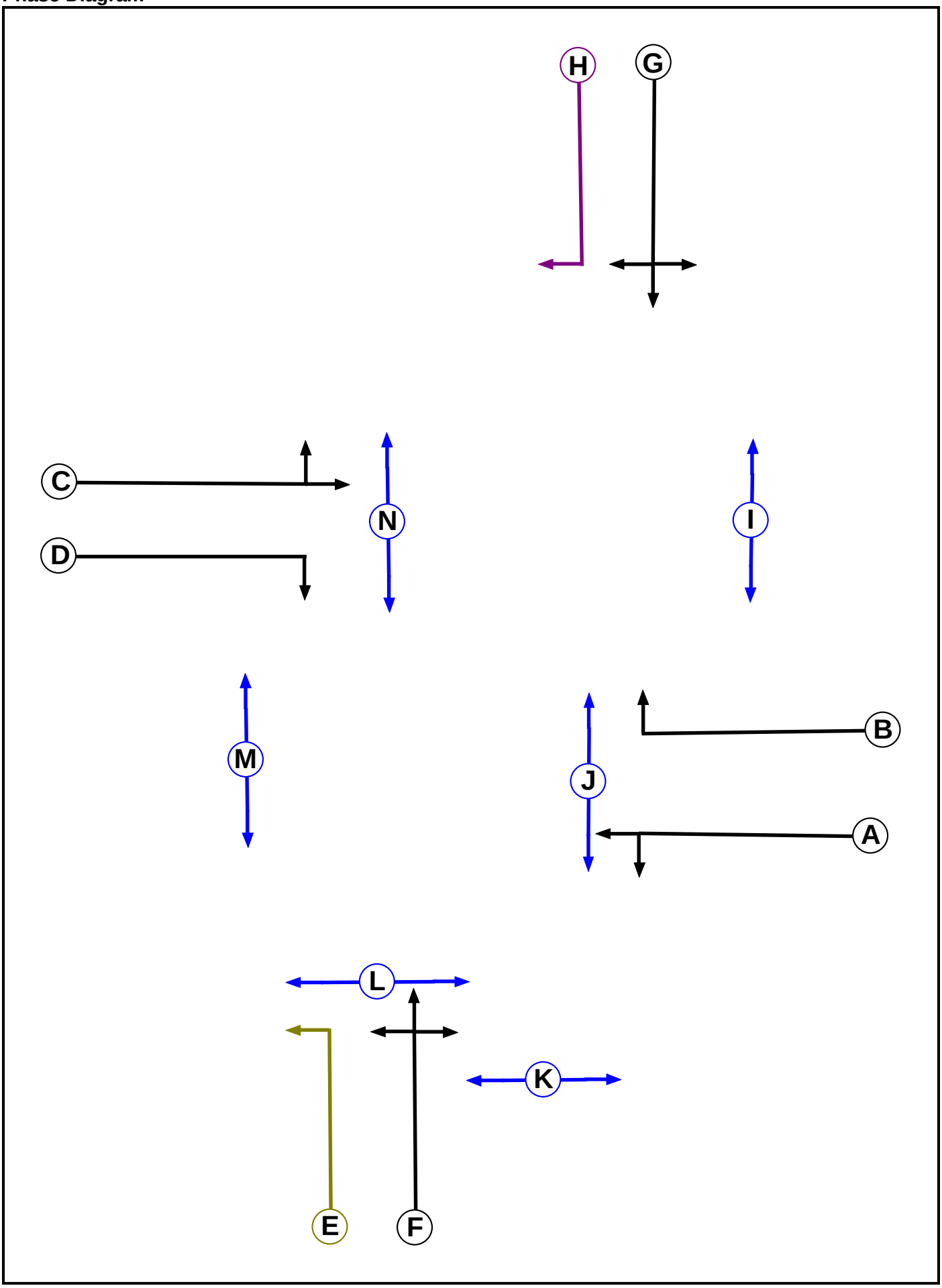
Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Filter	F	4	0
F	Traffic		7	7
G	Traffic		7	7
H	Ind. Arrow	G	4	4
I	Pedestrian		6	6
J	Pedestrian		6	6
K	Pedestrian		6	6
L	Pedestrian		6	6
M	Pedestrian		6	6
N	Pedestrian		6	6

Phase Intergreens Matrix

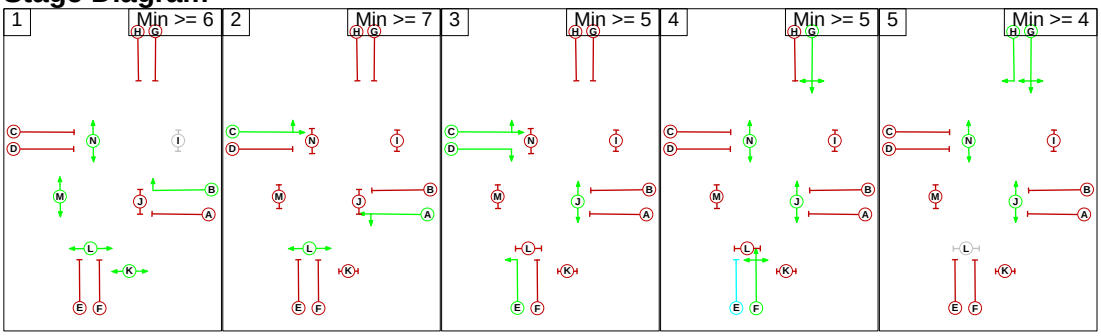
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N
A		-	-	5	6	5	5	5	-	5	7	-	6	-
B	-		6	-	-	5	5	5	-	5	-	-	-	-
C	-	5		-	-	5	7	7	9	-	-	-	-	5
D	7	-	-		-	5	5	5	-	-	9	-	-	5
E	5	-	-	-		-	-	5	-	-	-	5	5	-
F	7	7	7	7	-		-	7	12	-	-	5	6	-
G	7	6	5	6	-	-		-	8	-	9	-	11	-
H	7	6	5	6	5	7	-		8	-	9	-	11	-
I	-	-	7	-	-	7	7	7		-	-	-	-	-
J	10	10	-	-	-	-	-	-	-		-	-	-	-
K	8	-	-	8	-	-	8	8	-	-		-	-	-
L	-	-	-	-	7	7	-	-	-	-	-		-	-
M	10	-	-	-	10	10	10	10	-	-	-	-		-
N	-	-	10	10	-	-	-	-	-	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	B K L M N
2	A C L
3	C D E J
4	F G J N
5	G H J N

Full Input Data And Results

Stage Diagram



Phase Delays

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

Prohibited Stage Change

	To Stage					
		1	2	3	4	5
From Stage	1		10	10	10	10
	2	7		7	7	7
	3	X	X		7	X
	4	11	10	10		7
	5	11	10	10	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
2/2 (Bridge St East)	5/1 (Right)	1439	0	4/1	1.09	To 5/1 (Left) To 6/1 (Ahead)	2.00	2.00	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: Unnamed Junction												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Concord Avenue)	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 6 Left	14.00
1/2 (Concord Avenue)	U	A	2	3	60.0	Geom	-	3.25	0.00	N	Arm 7 Ahead	Inf
1/3 (Concord Avenue)	U	B	2	3	5.9	Geom	-	3.25	0.00	Y	Arm 8 Right	15.00
2/1 (Bridge St East)	U	F E	2	3	5.2	Geom	-	3.25	0.00	Y	Arm 7 Left	12.00
2/2 (Bridge St East)	O	F	2	3	60.0	Geom	-	3.25	0.00	N	Arm 5 Right	12.00
											Arm 8 Ahead	Inf
3/1 (Cherwell Street)	U	C	2	3	7.0	Geom	-	3.25	0.00	Y	Arm 8 Left	10.00
3/2 (Cherwell Street)	U	C	2	3	60.0	Geom	-	3.25	0.00	N	Arm 5 Ahead	Inf
3/3 (Cherwell Street)	U	D	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 6 Right	15.00
4/1 (Bridge St West)	U	G H	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 5 Left	10.00
											Arm 6 Ahead	Inf
											Arm 7 Right	12.00
5/1 (Concord Avenue (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Bridge St East (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Cherwell Street (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Bridge Street West (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2026 Baseline AM'	08:00	09:00	01:00	
2: '2026 Baseline PM'	17:00	18:00	01:00	
3: '2026 With Dev AM'	08:00	09:00	01:00	
4: '2026 With Dev PM'	17:00	18:00	01:00	
5: '2031 Baseline AM'	08:00	09:00	01:00	
6: '2031 Baseline PM'	17:00	18:00	01:00	
7: '2031 With Dev AM'	08:00	09:00	01:00	
8: '2031 With Dev PM'	17:00	18:00	01:00	
9: '2016 Baseline AM'	08:00	09:00	01:00	
10: '2016 Baseline PM'	17:00	18:00	01:00	

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

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	411	449	15	875
	B	140	0	586	16	742
	C	897	91	0	370	1358
	D	37	30	53	0	120
	Tot.	1074	532	1088	401	3095

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: Scenario 1
Junction: Unnamed Junction	
1/1	411
1/2 (with short)	464(In) 449(Out)
1/3 (short)	15
2/1 (short)	586
2/2 (with short)	742(In) 156(Out)
3/1 (short)	370
3/2 (with short)	1267(In) 897(Out)
3/3	91
4/1	120
5/1	1074
6/1	532
7/1	1088
8/1	401

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Concord Avenue)	3.25	0.00	Y	Arm 6 Left	14.00	100.0 %	1752	1752
1/2 (Concord Avenue)	3.25	0.00	N	Arm 7 Ahead	Inf	100.0 %	2080	2080
1/3 (Concord Avenue)	3.25	0.00	Y	Arm 8 Right	15.00	100.0 %	1764	1764
2/1 (Bridge St East)	3.25	0.00	Y	Arm 7 Left	12.00	100.0 %	1724	1724
2/2 (Bridge St East)	3.25	0.00	N	Arm 5 Right	12.00	89.7 %	1870	1870
				Arm 8 Ahead	Inf	10.3 %		
3/1 (Cherwell Street)	3.25	0.00	Y	Arm 8 Left	10.00	100.0 %	1687	1687
3/2 (Cherwell Street)	3.25	0.00	N	Arm 5 Ahead	Inf	100.0 %	2080	2080
3/3 (Cherwell Street)	3.25	0.00	Y	Arm 6 Right	15.00	100.0 %	1764	1764
4/1 (Bridge St West)	3.25	0.00	Y	Arm 5 Left	10.00	30.8 %	1761	1761
				Arm 6 Ahead	Inf	25.0 %		
				Arm 7 Right	12.00	44.2 %		
5/1 (Concord Avenue (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Bridge St East (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Cherwell Street (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Bridge Street West (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	278	451	30	759
	B	142	0	596	18	756
	C	727	58	0	337	1122
	D	59	28	59	0	146
	Tot.	928	364	1106	385	2783

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: Scenario 2
Junction: Unnamed Junction	
1/1	278
1/2 (with short)	481(In) 451(Out)
1/3 (short)	30
2/1 (short)	596
2/2 (with short)	756(In) 160(Out)
3/1 (short)	337
3/2 (with short)	1064(In) 727(Out)
3/3	58
4/1	146
5/1	928
6/1	364
7/1	1106
8/1	385

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Concord Avenue)	3.25	0.00	Y	Arm 6 Left	14.00	100.0 %	1752	1752
1/2 (Concord Avenue)	3.25	0.00	N	Arm 7 Ahead	Inf	100.0 %	2080	2080
1/3 (Concord Avenue)	3.25	0.00	Y	Arm 8 Right	15.00	100.0 %	1764	1764
2/1 (Bridge St East)	3.25	0.00	Y	Arm 7 Left	12.00	100.0 %	1724	1724
2/2 (Bridge St East)	3.25	0.00	N	Arm 5 Right	12.00	88.8 %	1872	1872
				Arm 8 Ahead	Inf	11.3 %		
3/1 (Cherwell Street)	3.25	0.00	Y	Arm 8 Left	10.00	100.0 %	1687	1687
3/2 (Cherwell Street)	3.25	0.00	N	Arm 5 Ahead	Inf	100.0 %	2080	2080
3/3 (Cherwell Street)	3.25	0.00	Y	Arm 6 Right	15.00	100.0 %	1764	1764
4/1 (Bridge St West)	3.25	0.00	Y	Arm 5 Left	10.00	40.4 %	1746	1746
				Arm 6 Ahead	Inf	19.2 %		
				Arm 7 Right	12.00	40.4 %		
5/1 (Concord Avenue (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Bridge St East (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Cherwell Street (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Bridge Street West (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	412	447	15	874
	B	140	0	584	16	740
	C	896	93	0	374	1363
	D	37	30	54	0	121
	Tot.	1073	535	1085	405	3098

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: Scenario 3
Junction: Unnamed Junction	
1/1	412
1/2 (with short)	462(In) 447(Out)
1/3 (short)	15
2/1 (short)	584
2/2 (with short)	740(In) 156(Out)
3/1 (short)	374
3/2 (with short)	1270(In) 896(Out)
3/3	93
4/1	121
5/1	1073
6/1	535
7/1	1085
8/1	405

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Concord Avenue)	3.25	0.00	Y	Arm 6 Left	14.00	100.0 %	1752	1752
1/2 (Concord Avenue)	3.25	0.00	N	Arm 7 Ahead	Inf	100.0 %	2080	2080
1/3 (Concord Avenue)	3.25	0.00	Y	Arm 8 Right	15.00	100.0 %	1764	1764
2/1 (Bridge St East)	3.25	0.00	Y	Arm 7 Left	12.00	100.0 %	1724	1724
2/2 (Bridge St East)	3.25	0.00	N	Arm 5 Right	12.00	89.7 %	1870	1870
				Arm 8 Ahead	Inf	10.3 %		
3/1 (Cherwell Street)	3.25	0.00	Y	Arm 8 Left	10.00	100.0 %	1687	1687
3/2 (Cherwell Street)	3.25	0.00	N	Arm 5 Ahead	Inf	100.0 %	2080	2080
3/3 (Cherwell Street)	3.25	0.00	Y	Arm 6 Right	15.00	100.0 %	1764	1764
4/1 (Bridge St West)	3.25	0.00	Y	Arm 5 Left	10.00	30.6 %	1761	1761
				Arm 6 Ahead	Inf	24.8 %		
				Arm 7 Right	12.00	44.6 %		
5/1 (Concord Avenue (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Bridge St East (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Cherwell Street (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Bridge Street West (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	279	450	30	759
	B	143	0	619	18	780
	C	734	57	0	336	1127
	D	58	28	59	0	145
	Tot.	935	364	1128	384	2811

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: Scenario 4
Junction: Unnamed Junction	
1/1	279
1/2 (with short)	480(In) 450(Out)
1/3 (short)	30
2/1 (short)	619
2/2 (with short)	780(In) 161(Out)
3/1 (short)	336
3/2 (with short)	1070(In) 734(Out)
3/3	57
4/1	145
5/1	935
6/1	364
7/1	1128
8/1	384

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Concord Avenue)	3.25	0.00	Y	Arm 6 Left	14.00	100.0 %	1752	1752
1/2 (Concord Avenue)	3.25	0.00	N	Arm 7 Ahead	Inf	100.0 %	2080	2080
1/3 (Concord Avenue)	3.25	0.00	Y	Arm 8 Right	15.00	100.0 %	1764	1764
2/1 (Bridge St East)	3.25	0.00	Y	Arm 7 Left	12.00	100.0 %	1724	1724
2/2 (Bridge St East)	3.25	0.00	N	Arm 5 Right	12.00	88.8 %	1872	1872
				Arm 8 Ahead	Inf	11.2 %		
3/1 (Cherwell Street)	3.25	0.00	Y	Arm 8 Left	10.00	100.0 %	1687	1687
3/2 (Cherwell Street)	3.25	0.00	N	Arm 5 Ahead	Inf	100.0 %	2080	2080
3/3 (Cherwell Street)	3.25	0.00	Y	Arm 6 Right	15.00	100.0 %	1764	1764
4/1 (Bridge St West)	3.25	0.00	Y	Arm 5 Left	10.00	40.0 %	1746	1746
				Arm 6 Ahead	Inf	19.3 %		
				Arm 7 Right	12.00	40.7 %		
5/1 (Concord Avenue (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Bridge St East (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Cherwell Street (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Bridge Street West (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: 'Scenario 5' (FG5: '2031 Baseline AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	443	456	15	914
	B	144	0	592	16	752
	C	895	95	0	372	1362
	D	33	30	61	0	124
	Tot.	1072	568	1109	403	3152

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: Scenario 5
Junction: Unnamed Junction	
1/1	443
1/2 (with short)	471(In) 456(Out)
1/3 (short)	15
2/1 (short)	592
2/2 (with short)	752(In) 160(Out)
3/1 (short)	372
3/2 (with short)	1267(In) 895(Out)
3/3	95
4/1	124
5/1	1072
6/1	568
7/1	1109
8/1	403

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Concord Avenue)	3.25	0.00	Y	Arm 6 Left	14.00	100.0 %	1752	1752
1/2 (Concord Avenue)	3.25	0.00	N	Arm 7 Ahead	Inf	100.0 %	2080	2080
1/3 (Concord Avenue)	3.25	0.00	Y	Arm 8 Right	15.00	100.0 %	1764	1764
2/1 (Bridge St East)	3.25	0.00	Y	Arm 7 Left	12.00	100.0 %	1724	1724
2/2 (Bridge St East)	3.25	0.00	N	Arm 5 Right	12.00	90.0 %	1870	1870
				Arm 8 Ahead	Inf	10.0 %		
3/1 (Cherwell Street)	3.25	0.00	Y	Arm 8 Left	10.00	100.0 %	1687	1687
3/2 (Cherwell Street)	3.25	0.00	N	Arm 5 Ahead	Inf	100.0 %	2080	2080
3/3 (Cherwell Street)	3.25	0.00	Y	Arm 6 Right	15.00	100.0 %	1764	1764
4/1 (Bridge St West)	3.25	0.00	Y	Arm 5 Left	10.00	26.6 %	1761	1761
				Arm 6 Ahead	Inf	24.2 %		
				Arm 7 Right	12.00	49.2 %		
5/1 (Concord Avenue (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Bridge St East (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Cherwell Street (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Bridge Street West (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'Scenario 6' (FG6: '2031 Baseline PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	341	453	31	825
	B	139	0	691	18	848
	C	760	59	0	329	1148
	D	58	31	62	0	151
	Tot.	957	431	1206	378	2972

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: Scenario 6
Junction: Unnamed Junction	
1/1	341
1/2 (with short)	484(In) 453(Out)
1/3 (short)	31
2/1 (short)	691
2/2 (with short)	848(In) 157(Out)
3/1 (short)	329
3/2 (with short)	1089(In) 760(Out)
3/3	59
4/1	151
5/1	957
6/1	431
7/1	1206
8/1	378

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Concord Avenue)	3.25	0.00	Y	Arm 6 Left	14.00	100.0 %	1752	1752
1/2 (Concord Avenue)	3.25	0.00	N	Arm 7 Ahead	Inf	100.0 %	2080	2080
1/3 (Concord Avenue)	3.25	0.00	Y	Arm 8 Right	15.00	100.0 %	1764	1764
2/1 (Bridge St East)	3.25	0.00	Y	Arm 7 Left	12.00	100.0 %	1724	1724
2/2 (Bridge St East)	3.25	0.00	N	Arm 5 Right	12.00	88.5 %	1873	1873
				Arm 8 Ahead	Inf	11.5 %		
3/1 (Cherwell Street)	3.25	0.00	Y	Arm 8 Left	10.00	100.0 %	1687	1687
3/2 (Cherwell Street)	3.25	0.00	N	Arm 5 Ahead	Inf	100.0 %	2080	2080
3/3 (Cherwell Street)	3.25	0.00	Y	Arm 6 Right	15.00	100.0 %	1764	1764
4/1 (Bridge St West)	3.25	0.00	Y	Arm 5 Left	10.00	38.4 %	1749	1749
				Arm 6 Ahead	Inf	20.5 %		
				Arm 7 Right	12.00	41.1 %		
5/1 (Concord Avenue (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Bridge St East (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Cherwell Street (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Bridge Street West (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: 'Scenario 7' (FG7: '2031 With Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	444	448	15	907
	B	140	0	590	16	746
	C	897	98	0	373	1368
	D	36	31	56	0	123
	Tot.	1073	573	1094	404	3144

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: Scenario 7
Junction: Unnamed Junction	
1/1	444
1/2 (with short)	463(In) 448(Out)
1/3 (short)	15
2/1 (short)	590
2/2 (with short)	746(In) 156(Out)
3/1 (short)	373
3/2 (with short)	1270(In) 897(Out)
3/3	98
4/1	123
5/1	1073
6/1	573
7/1	1094
8/1	404

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Concord Avenue)	3.25	0.00	Y	Arm 6 Left	14.00	100.0 %	1752	1752
1/2 (Concord Avenue)	3.25	0.00	N	Arm 7 Ahead	Inf	100.0 %	2080	2080
1/3 (Concord Avenue)	3.25	0.00	Y	Arm 8 Right	15.00	100.0 %	1764	1764
2/1 (Bridge St East)	3.25	0.00	Y	Arm 7 Left	12.00	100.0 %	1724	1724
2/2 (Bridge St East)	3.25	0.00	N	Arm 5 Right	12.00	89.7 %	1870	1870
				Arm 8 Ahead	Inf	10.3 %		
3/1 (Cherwell Street)	3.25	0.00	Y	Arm 8 Left	10.00	100.0 %	1687	1687
3/2 (Cherwell Street)	3.25	0.00	N	Arm 5 Ahead	Inf	100.0 %	2080	2080
3/3 (Cherwell Street)	3.25	0.00	Y	Arm 6 Right	15.00	100.0 %	1764	1764
4/1 (Bridge St West)	3.25	0.00	Y	Arm 5 Left	10.00	29.3 %	1762	1762
				Arm 6 Ahead	Inf	25.2 %		
				Arm 7 Right	12.00	45.5 %		
5/1 (Concord Avenue (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Bridge St East (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Cherwell Street (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Bridge Street West (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: 'Scenario 8' (FG8: '2031 With Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	341	451	31	823
	B	144	0	691	18	853
	C	760	58	0	329	1147
	D	58	29	62	0	149
	Tot.	962	428	1204	378	2972

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: Scenario 8
Junction: Unnamed Junction	
1/1	341
1/2 (with short)	482(In) 451(Out)
1/3 (short)	31
2/1 (short)	691
2/2 (with short)	853(In) 162(Out)
3/1 (short)	329
3/2 (with short)	1089(In) 760(Out)
3/3	58
4/1	149
5/1	962
6/1	428
7/1	1204
8/1	378

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Concord Avenue)	3.25	0.00	Y	Arm 6 Left	14.00	100.0 %	1752	1752
1/2 (Concord Avenue)	3.25	0.00	N	Arm 7 Ahead	Inf	100.0 %	2080	2080
1/3 (Concord Avenue)	3.25	0.00	Y	Arm 8 Right	15.00	100.0 %	1764	1764
2/1 (Bridge St East)	3.25	0.00	Y	Arm 7 Left	12.00	100.0 %	1724	1724
2/2 (Bridge St East)	3.25	0.00	N	Arm 5 Right	12.00	88.9 %	1872	1872
				Arm 8 Ahead	Inf	11.1 %		
3/1 (Cherwell Street)	3.25	0.00	Y	Arm 8 Left	10.00	100.0 %	1687	1687
3/2 (Cherwell Street)	3.25	0.00	N	Arm 5 Ahead	Inf	100.0 %	2080	2080
3/3 (Cherwell Street)	3.25	0.00	Y	Arm 6 Right	15.00	100.0 %	1764	1764
4/1 (Bridge St West)	3.25	0.00	Y	Arm 5 Left	10.00	38.9 %	1747	1747
				Arm 6 Ahead	Inf	19.5 %		
				Arm 7 Right	12.00	41.6 %		
5/1 (Concord Avenue (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Bridge St East (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Cherwell Street (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Bridge Street West (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 9: 'Scenario 9' (FG9: '2016 Baseline AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	295	486	35	816
	B	125	0	454	22	601
	C	528	358	0	87	973
	D	46	24	47	0	117
	Tot.	699	677	987	144	2507

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: Scenario 9
Junction: Unnamed Junction	
1/1	295
1/2 (with short)	521(In) 486(Out)
1/3 (short)	35
2/1 (short)	454
2/2 (with short)	601(In) 147(Out)
3/1 (short)	87
3/2 (with short)	615(In) 528(Out)
3/3	358
4/1	117
5/1	699
6/1	677
7/1	987
8/1	144

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Concord Avenue)	3.25	0.00	Y	Arm 6 Left	14.00	100.0 %	1752	1752
1/2 (Concord Avenue)	3.25	0.00	N	Arm 7 Ahead	Inf	100.0 %	2080	2080
1/3 (Concord Avenue)	3.25	0.00	Y	Arm 8 Right	15.00	100.0 %	1764	1764
2/1 (Bridge St East)	3.25	0.00	Y	Arm 7 Left	12.00	100.0 %	1724	1724
2/2 (Bridge St East)	3.25	0.00	N	Arm 5 Right	12.00	85.0 %	1880	1880
				Arm 8 Ahead	Inf	15.0 %		
3/1 (Cherwell Street)	3.25	0.00	Y	Arm 8 Left	10.00	100.0 %	1687	1687
3/2 (Cherwell Street)	3.25	0.00	N	Arm 5 Ahead	Inf	100.0 %	2080	2080
3/3 (Cherwell Street)	3.25	0.00	Y	Arm 6 Right	15.00	100.0 %	1764	1764
4/1 (Bridge St West)	3.25	0.00	Y	Arm 5 Left	10.00	39.3 %	1749	1749
				Arm 6 Ahead	Inf	20.5 %		
				Arm 7 Right	12.00	40.2 %		
5/1 (Concord Avenue (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Bridge St East (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Cherwell Street (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Bridge Street West (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 10: 'Scenario 10' (FG10: '2016 Baseline PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	322	442	41	805
	B	133	0	420	30	583
	C	600	364	0	92	1056
	D	81	42	47	0	170
	Tot.	814	728	909	163	2614

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: Scenario 10
Junction: Unnamed Junction	
1/1	322
1/2 (with short)	483(In) 442(Out)
1/3 (short)	41
2/1 (short)	420
2/2 (with short)	583(In) 163(Out)
3/1 (short)	92
3/2 (with short)	692(In) 600(Out)
3/3	364
4/1	170
5/1	814
6/1	728
7/1	909
8/1	163

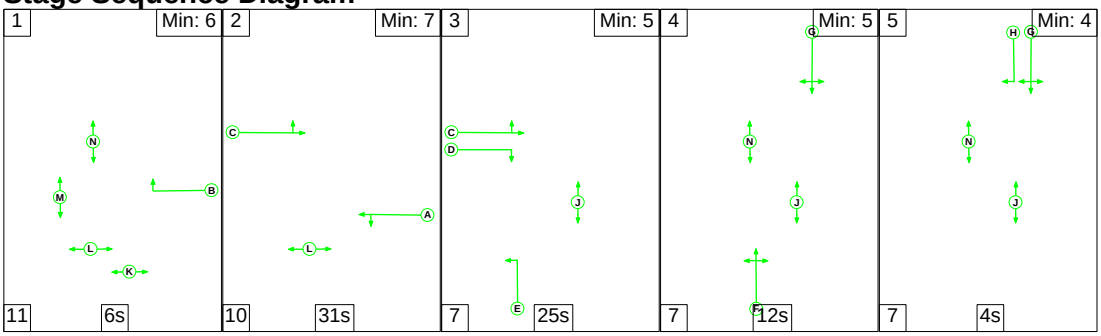
Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Concord Avenue)	3.25	0.00	Y	Arm 6 Left	14.00	100.0 %	1752	1752
1/2 (Concord Avenue)	3.25	0.00	N	Arm 7 Ahead	Inf	100.0 %	2080	2080
1/3 (Concord Avenue)	3.25	0.00	Y	Arm 8 Right	15.00	100.0 %	1764	1764
2/1 (Bridge St East)	3.25	0.00	Y	Arm 7 Left	12.00	100.0 %	1724	1724
2/2 (Bridge St East)	3.25	0.00	N	Arm 5 Right	12.00	81.6 %	1887	1887
				Arm 8 Ahead	Inf	18.4 %		
3/1 (Cherwell Street)	3.25	0.00	Y	Arm 8 Left	10.00	100.0 %	1687	1687
3/2 (Cherwell Street)	3.25	0.00	N	Arm 5 Ahead	Inf	100.0 %	2080	2080
3/3 (Cherwell Street)	3.25	0.00	Y	Arm 6 Right	15.00	100.0 %	1764	1764
4/1 (Bridge St West)	3.25	0.00	Y	Arm 5 Left	10.00	47.6 %	1754	1754
				Arm 6 Ahead	Inf	24.7 %		
				Arm 7 Right	12.00	27.6 %		
5/1 (Concord Avenue (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Bridge St East (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Cherwell Street (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Bridge Street West (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf

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

Stage Sequence Diagram

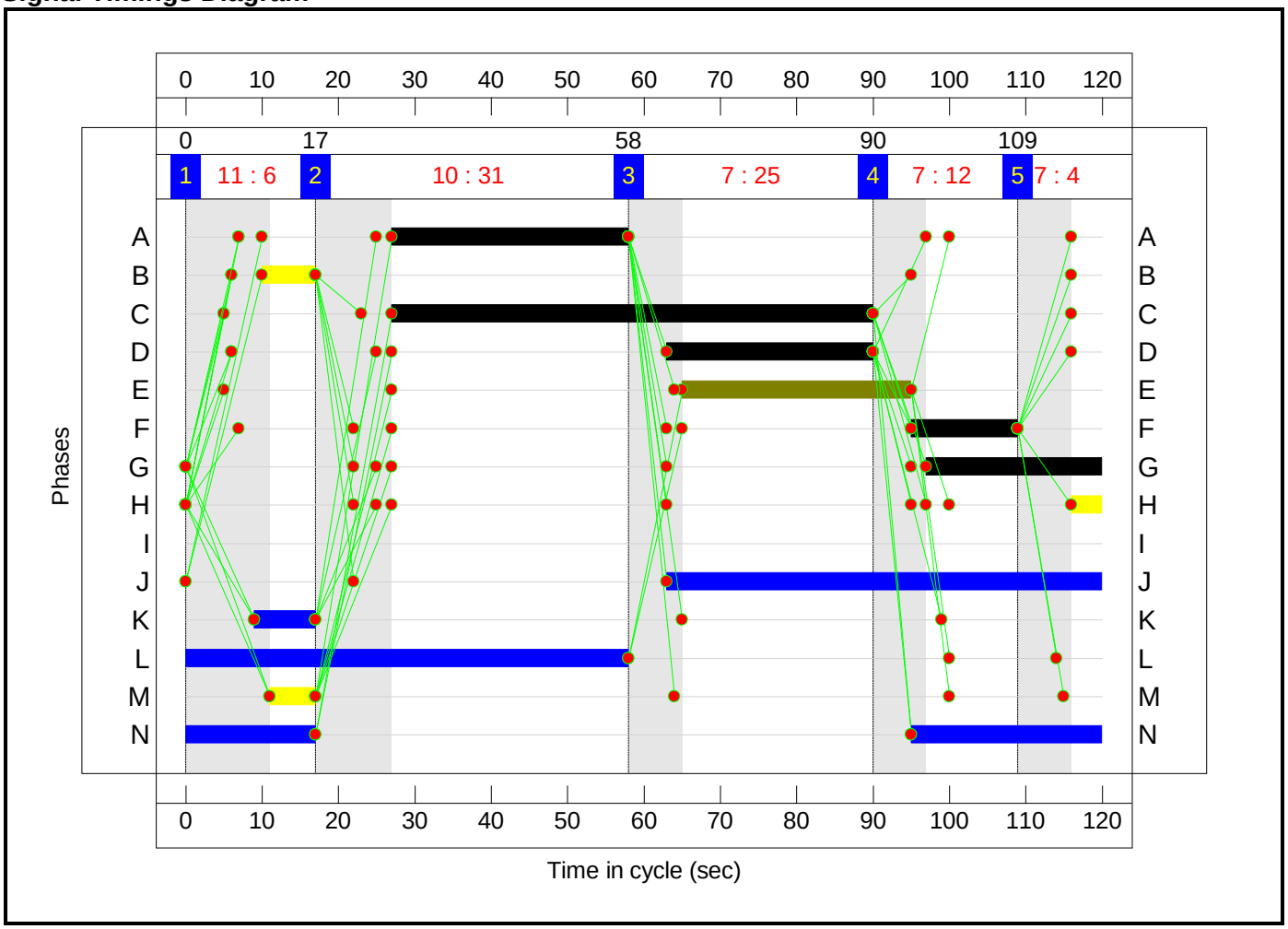


Full Input Data And Results

Stage Timings

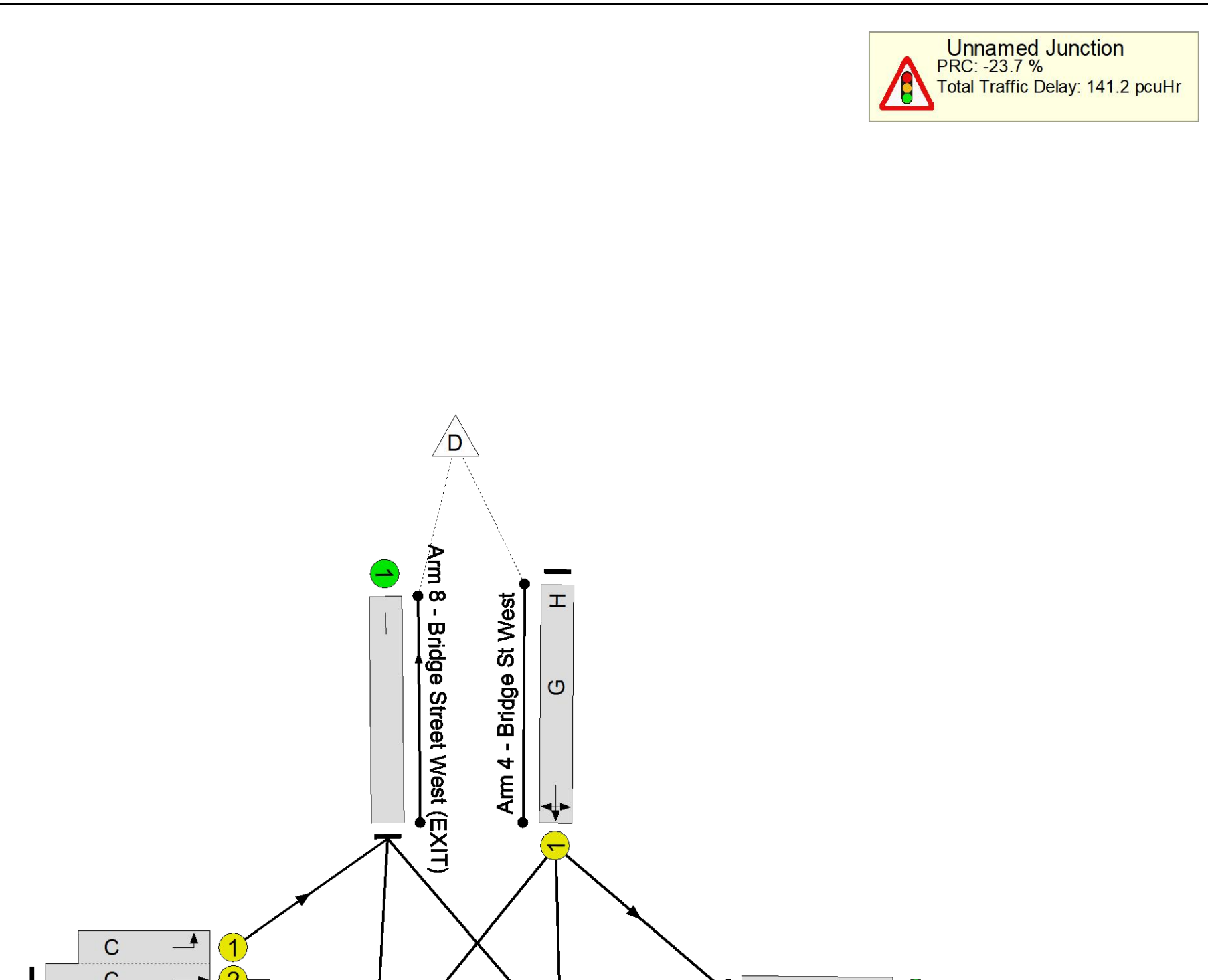
Stage	1	2	3	4	5
Duration	6	31	25	12	4
Change Point	0	17	58	90	109

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Unnamed Junction
PRC: -23.7 %
Total Traffic Delay: 141.2 pcuHr
D
Arm 8 - Bridge Street West (EXIT)
Arm 4 - Bridge St West
H
G
C
1
2

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**111.3%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**111.3%**
1/1	Concord Avenue Left	U	N/A	N/A	A		1	31	-	411	1752	467	88.0%
1/2+1/3	Concord Avenue Ahead Right	U	N/A	N/A	A B		1	31:7	-	464	2080:1764	546+18	82.3 : 82.3%
2/2+2/1	Bridge St East Right Left Ahead	O+U	N/A	N/A	F	E	1	14:44	30	742	1870:1724	140+556	111.3 : 105.3%
3/2+3/1	Cherwell Street Ahead Left	U	N/A	N/A	C		1	63	-	1267	2080:1687	807+333	111.1 : 111.1%
3/3	Cherwell Street Right	U	N/A	N/A	D		1	27	-	91	1764	412	22.1%
4/1	Bridge St West Left Ahead Right	U	N/A	N/A	G	H	1	23	4	120	1761	352	34.1%
5/1	Concord Avenue (EXIT)	U	N/A	N/A	-		-	-	-	1074	Inf	Inf	0.0%
6/1	Bridge St East (EXIT)	U	N/A	N/A	-		-	-	-	532	Inf	Inf	0.0%
7/1	Cherwell Street (EXIT)	U	N/A	N/A	-		-	-	-	1088	Inf	Inf	0.0%
8/1	Bridge Street West (EXIT)	U	N/A	N/A	-		-	-	-	401	Inf	Inf	0.0%

Full Input Data And Results

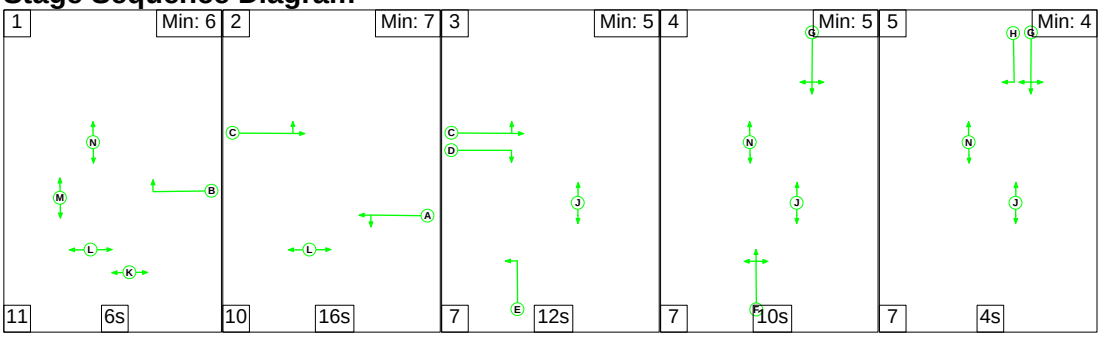
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**126**	**0**	**0**	**38.1**	**102.9**	**0.2**	**141.2**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**126**	**0**	**0**	**38.1**	**102.9**	**0.2**	**141.2**	**-**	**-**	**-**	**-**
1/1	411	411	-	-	-	4.8	3.3	-	8.1	70.8	13.0	3.3	16.3
1/2+1/3	464	464	-	-	-	5.5	2.2	-	7.7	59.8	14.2	2.2	16.5
2/2+2/1	742	698	126	0	0	10.0	29.1	0.2	39.3	190.8	25.6	29.1	54.7
3/2+3/1	1267	1141	-	-	-	15.5	67.9	-	83.4	236.9	45.3	67.9	113.2
3/3	91	91	-	-	-	0.9	0.1	-	1.1	42.8	2.5	0.1	2.6
4/1	120	120	-	-	-	1.4	0.3	-	1.6	48.9	3.4	0.3	3.7
5/1	970	970	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	532	532	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1060	1060	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	362	362	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -23.7 Total Delay for Signalled Lanes (pcuHr): 141.22 Cycle Time (s): 120
PRC Over All Lanes (%): -23.7 Total Delay Over All Lanes(pcuHr): 141.22

Full Input Data And Results

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

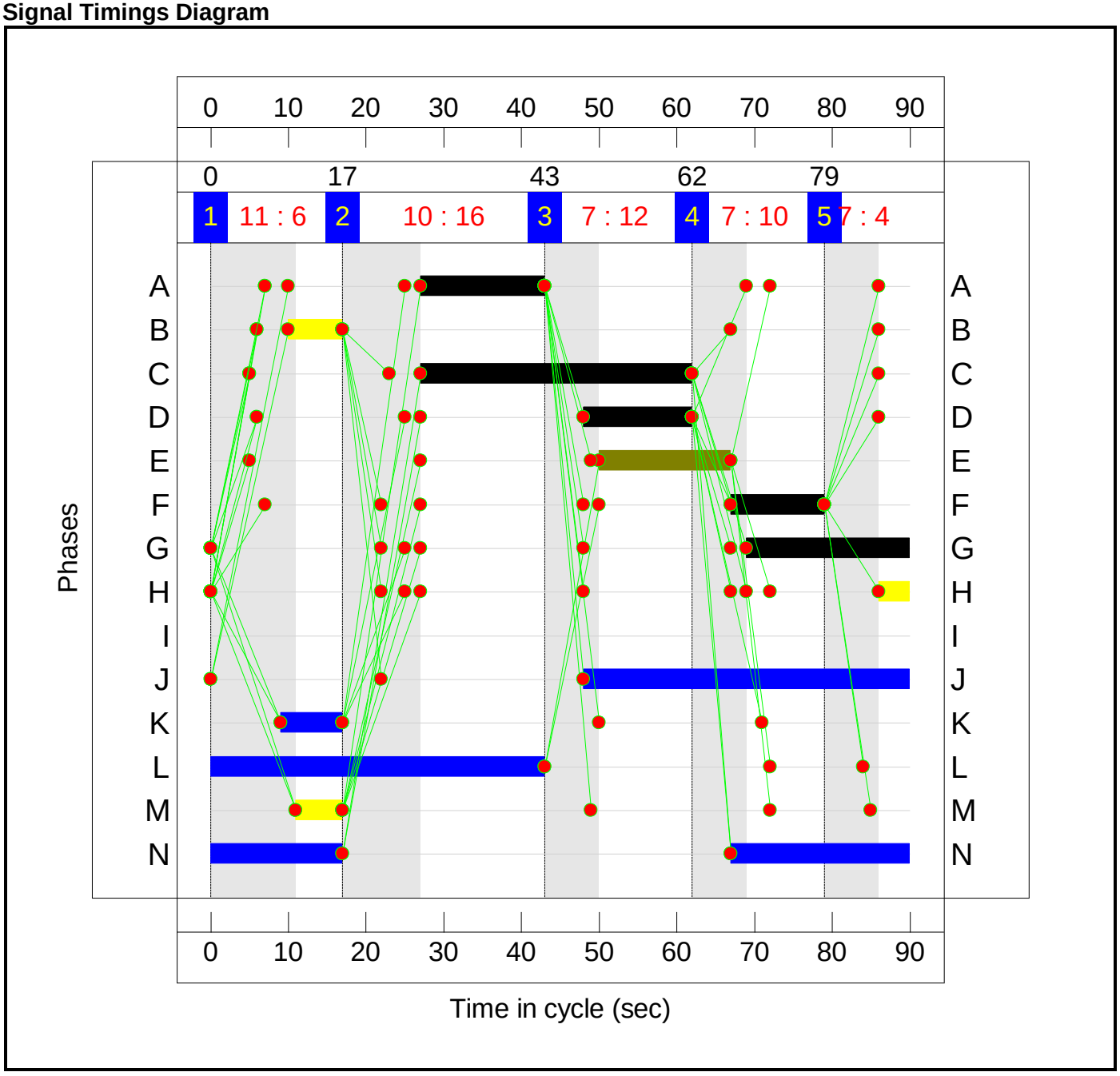
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	6	16	12	10	4
Change Point	0	17	43	62	79

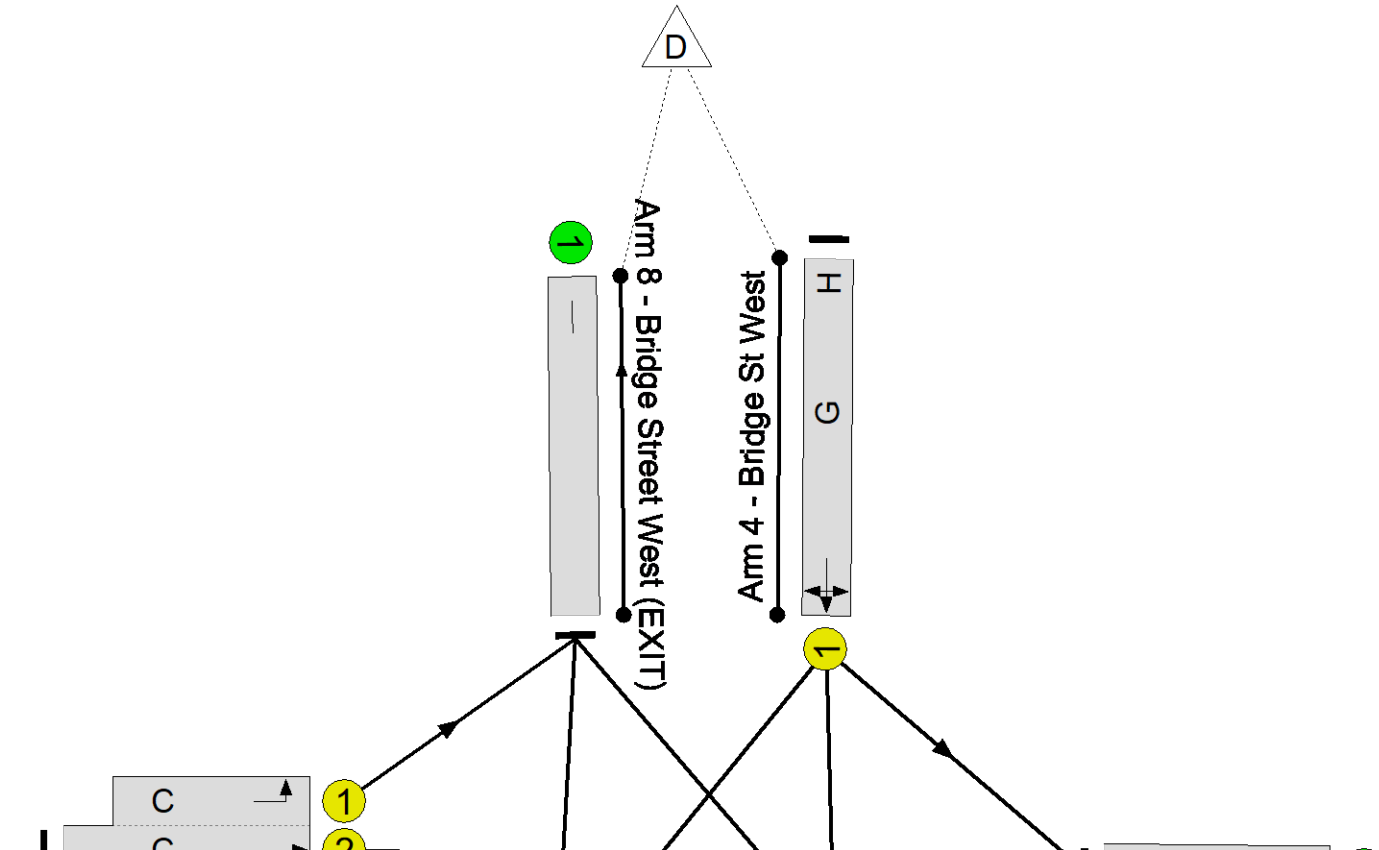
Signal Timings Diagram



Full Input Data And Results

Full Input Data And Results

Network Layout Diagram


Unnamed Junction
PRC: -29.2 %
Total Traffic Delay: 202.9 pcuHr
D
Arm 8 - Bridge Street West (EXIT)
Arm 4 - Bridge St West
C
1
2

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**116.3%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**116.3%**
1/1	Concord Avenue Left	U	N/A	N/A	A		1	16	-	278	1752	331	84.0%
1/2+1/3	Concord Avenue Ahead Right	U	N/A	N/A	A B		1	16:7	-	481	2080:1764	388+26	116.1 : 116.1%
2/2+2/1	Bridge St East Right Left Ahead	O+U	N/A	N/A	F	E	1	12:29	17	756	1872:1724	138+513	116.3 : 116.3%
3/2+3/1	Cherwell Street Ahead Left	U	N/A	N/A	C		1	35	-	1064	2080:1687	633+293	114.9 : 114.9%
3/3	Cherwell Street Right	U	N/A	N/A	D		1	14	-	58	1764	294	19.7%
4/1	Bridge St West Left Ahead Right	U	N/A	N/A	G	H	1	21	4	146	1746	427	34.2%
5/1	Concord Avenue (EXIT)	U	N/A	N/A	-		-	-	-	928	Inf	Inf	0.0%
6/1	Bridge St East (EXIT)	U	N/A	N/A	-		-	-	-	364	Inf	Inf	0.0%
7/1	Cherwell Street (EXIT)	U	N/A	N/A	-		-	-	-	1106	Inf	Inf	0.0%
8/1	Bridge Street West (EXIT)	U	N/A	N/A	-		-	-	-	385	Inf	Inf	0.0%

Full Input Data And Results

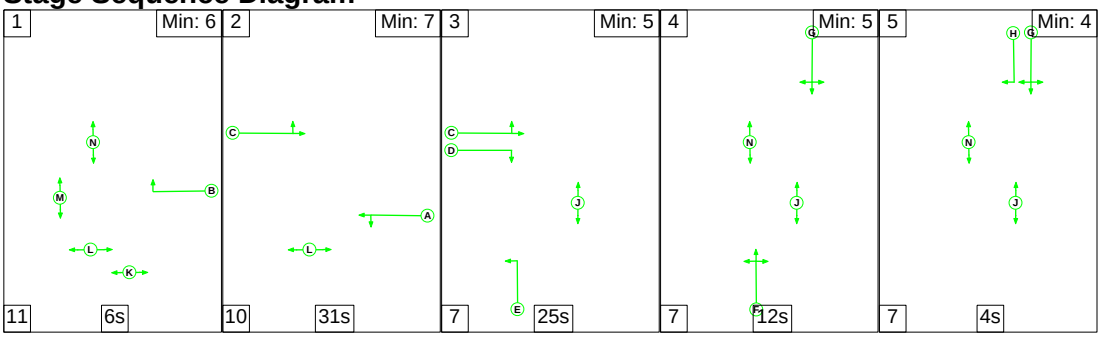
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**122**	**0**	**0**	**34.5**	**168.2**	**0.2**	**202.9**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**122**	**0**	**0**	**34.5**	**168.2**	**0.2**	**202.9**	**-**	**-**	**-**	**-**
1/1	278	278	-	-	-	2.7	2.4	-	5.1	66.4	6.6	2.4	9.0
1/2+1/3	481	414	-	-	-	7.6	36.7	-	44.3	331.6	13.8	36.7	50.5
2/2+2/1	756	650	122	0	0	9.8	56.3	0.2	66.2	315.5	21.2	56.3	77.5
3/2+3/1	1064	926	-	-	-	12.7	72.5	-	85.2	288.2	28.3	72.5	100.8
3/3	58	58	-	-	-	0.5	0.1	-	0.6	40.0	1.2	0.1	1.4
4/1	146	146	-	-	-	1.1	0.3	-	1.4	34.4	3.0	0.3	3.3
5/1	814	814	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	364	364	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	960	960	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	335	335	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -29.2 Total Delay for Signalled Lanes (pcuHr): 202.90 Cycle Time (s): 90
PRC Over All Lanes (%): -29.2 Total Delay Over All Lanes(pcuHr): 202.90

Full Input Data And Results

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

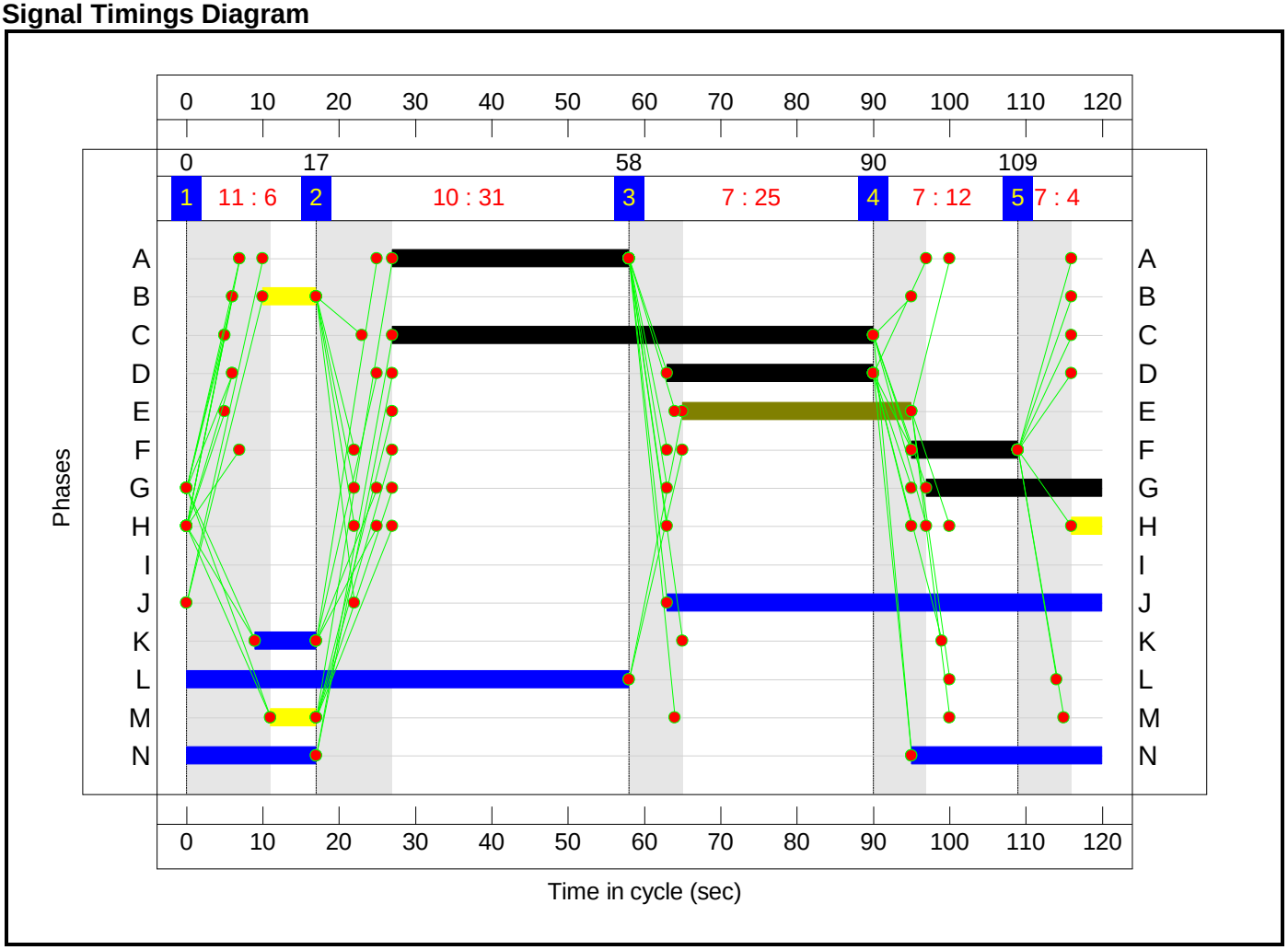
Stage Sequence Diagram



Stage Timings

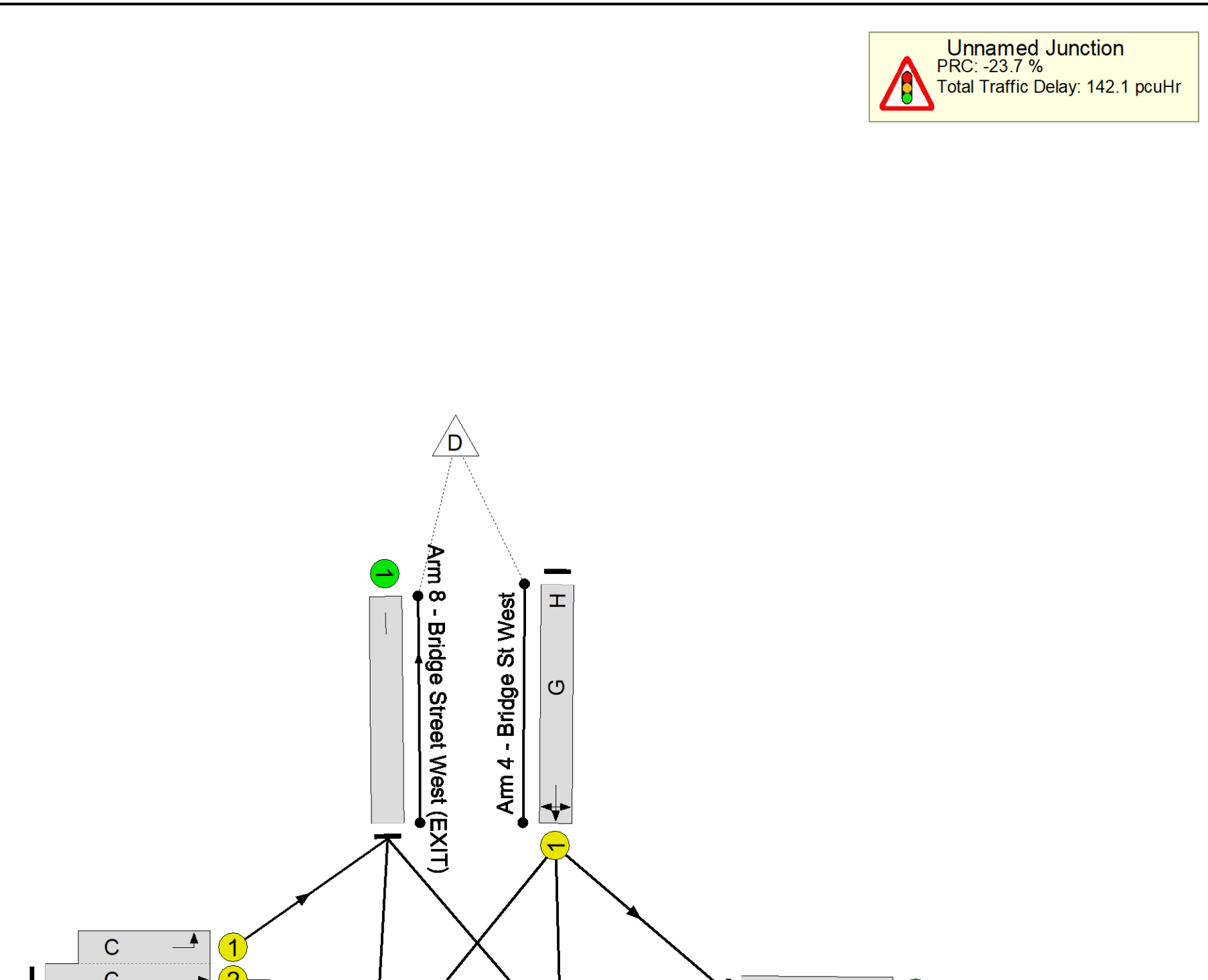
Stage	1	2	3	4	5
Duration	6	31	25	12	4
Change Point	0	17	58	90	109

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Unnamed Junction
PRC: -23.7 %
Total Traffic Delay: 142.1 pcuHr
D
Arm 8 - Bridge Street West (EXIT)
Arm 4 - Bridge St West
C
1
2
H
G

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**111.3%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**111.3%**
1/1	Concord Avenue Left	U	N/A	N/A	A		1	31	-	412	1752	467	88.2%
1/2+1/3	Concord Avenue Ahead Right	U	N/A	N/A	A B		1	31:7	-	462	2080:1764	546+18	81.9 : 81.9%
2/2+2/1	Bridge St East Right Left Ahead	O+U	N/A	N/A	F	E	1	14:44	30	740	1870:1724	140+555	111.3 : 105.2%
3/2+3/1	Cherwell Street Ahead Left	U	N/A	N/A	C		1	63	-	1270	2080:1687	805+336	111.3 : 111.3%
3/3	Cherwell Street Right	U	N/A	N/A	D		1	27	-	93	1764	412	22.6%
4/1	Bridge St West Left Ahead Right	U	N/A	N/A	G	H	1	23	4	121	1761	352	34.4%
5/1	Concord Avenue (EXIT)	U	N/A	N/A	-		-	-	-	1073	Inf	Inf	0.0%
6/1	Bridge St East (EXIT)	U	N/A	N/A	-		-	-	-	535	Inf	Inf	0.0%
7/1	Cherwell Street (EXIT)	U	N/A	N/A	-		-	-	-	1085	Inf	Inf	0.0%
8/1	Bridge Street West (EXIT)	U	N/A	N/A	-		-	-	-	405	Inf	Inf	0.0%

Full Input Data And Results

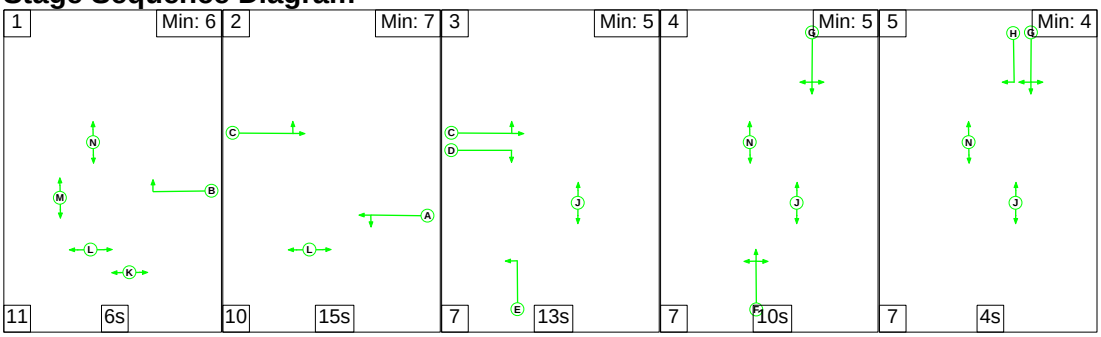
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**126**	**0**	**0**	**38.2**	**103.8**	**0.2**	**142.1**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**126**	**0**	**0**	**38.2**	**103.8**	**0.2**	**142.1**	**-**	**-**	**-**	**-**
1/1	412	412	-	-	-	4.8	3.3	-	8.2	71.3	13.2	3.3	16.5
1/2+1/3	462	462	-	-	-	5.5	2.2	-	7.6	59.4	14.2	2.2	16.4
2/2+2/1	740	698	126	0	0	9.9	28.8	0.2	38.9	189.2	25.4	28.8	54.2
3/2+3/1	1270	1141	-	-	-	15.6	69.0	-	84.7	240.0	45.5	69.0	114.5
3/3	93	93	-	-	-	1.0	0.1	-	1.1	42.9	2.5	0.1	2.7
4/1	121	121	-	-	-	1.4	0.3	-	1.6	49.0	3.5	0.3	3.7
5/1	968	968	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	535	535	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1059	1059	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	365	365	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -23.7 Total Delay for Signalled Lanes (pcuHr): 142.11 Cycle Time (s): 120
PRC Over All Lanes (%): -23.7 Total Delay Over All Lanes(pcuHr): 142.11

Full Input Data And Results

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

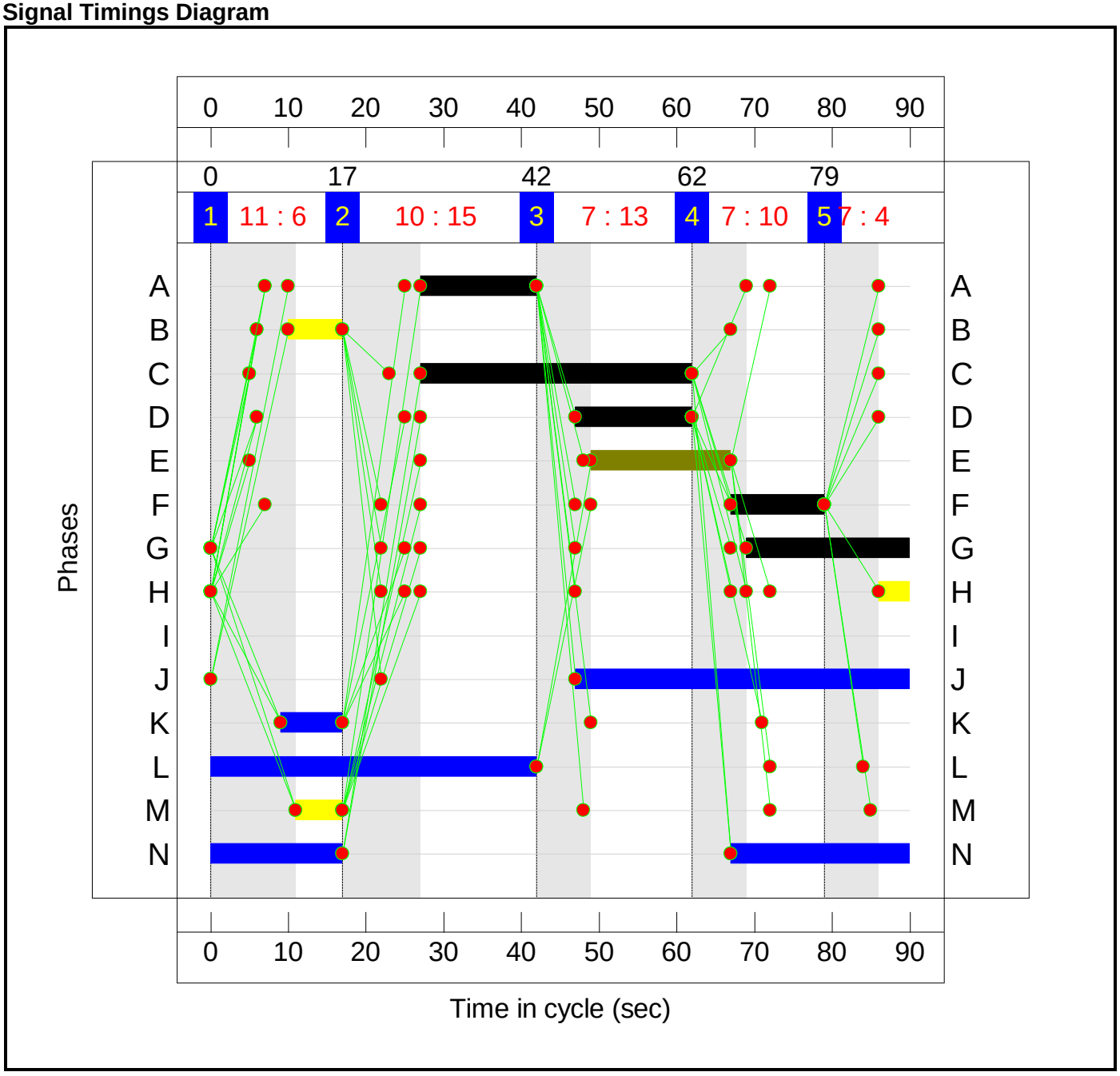
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	6	15	13	10	4
Change Point	0	17	42	62	79

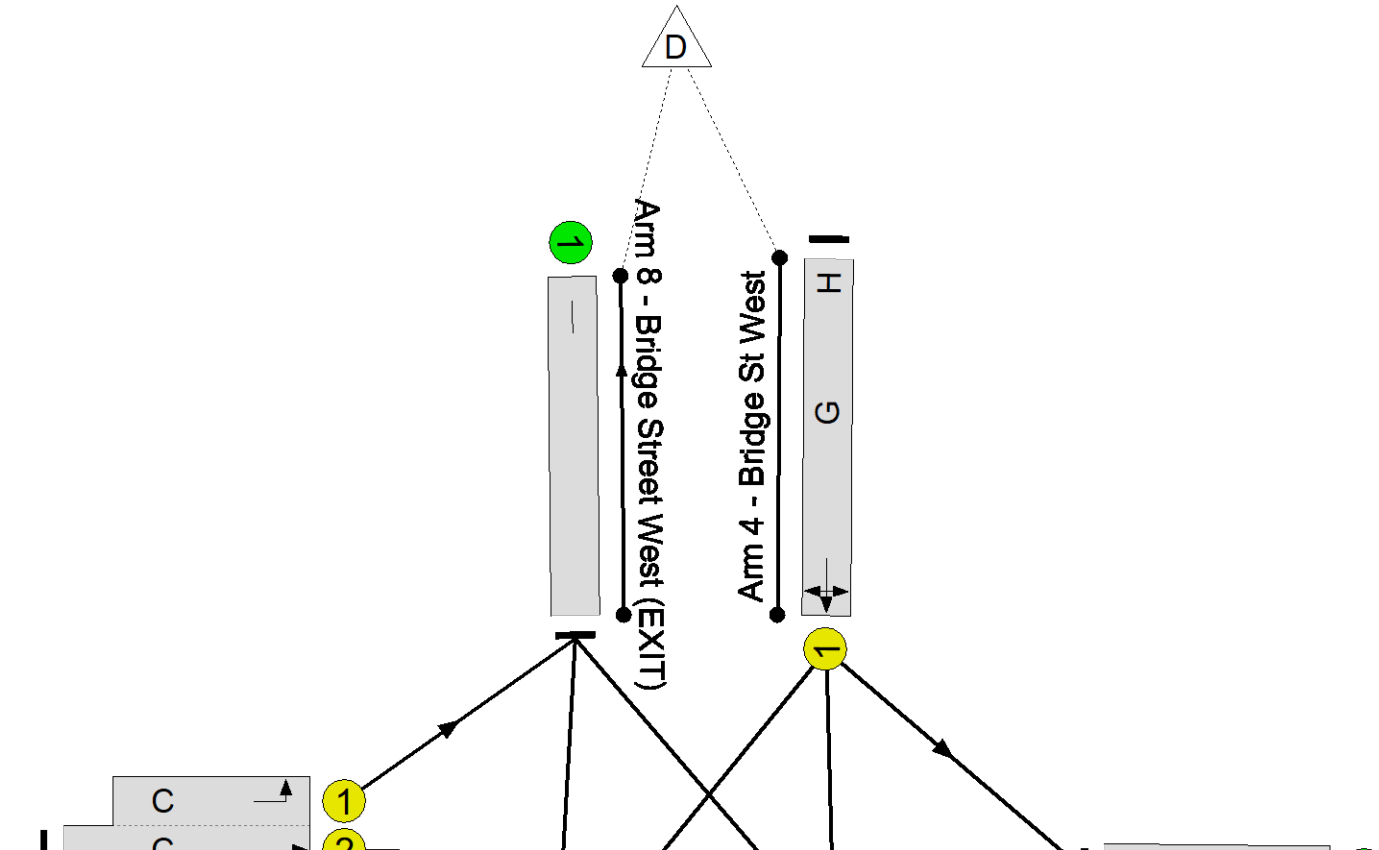
Signal Timings Diagram



Full Input Data And Results

Full Input Data And Results

Network Layout Diagram


Unnamed Junction
PRC: -36.3 %
Total Traffic Delay: 222.5 pcuHr
D
Arm 8 - Bridge Street West (EXIT)
Arm 4 - Bridge St West
C
1
2
1
1
H
G

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**122.7%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**122.7%**
1/1	Concord Avenue Left	U	N/A	N/A	A		1	15	-	279	1752	311	89.6%
1/2+1/3	Concord Avenue Ahead Right	U	N/A	N/A	A B		1	15:7	-	480	2080:1764	367+24	122.7 : 122.7%
2/2+2/1	Bridge St East Right Left Ahead	O+U	N/A	N/A	F	E	1	12:30	18	780	1872:1724	138+530	116.8 : 116.8%
3/2+3/1	Cherwell Street Ahead Left	U	N/A	N/A	C		1	35	-	1070	2080:1687	635+290	115.7 : 115.7%
3/3	Cherwell Street Right	U	N/A	N/A	D		1	15	-	57	1764	314	18.2%
4/1	Bridge St West Left Ahead Right	U	N/A	N/A	G	H	1	21	4	145	1746	427	34.0%
5/1	Concord Avenue (EXIT)	U	N/A	N/A	-		-	-	-	935	Inf	Inf	0.0%
6/1	Bridge St East (EXIT)	U	N/A	N/A	-		-	-	-	364	Inf	Inf	0.0%
7/1	Cherwell Street (EXIT)	U	N/A	N/A	-		-	-	-	1128	Inf	Inf	0.0%
8/1	Bridge Street West (EXIT)	U	N/A	N/A	-		-	-	-	384	Inf	Inf	0.0%

Full Input Data And Results

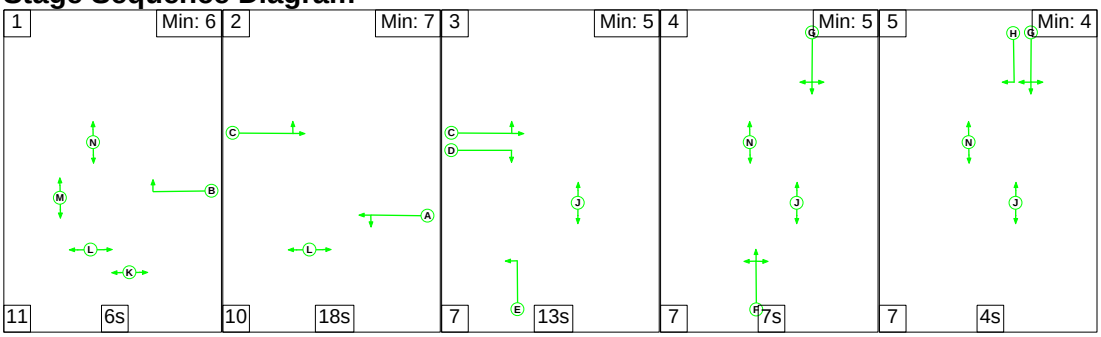
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**122**	**0**	**0**	**36.1**	**186.2**	**0.2**	**222.5**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**122**	**0**	**0**	**36.1**	**186.2**	**0.2**	**222.5**	**-**	**-**	**-**	**-**
1/1	279	279	-	-	-	2.8	3.5	-	6.3	81.7	6.8	3.5	10.3
1/2+1/3	480	391	-	-	-	8.5	46.9	-	55.4	415.6	14.4	46.9	61.3
2/2+2/1	780	668	122	0	0	10.1	59.4	0.2	69.7	321.8	22.0	59.4	81.4
3/2+3/1	1070	925	-	-	-	13.0	76.0	-	89.0	299.5	28.7	76.0	104.7
3/3	57	57	-	-	-	0.5	0.1	-	0.6	38.5	1.2	0.1	1.3
4/1	145	145	-	-	-	1.1	0.3	-	1.4	34.4	3.0	0.3	3.2
5/1	815	815	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	364	364	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	956	956	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	330	330	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -36.3 Total Delay for Signalled Lanes (pcuHr): 222.47 Cycle Time (s): 90
PRC Over All Lanes (%): -36.3 Total Delay Over All Lanes(pcuHr): 222.47

Full Input Data And Results

Scenario 5: 'Scenario 5' (FG5: '2031 Baseline AM', Plan 1: 'Network Control Plan 1')

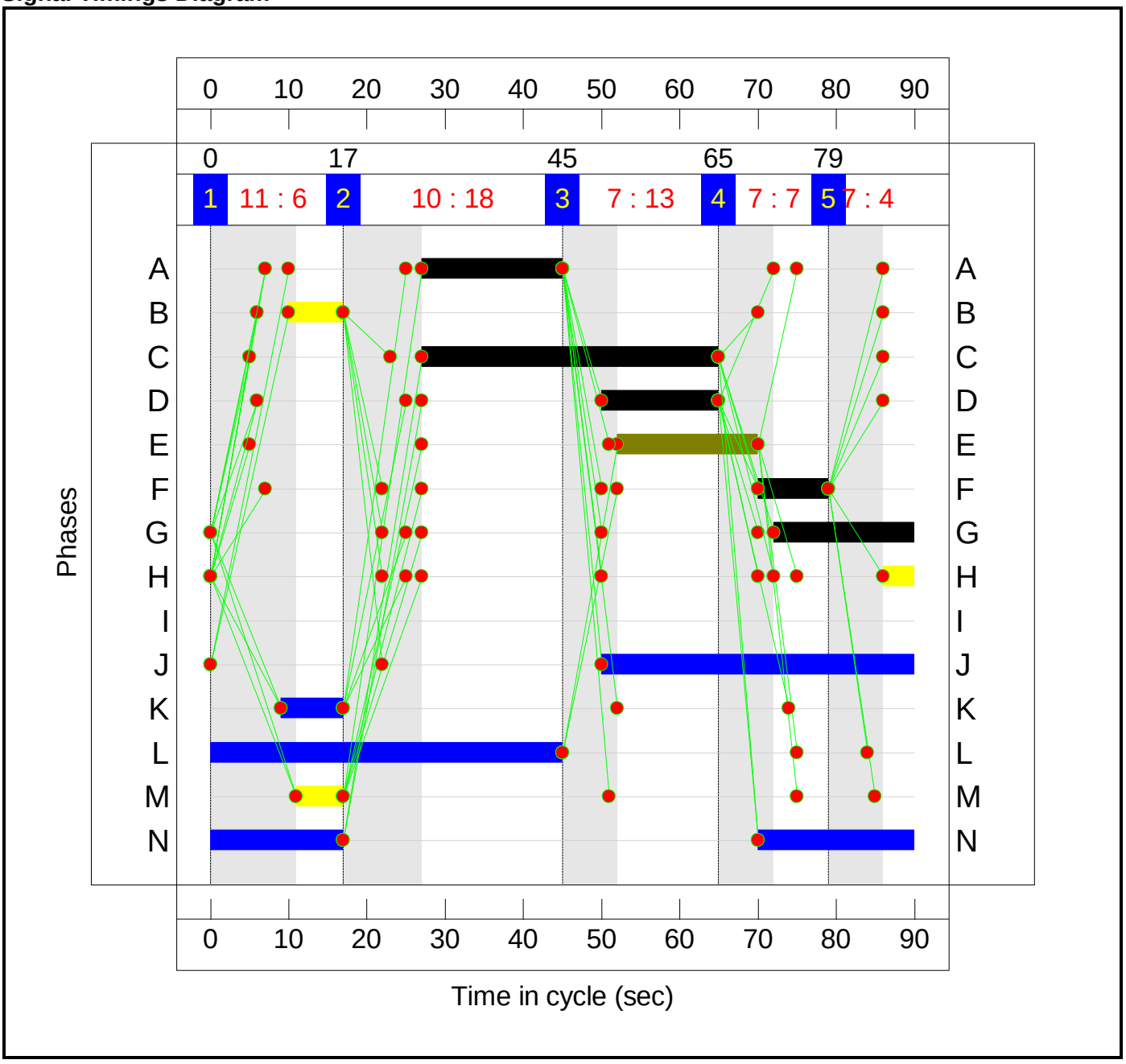
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	6	18	13	7	4
Change Point	0	17	45	65	79

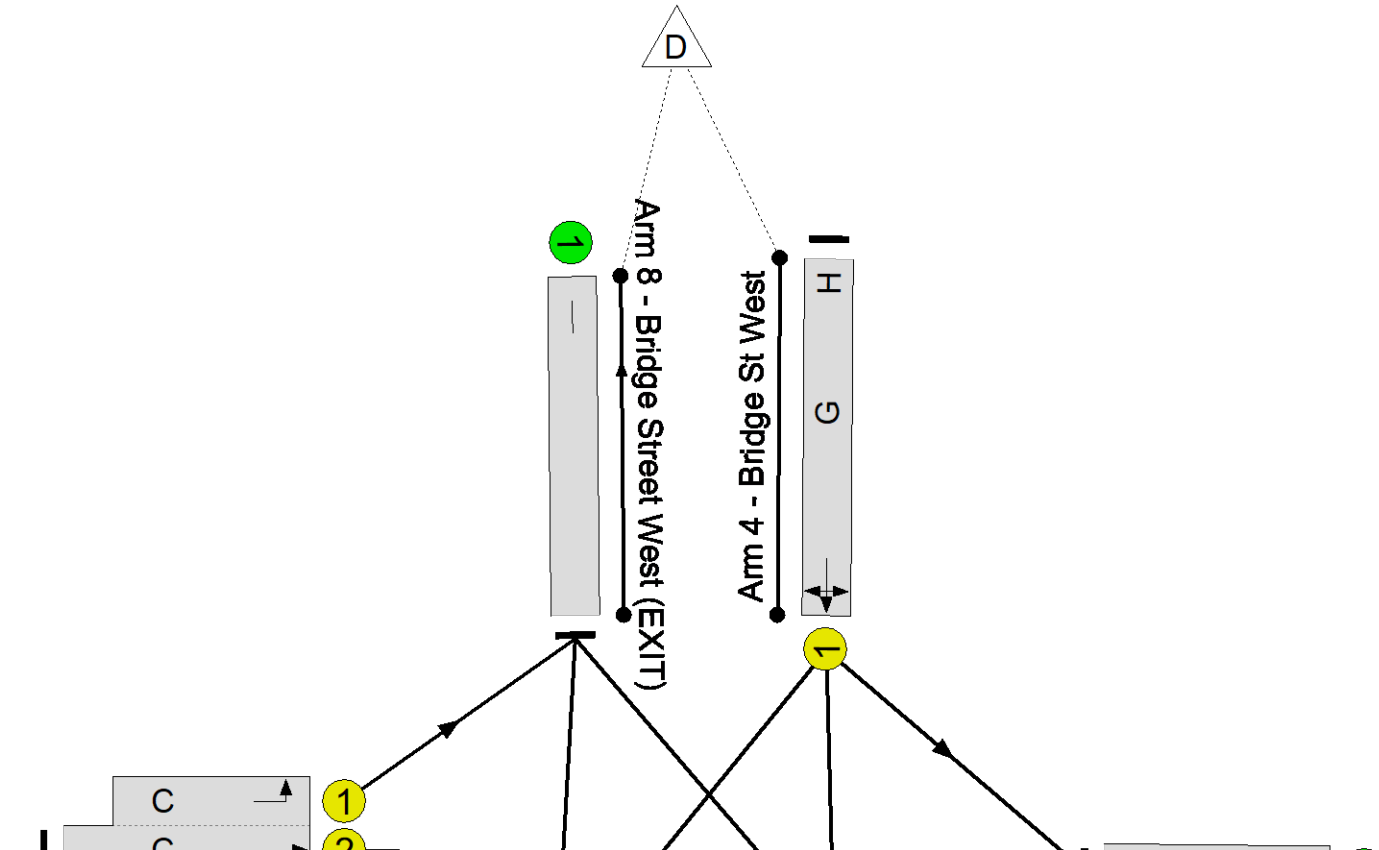
Signal Timings Diagram



Full Input Data And Results

Full Input Data And Results

Network Layout Diagram


Unnamed Junction
PRC: -43.6 %
Total Traffic Delay: 326.8 pcuHr
D
Arm 8 - Bridge Street West (EXIT)
Arm 4 - Bridge St West
C
1
2

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**129.2%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**129.2%**
1/1	Concord Avenue Left	U	N/A	N/A	A		1	18	-	443	1752	370	119.8%
1/2+1/3	Concord Avenue Ahead Right	U	N/A	N/A	A B		1	18:7	-	471	2080:1764	439+14	104.0 : 104.0%
2/2+2/1	Bridge St East Right Left Ahead	O+U	N/A	N/A	F	E	1	9:27	18	752	1870:1724	127+471	125.6 : 125.6%
3/2+3/1	Cherwell Street Ahead Left	U	N/A	N/A	C		1	38	-	1267	2080:1687	693+288	129.2 : 129.2%
3/3	Cherwell Street Right	U	N/A	N/A	D		1	15	-	95	1764	314	30.3%
4/1	Bridge St West Left Ahead Right	U	N/A	N/A	G	H	1	18	4	124	1761	372	33.4%
5/1	Concord Avenue (EXIT)	U	N/A	N/A	-		-	-	-	1072	Inf	Inf	0.0%
6/1	Bridge St East (EXIT)	U	N/A	N/A	-		-	-	-	568	Inf	Inf	0.0%
7/1	Cherwell Street (EXIT)	U	N/A	N/A	-		-	-	-	1109	Inf	Inf	0.0%
8/1	Bridge Street West (EXIT)	U	N/A	N/A	-		-	-	-	403	Inf	Inf	0.0%

Full Input Data And Results

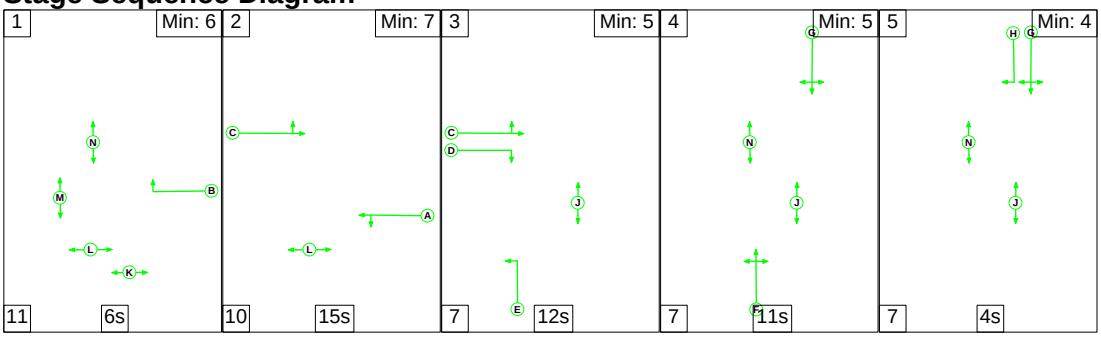
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**115**	**0**	**0**	**46.0**	**280.6**	**0.2**	**326.8**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**115**	**0**	**0**	**46.0**	**280.6**	**0.2**	**326.8**	**-**	**-**	**-**	**-**
1/1	443	370	-	-	-	7.3	39.4	-	46.6	379.0	12.9	39.4	52.3
1/2+1/3	471	453	-	-	-	5.4	16.3	-	21.7	165.7	12.3	16.3	28.6
2/2+2/1	752	599	115	0	0	12.5	79.1	0.2	91.7	438.9	23.4	79.1	102.4
3/2+3/1	1267	980	-	-	-	19.0	145.5	-	164.5	467.3	37.7	145.5	183.2
3/3	95	95	-	-	-	0.8	0.2	-	1.1	40.4	2.1	0.2	2.3
4/1	124	124	-	-	-	1.0	0.2	-	1.3	37.4	2.6	0.2	2.9
5/1	840	840	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	495	495	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	971	971	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	315	315	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -43.6 Total Delay for Signalled Lanes (pcuHr): 326.82 Cycle Time (s): 90
PRC Over All Lanes (%): -43.6 Total Delay Over All Lanes(pcuHr): 326.82

Full Input Data And Results

Scenario 6: 'Scenario 6' (FG6: '2031 Baseline PM', Plan 1: 'Network Control Plan 1')

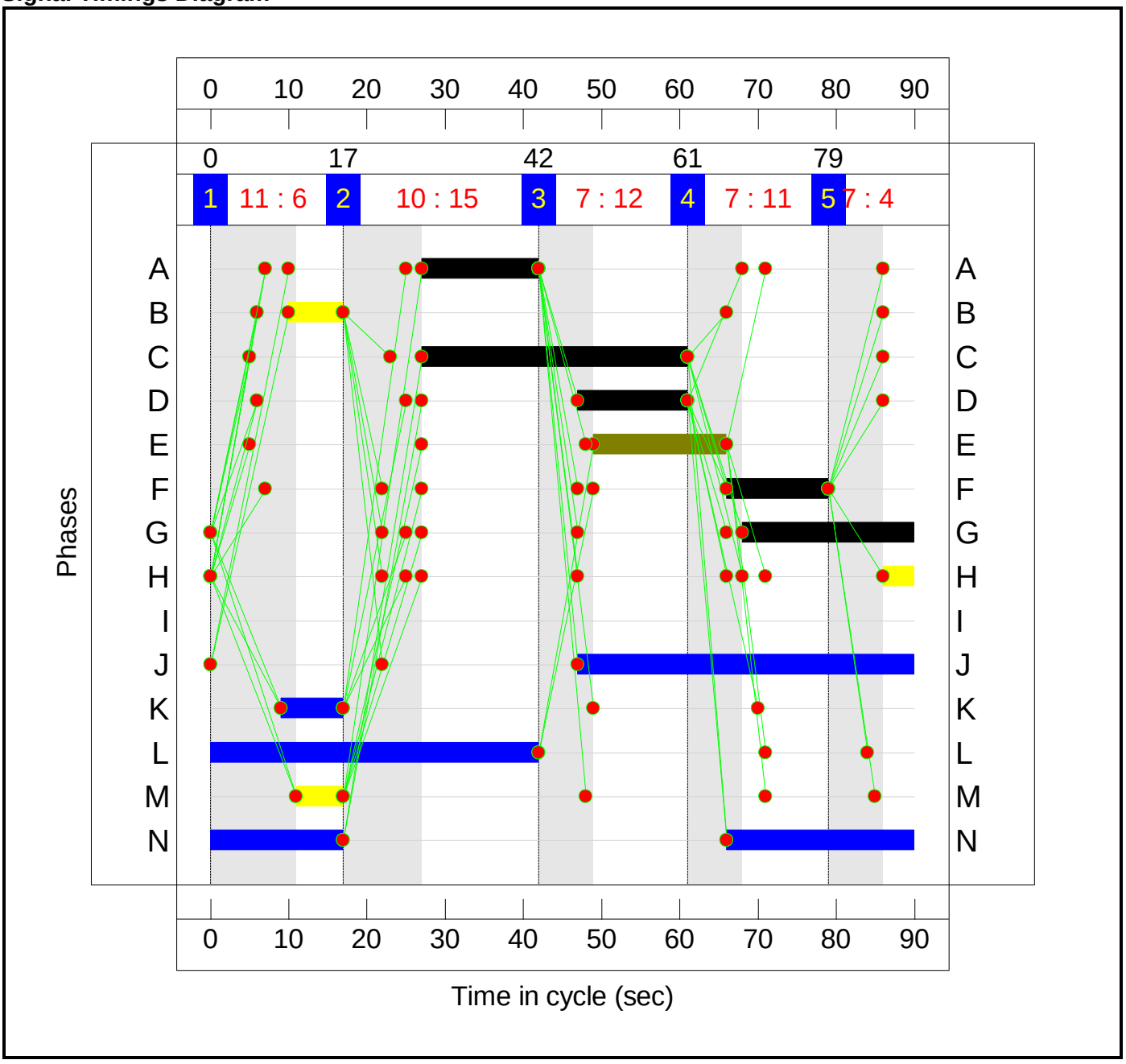
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	6	15	12	11	4
Change Point	0	17	42	61	79

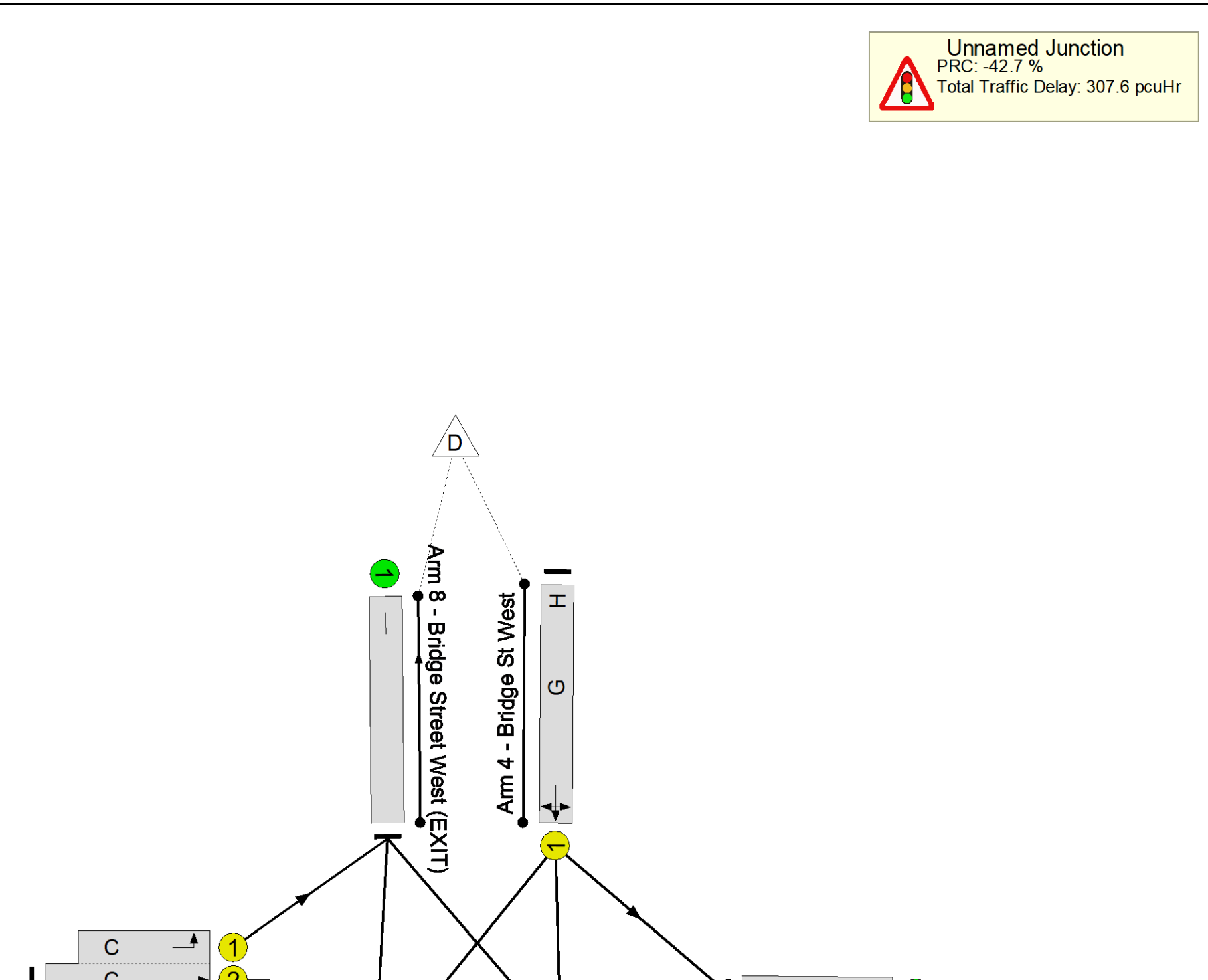
Signal Timings Diagram



Full Input Data And Results

Full Input Data And Results

Network Layout Diagram


Unnamed Junction
PRC: -42.7 %
Total Traffic Delay: 307.6 pcuHr
D
Arm 8 - Bridge Street West (EXIT)
Arm 4 - Bridge St West
C
1
2
H
G

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**128.4%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**128.4%**
1/1	Concord Avenue Left	U	N/A	N/A	A		1	15	-	341	1752	311	109.5%
1/2+1/3	Concord Avenue Ahead Right	U	N/A	N/A	A B		1	15:7	-	484	2080:1764	367+25	123.6 : 123.6%
2/2+2/1	Bridge St East Right Left Ahead	O+U	N/A	N/A	F	E	1	13:30	17	848	1873:1724	122+538	128.4 : 128.4%
3/2+3/1	Cherwell Street Ahead Left	U	N/A	N/A	C		1	34	-	1089	2080:1687	627+271	121.3 : 121.3%
3/3	Cherwell Street Right	U	N/A	N/A	D		1	14	-	59	1764	294	20.1%
4/1	Bridge St West Left Ahead Right	U	N/A	N/A	G	H	1	22	4	151	1749	447	33.8%
5/1	Concord Avenue (EXIT)	U	N/A	N/A	-		-	-	-	957	Inf	Inf	0.0%
6/1	Bridge St East (EXIT)	U	N/A	N/A	-		-	-	-	431	Inf	Inf	0.0%
7/1	Cherwell Street (EXIT)	U	N/A	N/A	-		-	-	-	1206	Inf	Inf	0.0%
8/1	Bridge Street West (EXIT)	U	N/A	N/A	-		-	-	-	378	Inf	Inf	0.0%

Full Input Data And Results

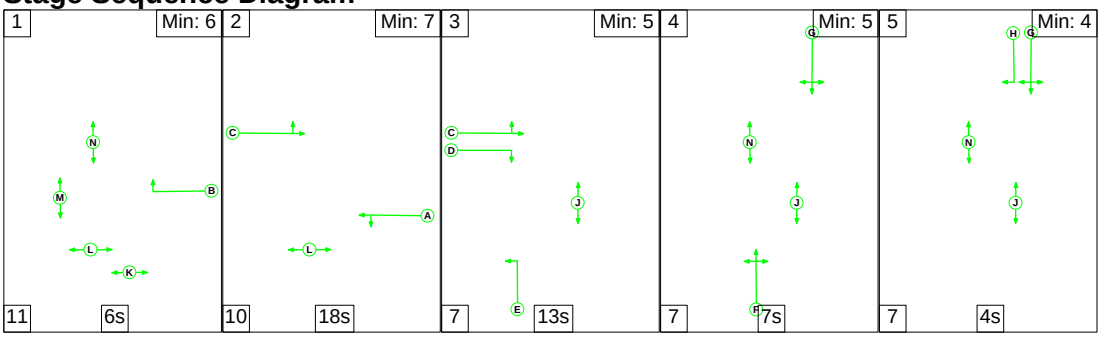
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**108**	**0**	**0**	**44.8**	**262.7**	**0.2**	**307.6**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**108**	**0**	**0**	**44.8**	**262.7**	**0.2**	**307.6**	**-**	**-**	**-**	**-**
1/1	341	311	-	-	-	4.7	19.2	-	23.9	252.2	9.3	19.2	28.5
1/2+1/3	484	392	-	-	-	8.7	48.6	-	57.3	426.5	14.5	48.6	63.2
2/2+2/1	848	660	108	0	0	14.6	96.1	0.2	110.9	470.9	27.5	96.1	123.6
3/2+3/1	1089	898	-	-	-	15.1	98.4	-	113.4	375.0	30.5	98.4	128.8
3/3	59	59	-	-	-	0.5	0.1	-	0.7	40.0	1.3	0.1	1.4
4/1	151	151	-	-	-	1.1	0.3	-	1.4	33.4	3.1	0.3	3.3
5/1	793	793	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	401	401	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	967	967	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	310	310	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -42.7 Total Delay for Signalled Lanes (pcuHr): 307.63 Cycle Time (s): 90
PRC Over All Lanes (%): -42.7 Total Delay Over All Lanes(pcuHr): 307.63

Full Input Data And Results

Scenario 7: 'Scenario 7' (FG7: '2031 With Dev AM', Plan 1: 'Network Control Plan 1')

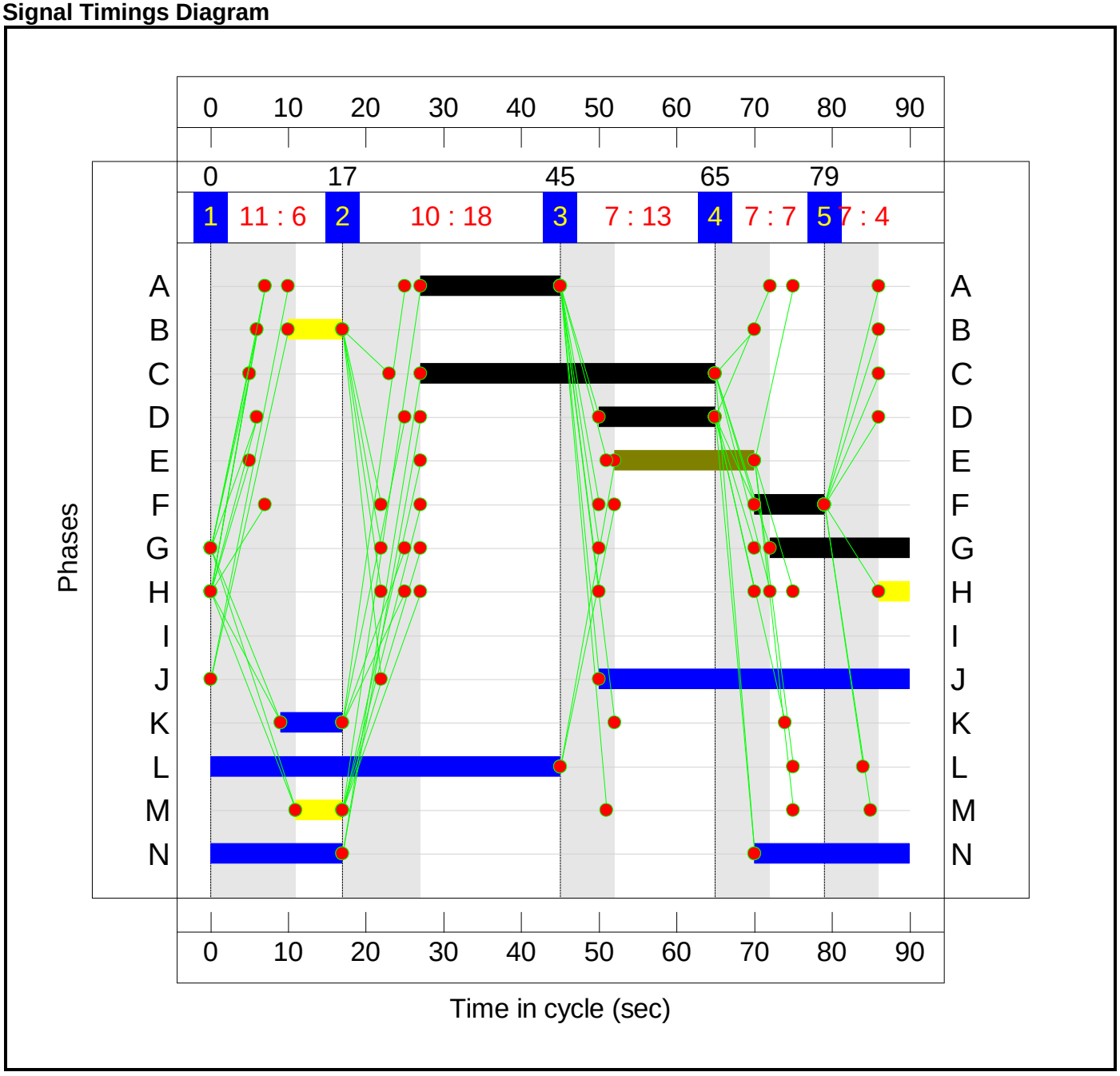
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	6	18	13	7	4
Change Point	0	17	45	65	79

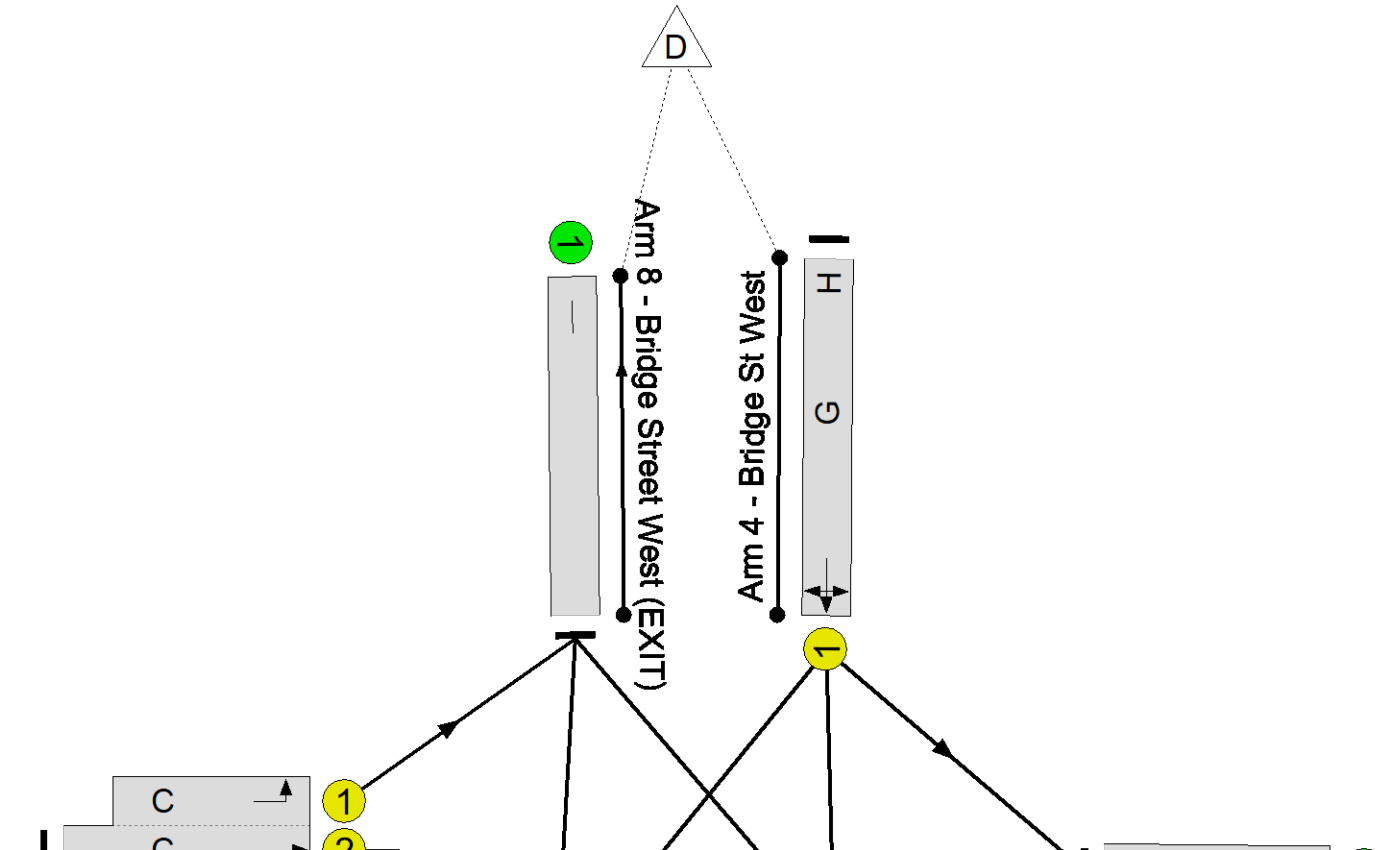
Signal Timings Diagram



Full Input Data And Results

Full Input Data And Results

Network Layout Diagram


Unnamed Junction
PRC: -43.9 %
Total Traffic Delay: 323.0 pcuHr
D
Arm 8 - Bridge Street West (EXIT)
Arm 4 - Bridge St West
C
1
2
1
1
H
G

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**129.5%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**129.5%**
1/1	Concord Avenue Left	U	N/A	N/A	A		1	18	-	444	1752	370	120.0%
1/2+1/3	Concord Avenue Ahead Right	U	N/A	N/A	A B		1	18:7	-	463	2080:1764	438+15	102.2 : 102.2%
2/2+2/1	Bridge St East Right Left Ahead	O+U	N/A	N/A	F	E	1	9:27	18	746	1870:1724	126+472	124.2 : 124.9%
3/2+3/1	Cherwell Street Ahead Left	U	N/A	N/A	C		1	38	-	1270	2080:1687	693+288	129.5 : 129.5%
3/3	Cherwell Street Right	U	N/A	N/A	D		1	15	-	98	1764	314	31.3%
4/1	Bridge St West Left Ahead Right	U	N/A	N/A	G	H	1	18	4	123	1762	372	33.1%
5/1	Concord Avenue (EXIT)	U	N/A	N/A	-		-	-	-	1073	Inf	Inf	0.0%
6/1	Bridge St East (EXIT)	U	N/A	N/A	-		-	-	-	573	Inf	Inf	0.0%
7/1	Cherwell Street (EXIT)	U	N/A	N/A	-		-	-	-	1094	Inf	Inf	0.0%
8/1	Bridge Street West (EXIT)	U	N/A	N/A	-		-	-	-	404	Inf	Inf	0.0%

Full Input Data And Results

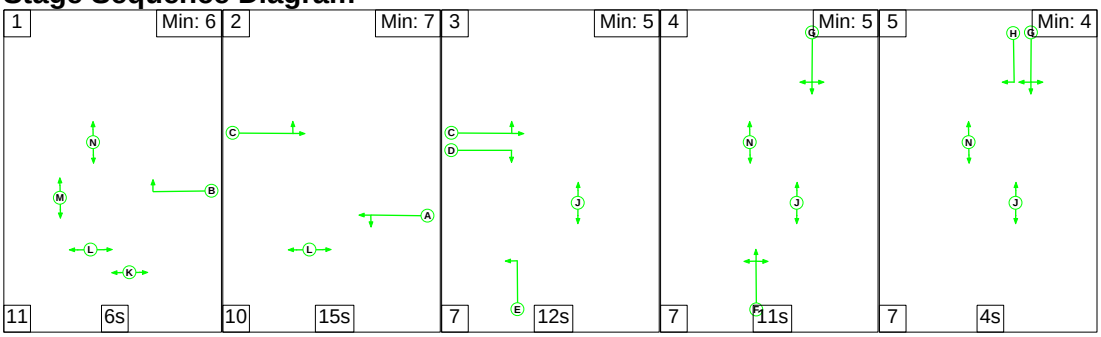
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**113**	**0**	**0**	**45.6**	**277.3**	**0.2**	**323.0**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**113**	**0**	**0**	**45.6**	**277.3**	**0.2**	**323.0**	**-**	**-**	**-**	**-**
1/1	444	370	-	-	-	7.3	39.9	-	47.2	382.3	13.0	39.9	52.8
1/2+1/3	463	453	-	-	-	5.0	13.5	-	18.5	144.1	11.8	13.5	25.3
2/2+2/1	746	598	113	0	0	12.2	76.5	0.2	88.9	428.9	23.1	76.5	99.6
3/2+3/1	1270	980	-	-	-	19.1	146.9	-	166.1	470.7	37.8	146.9	184.8
3/3	98	98	-	-	-	0.9	0.2	-	1.1	40.6	2.1	0.2	2.4
4/1	123	123	-	-	-	1.0	0.2	-	1.3	37.3	2.6	0.2	2.8
5/1	841	841	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	499	499	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	967	967	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	316	316	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -43.9 Total Delay for Signalled Lanes (pcuHr): 323.01 Cycle Time (s): 90
PRC Over All Lanes (%): -43.9 Total Delay Over All Lanes(pcuHr): 323.01

Full Input Data And Results

Scenario 8: 'Scenario 8' (FG8: '2031 With Dev PM', Plan 1: 'Network Control Plan 1')

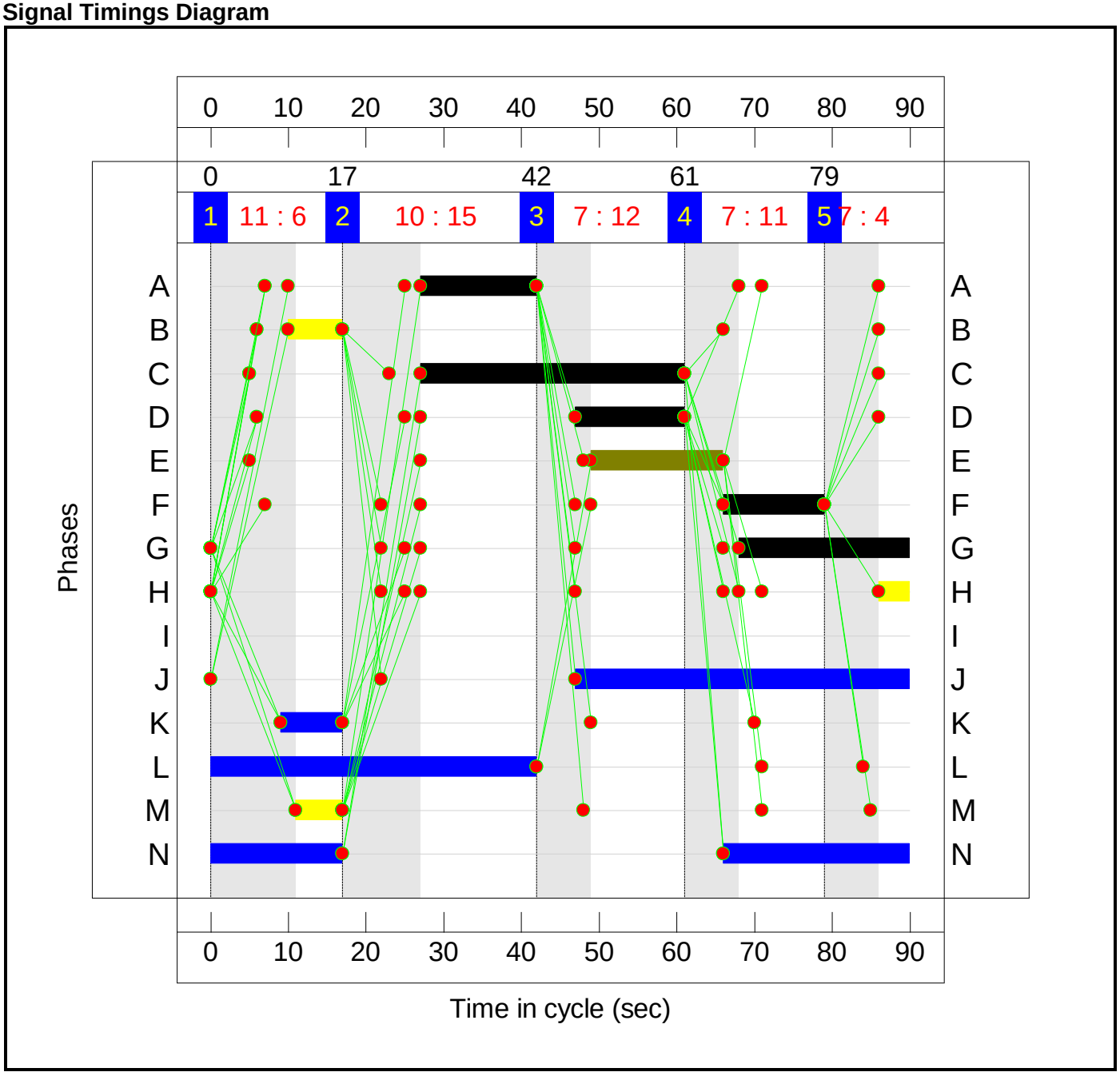
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	6	15	12	11	4
Change Point	0	17	42	61	79

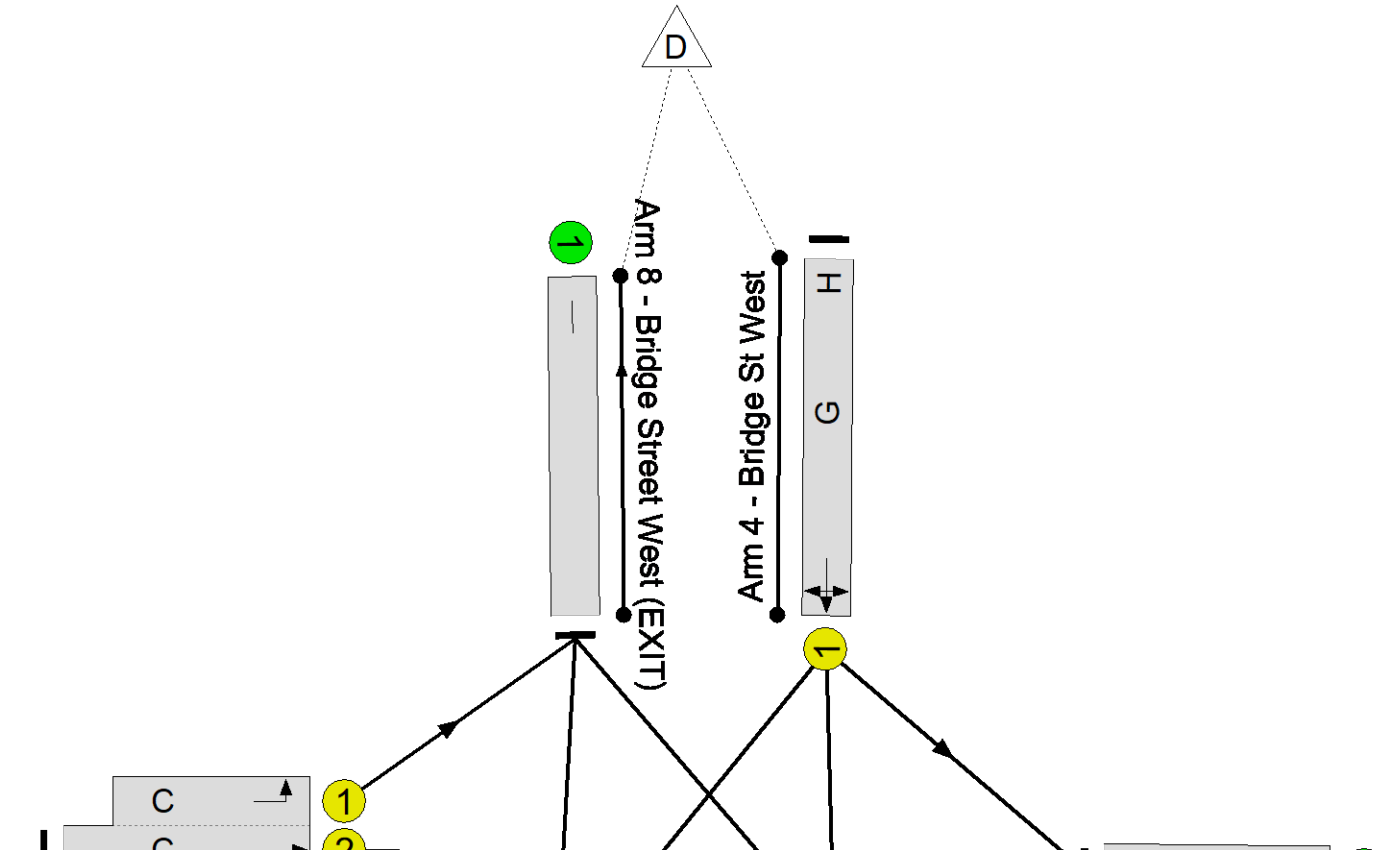
Signal Timings Diagram



Full Input Data And Results

Full Input Data And Results

Network Layout Diagram


Unnamed Junction
PRC: -43.2 %
Total Traffic Delay: 308.4 pcuHr
D
Arm 8 - Bridge Street West (EXIT)
Arm 4 - Bridge St West
C
1
2
H
G

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**128.9%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**128.9%**
1/1	Concord Avenue Left	U	N/A	N/A	A		1	15	-	341	1752	311	109.5%
1/2+1/3	Concord Avenue Ahead Right	U	N/A	N/A	A B		1	15:7	-	482	2080:1764	367+25	123.0 : 123.0%
2/2+2/1	Bridge St East Right Left Ahead	O+U	N/A	N/A	F	E	1	13:30	17	853	1872:1724	126+536	128.9 : 128.9%
3/2+3/1	Cherwell Street Ahead Left	U	N/A	N/A	C		1	34	-	1089	2080:1687	627+271	121.3 : 121.3%
3/3	Cherwell Street Right	U	N/A	N/A	D		1	14	-	58	1764	294	19.7%
4/1	Bridge St West Left Ahead Right	U	N/A	N/A	G	H	1	22	4	149	1747	446	33.4%
5/1	Concord Avenue (EXIT)	U	N/A	N/A	-		-	-	-	962	Inf	Inf	0.0%
6/1	Bridge St East (EXIT)	U	N/A	N/A	-		-	-	-	428	Inf	Inf	0.0%
7/1	Cherwell Street (EXIT)	U	N/A	N/A	-		-	-	-	1204	Inf	Inf	0.0%
8/1	Bridge Street West (EXIT)	U	N/A	N/A	-		-	-	-	378	Inf	Inf	0.0%

Full Input Data And Results

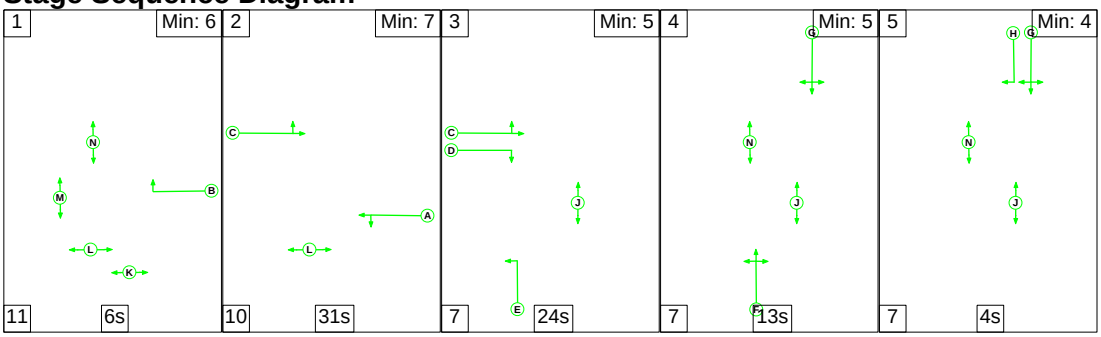
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**112**	**0**	**0**	**44.9**	**263.3**	**0.2**	**308.4**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**112**	**0**	**0**	**44.9**	**263.3**	**0.2**	**308.4**	**-**	**-**	**-**	**-**
1/1	341	311	-	-	-	4.7	19.2	-	23.9	252.2	9.3	19.2	28.5
1/2+1/3	482	392	-	-	-	8.6	47.6	-	56.2	420.0	14.4	47.6	62.1
2/2+2/1	853	662	112	0	0	14.9	97.8	0.2	112.8	476.1	27.8	97.8	125.5
3/2+3/1	1089	898	-	-	-	15.1	98.4	-	113.4	375.0	30.5	98.4	128.8
3/3	58	58	-	-	-	0.5	0.1	-	0.6	40.0	1.2	0.1	1.4
4/1	149	149	-	-	-	1.1	0.3	-	1.4	33.3	3.0	0.3	3.3
5/1	796	796	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	398	398	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	965	965	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	310	310	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -43.2 Total Delay for Signalled Lanes (pcuHr): 308.38 Cycle Time (s): 90
PRC Over All Lanes (%): -43.2 Total Delay Over All Lanes(pcuHr): 308.38

Full Input Data And Results

Scenario 9: 'Scenario 9' (FG9: '2016 Baseline AM', Plan 1: 'Network Control Plan 1')

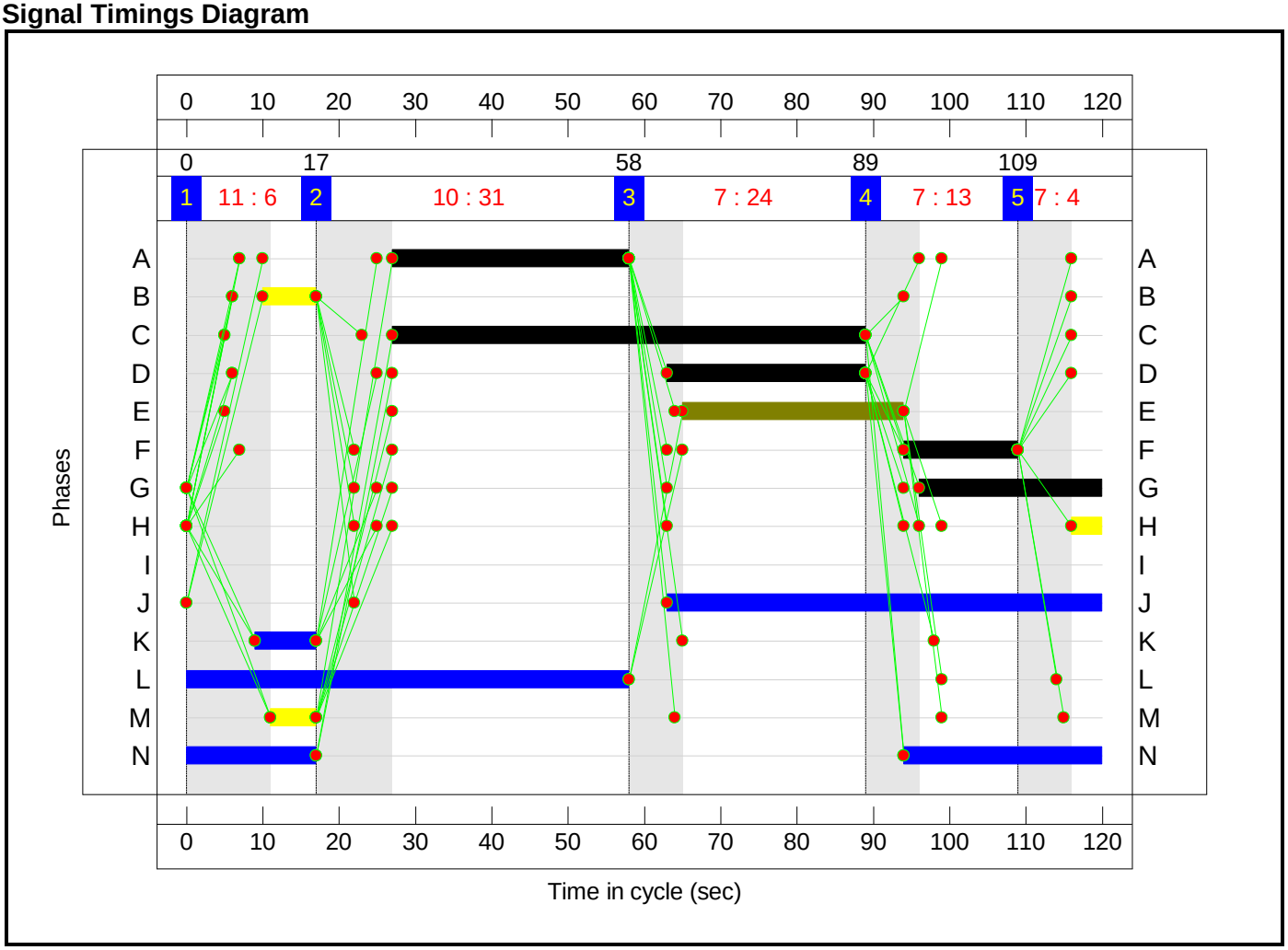
Stage Sequence Diagram



Stage Timings

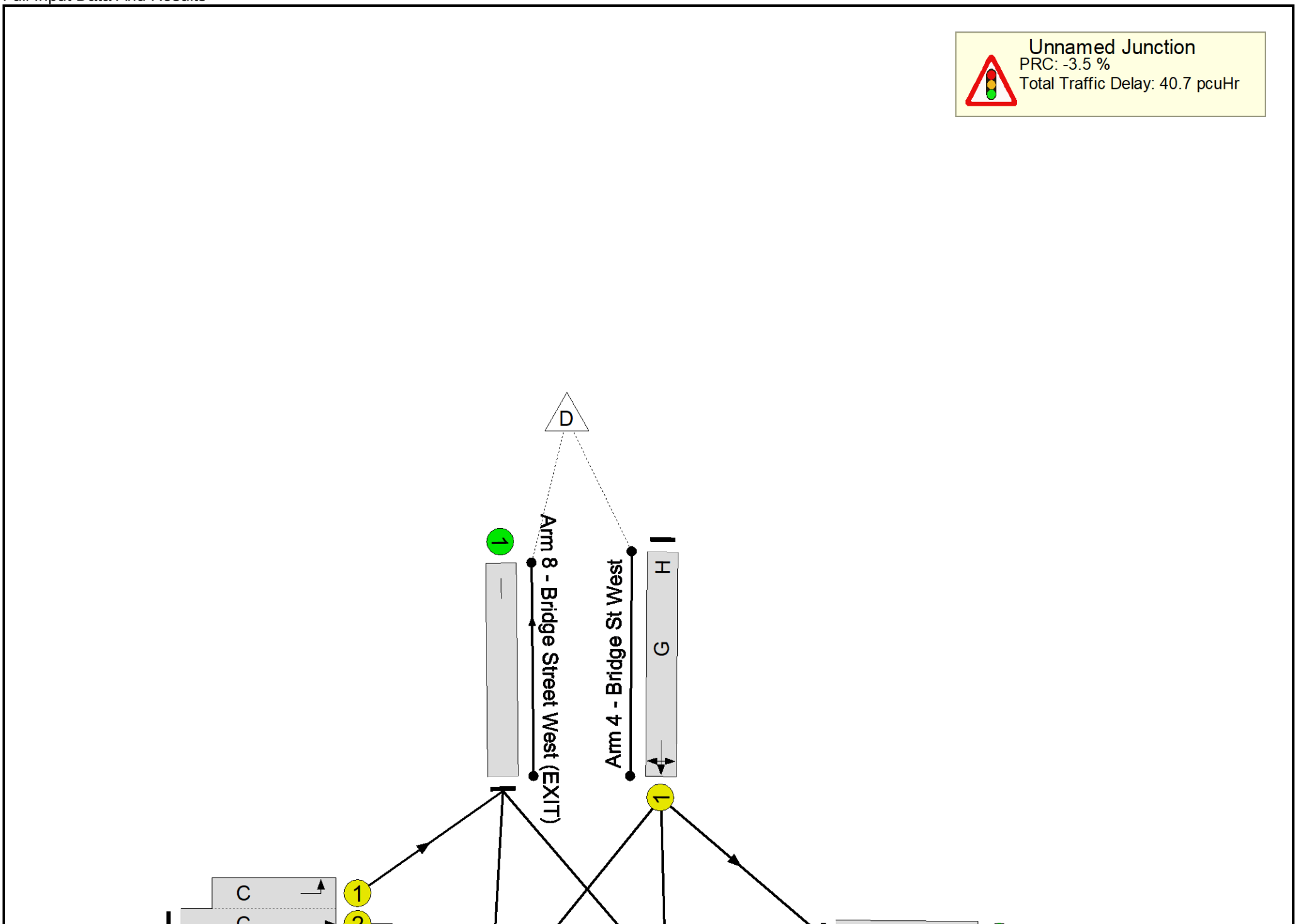
Stage	1	2	3	4	5
Duration	6	31	24	13	4
Change Point	0	17	58	89	109

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Unnamed Junction
PRC: -3.5 %
Total Traffic Delay: 40.7 pcuHr
D
Arm 8 - Bridge Street West (EXIT)
Arm 4 - Bridge St West
H
G
C
1
2

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**93.1%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**93.1%**
1/1	Concord Avenue Left	U	N/A	N/A	A		1	31	-	295	1752	467	63.1%
1/2+1/3	Concord Avenue Ahead Right	U	N/A	N/A	A B		1	31:7	-	521	2080:1764	530+38	91.7 : 91.7%
2/2+2/1	Bridge St East Right Left Ahead	O+U	N/A	N/A	F	E	1	15:44	29	601	1880:1724	158+487	93.1 : 93.1%
3/2+3/1	Cherwell Street Ahead Left	U	N/A	N/A	C		1	62	-	615	2080:1687	945+156	55.9 : 55.9%
3/3	Cherwell Street Right	U	N/A	N/A	D		1	26	-	358	1764	397	90.2%
4/1	Bridge St West Left Ahead Right	U	N/A	N/A	G	H	1	24	4	117	1749	364	32.1%
5/1	Concord Avenue (EXIT)	U	N/A	N/A	-		-	-	-	699	Inf	Inf	0.0%
6/1	Bridge St East (EXIT)	U	N/A	N/A	-		-	-	-	677	Inf	Inf	0.0%
7/1	Cherwell Street (EXIT)	U	N/A	N/A	-		-	-	-	987	Inf	Inf	0.0%
8/1	Bridge Street West (EXIT)	U	N/A	N/A	-		-	-	-	144	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**125**	**0**	**0**	**24.9**	**15.6**	**0.2**	**40.7**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**125**	**0**	**0**	**24.9**	**15.6**	**0.2**	**40.7**	**-**	**-**	**-**	**-**
1/1	295	295	-	-	-	3.2	0.8	-	4.0	49.2	8.6	0.8	9.5
1/2+1/3	521	521	-	-	-	6.6	4.6	-	11.2	77.2	16.4	4.6	21.0
2/2+2/1	601	601	125	0	0	6.2	5.5	0.2	11.9	71.0	16.2	5.5	21.6
3/2+3/1	615	615	-	-	-	3.1	0.6	-	3.7	21.8	12.2	0.6	12.8
3/3	358	358	-	-	-	4.5	3.8	-	8.3	83.9	11.5	3.8	15.4
4/1	117	117	-	-	-	1.3	0.2	-	1.5	47.6	3.3	0.2	3.5
5/1	699	699	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	677	677	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	987	987	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	144	144	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): -3.5
PRC Over All Lanes (%): -3.5

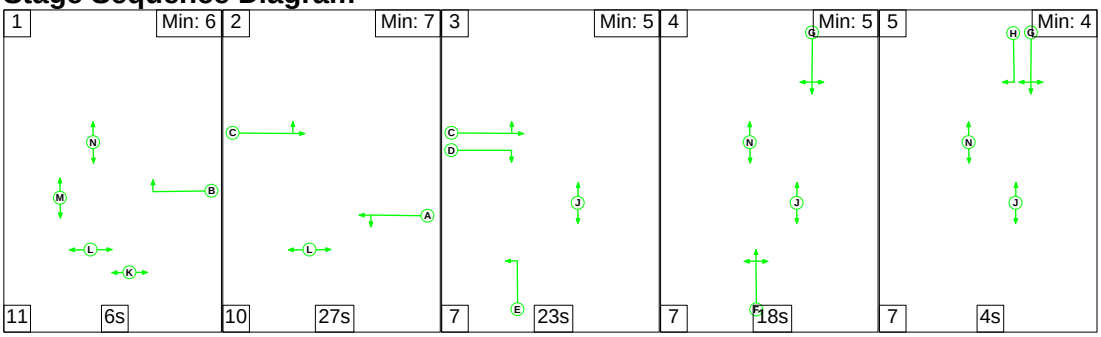
Total Delay for Signalled Lanes (pcuHr): 40.66
Total Delay Over All Lanes(pcuHr): 40.66

Cycle Time (s): 120

Full Input Data And Results

Scenario 10: 'Scenario 10' (FG10: '2016 Baseline PM', Plan 1: 'Network Control Plan 1')

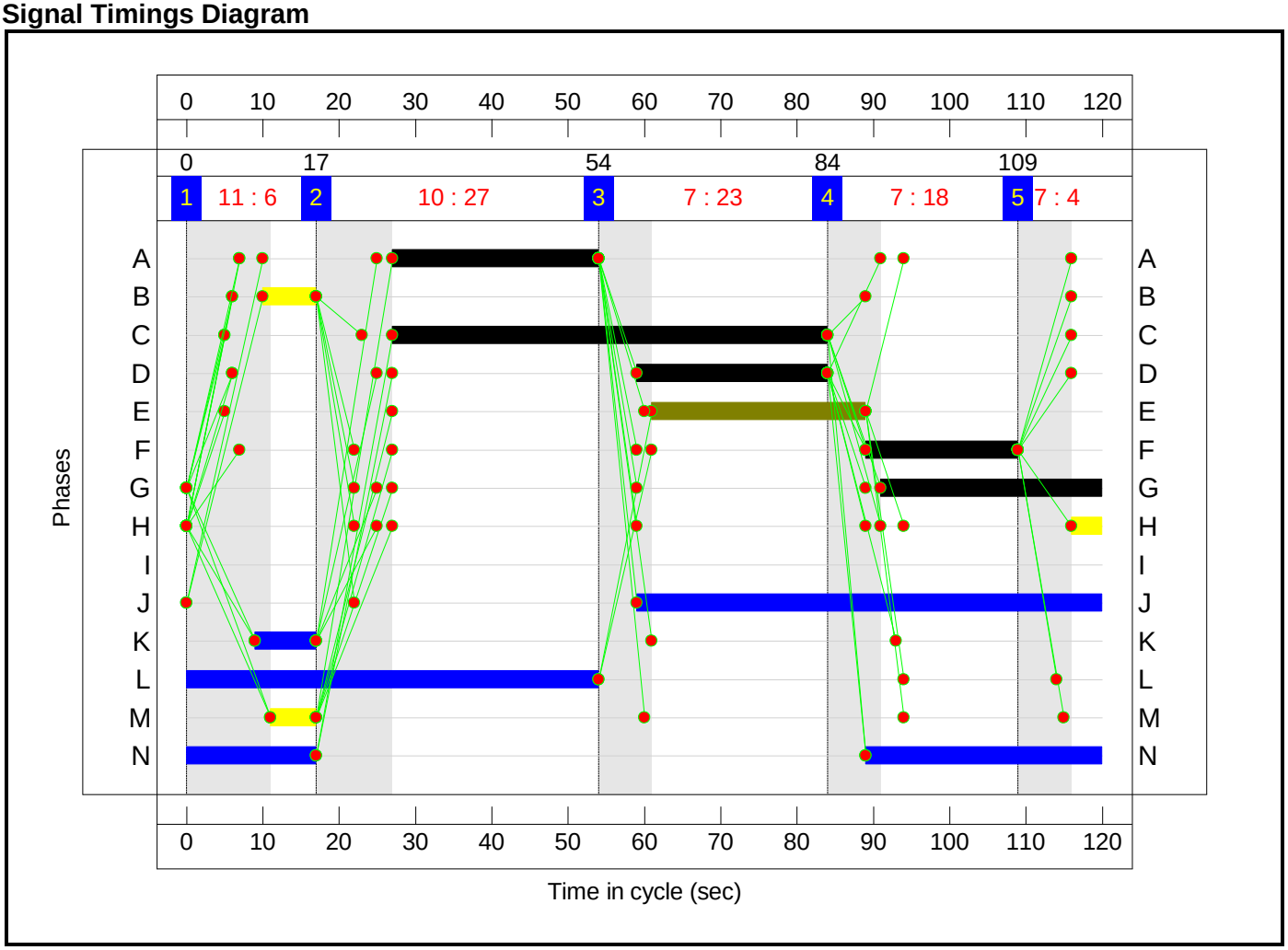
Stage Sequence Diagram



Stage Timings

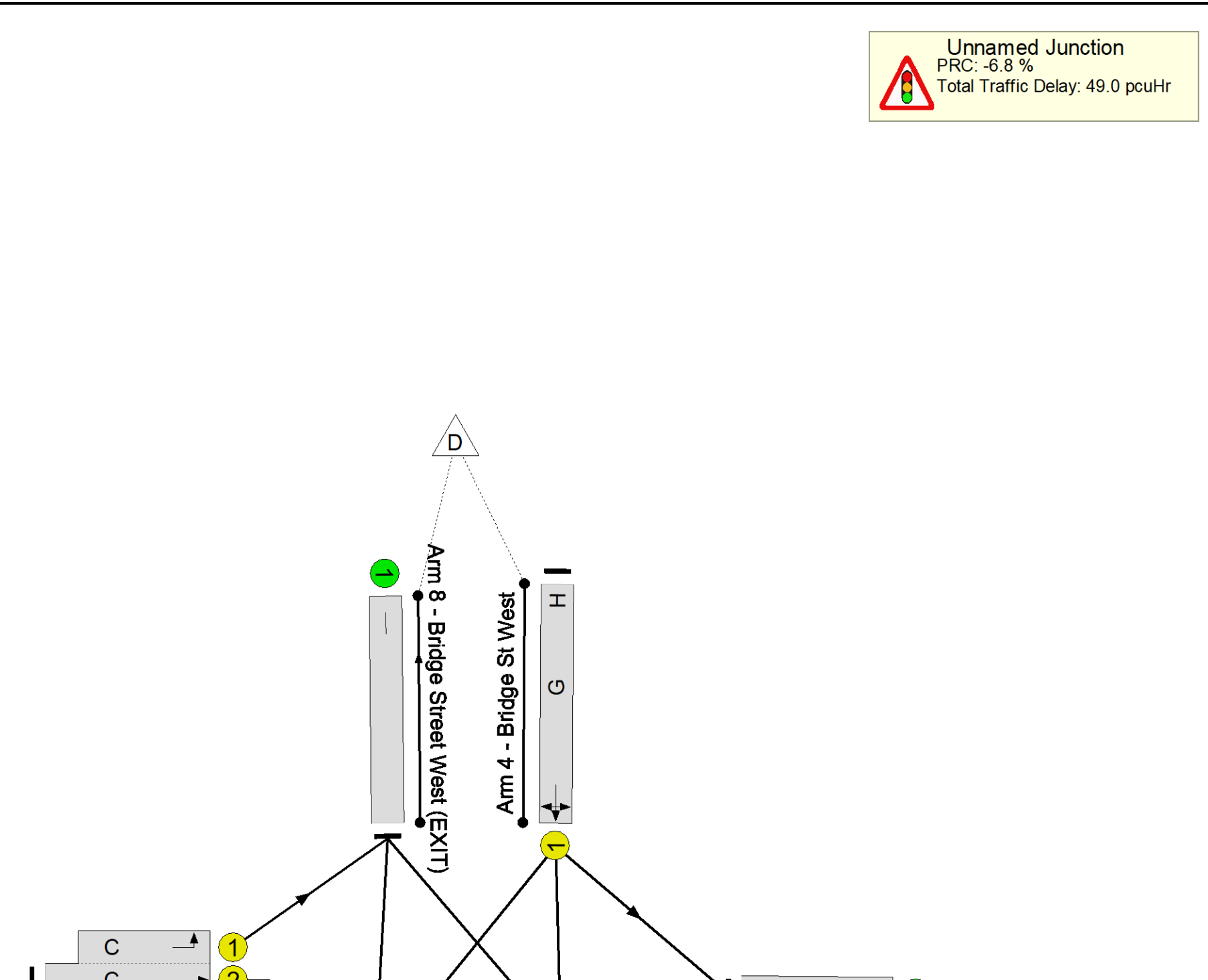
Stage	1	2	3	4	5
Duration	6	27	23	18	4
Change Point	0	17	54	84	109

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Unnamed Junction
PRC: -6.8 %
Total Traffic Delay: 49.0 pcuHr
D
Arm 8 - Bridge Street West (EXIT)
Arm 4 - Bridge St West
H
G
C
1
2

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.1%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.1%**
1/1	Concord Avenue Left	U	N/A	N/A	A		1	27	-	322	1752	409	78.8%
1/2+1/3	Concord Avenue Ahead Right	U	N/A	N/A	A B		1	27:7	-	483	2080:1764	460+43	96.1 : 96.1%
2/2+2/1	Bridge St East Right Left Ahead	O+U	N/A	N/A	F	E	1	20:48	28	583	1887:1724	174+449	93.5 : 93.5%
3/2+3/1	Cherwell Street Ahead Left	U	N/A	N/A	C		1	57	-	692	2080:1687	881+135	68.1 : 68.1%
3/3	Cherwell Street Right	U	N/A	N/A	D		1	25	-	364	1764	382	95.2%
4/1	Bridge St West Left Ahead Right	U	N/A	N/A	G	H	1	29	4	170	1754	438	38.8%
5/1	Concord Avenue (EXIT)	U	N/A	N/A	-		-	-	-	814	Inf	Inf	0.0%
6/1	Bridge St East (EXIT)	U	N/A	N/A	-		-	-	-	728	Inf	Inf	0.0%
7/1	Cherwell Street (EXIT)	U	N/A	N/A	-		-	-	-	909	Inf	Inf	0.0%
8/1	Bridge Street West (EXIT)	U	N/A	N/A	-		-	-	-	163	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**133**	**0**	**0**	**26.8**	**21.9**	**0.3**	**49.0**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**133**	**0**	**0**	**26.8**	**21.9**	**0.3**	**49.0**	**-**	**-**	**-**	**-**
1/1	322	322	-	-	-	3.9	1.8	-	5.6	63.1	10.0	1.8	11.8
1/2+1/3	483	483	-	-	-	6.5	7.1	-	13.7	101.8	15.3	7.1	22.4
2/2+2/1	583	583	133	0	0	5.5	5.6	0.3	11.4	70.5	14.0	5.6	19.6
3/2+3/1	692	692	-	-	-	4.4	1.1	-	5.4	28.3	16.2	1.1	17.3
3/3	364	364	-	-	-	4.7	6.0	-	10.7	105.9	11.9	6.0	18.0
4/1	170	170	-	-	-	1.8	0.3	-	2.1	44.1	4.7	0.3	5.0
5/1	814	814	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	728	728	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	909	909	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	163	163	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -6.8 Total Delay for Signalled Lanes (pcuHr): 48.96 Cycle Time (s): 120
PRC Over All Lanes (%): -6.8 Total Delay Over All Lanes(pcuHr): 48.96

APPENDIX G

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: Bloxham Road- Queens Way Jn Canal Lane Closed.j9
Path: M:\Projects\16052-01 Bankside Phase 2, Banbury\Technical\Picady\Saturn Flows Feb 2019
Report generation date: 26/03/2019 15:37:15

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2016							
Stream B-C	4.6	52.57	0.83	F	1.5	22.75	0.58	C
Stream B-A	11.1	143.51	0.98	F	13.3	171.10	1.01	F
Stream C-B	0.6	10.97	0.37	B	1.2	14.52	0.53	B
	2026 Baseline							
Stream B-C	4.4	56.03	0.83	F	1.2	20.86	0.56	C
Stream B-A	51.7	557.17	1.34	F	67.9	737.00	1.43	F
Stream C-B	0.5	11.14	0.30	B	0.5	10.72	0.32	B
	2026 Baseline+Dev							
Stream B-C	4.4	56.10	0.83	F	1.2	20.94	0.56	C
Stream B-A	56.4	604.49	1.36	F	67.9	737.63	1.43	F
Stream C-B	0.5	11.22	0.31	B	0.5	10.72	0.32	B
	2031 Baseline							
Stream B-C	7.8	91.15	0.92	F	1.3	22.13	0.58	C
Stream B-A	71.3	810.28	1.49	F	61.3	692.37	1.42	F
Stream C-B	0.5	12.00	0.32	B	0.6	11.56	0.36	B
	2031 Baseline+Dev							
Stream B-C	6.9	84.32	0.91	F	1.3	21.94	0.57	C
Stream B-A	75.6	845.40	1.50	F	62.8	705.51	1.43	F
Stream C-B	0.5	12.36	0.33	B	0.6	11.57	0.36	B

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	01/11/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DEMETRIS-PSYLLI\Demetris Psyllides
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	2016	AM	ONE HOUR	07:45	09:15	15	✓
D2	2016	PM	ONE HOUR	16:45	18:15	15	✓
D3	2026 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D4	2026 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D5	2026 Baseline+Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2026 Baseline+Dev	PM	ONE HOUR	16:45	18:15	15	✓
D7	2031 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D8	2031 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D9	2031 Baseline+Dev	AM	ONE HOUR	07:45	09:15	15	✓
D10	2031 Baseline+Dev	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

2016, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bloxham Rd- Queens Way Jn	T-Junction	Two-way		28.36	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Bloxham Road (S)		Major
B	Queens Way		Minor
C	Bloxham Road (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Bloxham Road (N)	10.40		✓	4.10	135.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B - Queens Way	Two lanes	2.70	2.70	90	100

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	541	0.080	0.201	0.127	0.287
1	B-C	666	0.083	0.209	-	-
1	C-B	787	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	2016	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bloxham Road (S)		ONE HOUR	✓	791	100.000
B - Queens Way		ONE HOUR	✓	569	100.000
C - Bloxham Road (N)		ONE HOUR	✓	619	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Bloxham Road (S)	B - Queens Way	C - Bloxham Road (N)
From	A - Bloxham Road (S)	0	395	396
	B - Queens Way	265	0	304
	C - Bloxham Road (N)	427	192	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Bloxham Road (S)	B - Queens Way	C - Bloxham Road (N)
From	A - Bloxham Road (S)	10	10	10
	B - Queens Way	10	10	10
	C - Bloxham Road (N)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.83	52.57	4.6	F	279	418
B-A	0.98	143.51	11.1	F	243	365
C-A					392	588
C-B	0.37	10.97	0.6	B	176	264
A-B					362	544
A-C					363	545

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	229	57	502	0.456	225	0.0	0.9	14.120	B
B-A	200	50	375	0.533	195	0.0	1.2	21.495	C
C-A	321	80			321				
C-B	145	36	640	0.226	143	0.0	0.3	7.950	A
A-B	297	74			297				
A-C	298	75			298				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	273	68	463	0.591	271	0.9	1.5	20.369	C
B-A	238	60	342	0.696	234	1.2	2.3	35.256	E
C-A	384	96			384				
C-B	173	43	612	0.282	172	0.3	0.4	9.001	A
A-B	355	89			355				
A-C	356	89			356				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	335	84	405	0.827	324	1.5	4.1	44.523	E
B-A	292	73	297	0.981	268	2.3	8.2	95.068	F
C-A	470	118			470				
C-B	211	53	572	0.369	211	0.4	0.6	10.923	B
A-B	435	109			435				
A-C	436	109			436				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	335	84	405	0.827	333	4.1	4.6	52.569	F
B-A	292	73	297	0.982	280	8.2	11.1	143.507	F
C-A	470	118			470				
C-B	211	53	572	0.369	211	0.6	0.6	10.970	B
A-B	435	109			435				
A-C	436	109			436				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	273	68	446	0.612	284	4.6	1.8	25.830	D
B-A	238	60	342	0.697	271	11.1	2.9	68.616	F
C-A	384	96			384				
C-B	173	43	612	0.282	173	0.6	0.4	9.051	A
A-B	355	89			355				
A-C	356	89			356				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	229	57	498	0.460	232	1.8	1.0	15.115	C
B-A	200	50	374	0.533	206	2.9	1.3	24.353	C
C-A	321	80			321				
C-B	145	36	640	0.226	145	0.4	0.3	8.006	A
A-B	297	74			297				
A-C	298	75			298				

2016, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bloxham Rd- Queens Way Jn	T-Junction	Two-way		27.47	D

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	2016	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bloxham Road (S)		ONE HOUR	✓	760	100.000
B - Queens Way		ONE HOUR	✓	482	100.000
C - Bloxham Road (N)		ONE HOUR	✓	715	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Bloxham Road (S)	B - Queens Way	C - Bloxham Road (N)
From	A - Bloxham Road (S)	0	462	298
	B - Queens Way	261	0	221
	C - Bloxham Road (N)	435	280	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Bloxham Road (S)	B - Queens Way	C - Bloxham Road (N)
From	A - Bloxham Road (S)	10	10	10
	B - Queens Way	10	10	10
	C - Bloxham Road (N)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.58	22.75	1.5	C	203	304
B-A	1.01	171.10	13.3	F	239	359
C-A					399	599
C-B	0.53	14.52	1.2	B	257	385
A-B					424	636
A-C					273	410

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	166	42	511	0.325	164	0.0	0.5	11.340	B
B-A	196	49	366	0.537	192	0.0	1.2	22.196	C
C-A	327	82			327				
C-B	211	53	646	0.326	209	0.0	0.5	9.015	A
A-B	348	87			348				
A-C	224	56			224				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	199	50	472	0.421	198	0.5	0.8	14.382	B
B-A	235	59	331	0.709	230	1.2	2.4	37.506	E
C-A	391	98			391				
C-B	252	63	619	0.407	251	0.5	0.7	10.744	B
A-B	415	104			415				
A-C	268	67			268				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	243	61	417	0.584	241	0.8	1.5	22.127	C
B-A	287	72	284	1.012	260	2.4	9.2	107.645	F
C-A	479	120			479				
C-B	308	77	581	0.531	306	0.7	1.2	14.336	B
A-B	509	127			509				
A-C	328	82			328				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	243	61	417	0.584	243	1.5	1.5	22.747	C
B-A	287	72	283	1.014	271	9.2	13.3	171.096	F
C-A	479	120			479				
C-B	308	77	581	0.531	308	1.2	1.2	14.522	B
A-B	509	127			509				
A-C	328	82			328				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	199	50	451	0.441	201	1.5	0.9	16.028	C
B-A	235	59	330	0.710	275	13.3	3.2	88.130	F
C-A	391	98			391				
C-B	252	63	619	0.407	254	1.2	0.8	10.904	B
A-B	415	104			415				
A-C	268	67			268				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	166	42	506	0.329	168	0.9	0.5	11.758	B
B-A	196	49	365	0.539	204	3.2	1.4	25.648	D
C-A	327	82			327				
C-B	211	53	646	0.326	212	0.8	0.5	9.140	A
A-B	348	87			348				
A-C	224	56			224				

2026 Baseline , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bloxham Rd- Queens Way Jn	T-Junction	Two-way		88.06	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
D3	2026 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bloxham Road (S)		ONE HOUR	✓	1050	100.000
B - Queens Way		ONE HOUR	✓	598	100.000
C - Bloxham Road (N)		ONE HOUR	✓	577	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Bloxham Road (S)	B - Queens Way	C - Bloxham Road (N)
From	A - Bloxham Road (S)	0	460	590
	B - Queens Way	321	0	277
	C - Bloxham Road (N)	438	139	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Bloxham Road (S)	B - Queens Way	C - Bloxham Road (N)
From	A - Bloxham Road (S)	0	3	5
	B - Queens Way	6	0	5
	C - Bloxham Road (N)	5	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.83	56.03	4.4	F	254	381
B-A	1.34	557.17	51.7	F	295	442
C-A					402	603
C-B	0.30	11.14	0.5	B	128	191
A-B					422	633
A-C					541	812

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	209	52	451	0.462	205	0.0	0.9	15.078	C
B-A	242	60	352	0.687	233	0.0	2.1	30.310	D
C-A	330	82			330				
C-B	105	26	592	0.177	104	0.0	0.2	7.944	A
A-B	346	87			346				
A-C	444	111			444				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	249	62	398	0.625	246	0.9	1.6	24.187	C
B-A	289	72	315	0.916	273	2.1	5.9	72.823	F
C-A	394	98			394				
C-B	125	31	554	0.225	125	0.2	0.3	9.040	A
A-B	414	103			414				
A-C	530	133			530				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	305	76	367	0.832	296	1.6	4.0	47.612	E
B-A	353	88	264	1.338	261	5.9	29.1	271.033	F
C-A	482	121			482				
C-B	153	38	502	0.305	152	0.3	0.5	11.099	B
A-B	506	127			506				
A-C	650	162			650				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	305	76	367	0.832	303	4.0	4.4	56.034	F
B-A	353	88	264	1.339	263	29.1	51.7	540.395	F
C-A	482	121			482				
C-B	153	38	502	0.305	153	0.5	0.5	11.138	B
A-B	506	127			506				
A-C	650	162			650				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	249	62	391	0.637	259	4.4	2.0	30.205	D
B-A	289	72	315	0.917	308	51.7	46.7	557.174	F
C-A	394	98			394				
C-B	125	31	554	0.225	126	0.5	0.3	9.078	A
A-B	414	103			414				
A-C	530	133			530				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	209	52	409	0.510	212	2.0	1.1	19.429	C
B-A	242	60	351	0.688	344	46.7	21.2	362.448	F
C-A	330	82			330				
C-B	105	26	592	0.177	105	0.3	0.2	7.984	A
A-B	346	87			346				
A-C	444	111			444				

2026 Baseline , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bloxham Rd- Queens Way Jn	T-Junction	Two-way		120.41	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
D4	2026 Baseline	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 (%)
A - Bloxham Road (S)		ONE HOUR	✓	973	100.000
B - Queens Way		ONE HOUR	✓	554	100.000
C - Bloxham Road (N)		ONE HOUR	✓	700	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Bloxham Road (S)	B - Queens Way	C - Bloxham Road (N)
From	A - Bloxham Road (S)	0	558	415
	B - Queens Way	356	0	198
	C - Bloxham Road (N)	547	153	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Bloxham Road (S)	B - Queens Way	C - Bloxham Road (N)
From	A - Bloxham Road (S)	0	3	2
	B - Queens Way	1	0	0
	C - Bloxham Road (N)	3	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.56	20.86	1.2	C	182	273
B-A	1.43	737.00	67.9	F	327	490
C-A					502	753
C-B	0.32	10.72	0.5	B	140	211
A-B					512	768
A-C					381	571

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	149	37	461	0.324	147	0.0	0.5	11.420	B
B-A	268	67	359	0.747	258	0.0	2.6	33.353	D
C-A	412	103			412				
C-B	115	29	606	0.190	114	0.0	0.2	7.701	A
A-B	420	105			420				
A-C	312	78			312				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	178	44	410	0.434	177	0.5	0.7	15.355	C
B-A	320	80	323	0.989	296	2.6	8.6	92.122	F
C-A	492	123			492				
C-B	138	34	571	0.241	137	0.2	0.3	8.741	A
A-B	502	125			502				
A-C	373	93			373				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	218	55	390	0.559	216	0.7	1.2	20.466	C
B-A	392	98	275	1.427	273	8.6	38.4	335.920	F
C-A	602	151			602				
C-B	168	42	523	0.322	168	0.3	0.5	10.676	B
A-B	614	154			614				
A-C	457	114			457				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	218	55	390	0.559	218	1.2	1.2	20.864	C
B-A	392	98	274	1.428	274	38.4	67.8	669.477	F
C-A	602	151			602				
C-B	168	42	523	0.322	168	0.5	0.5	10.715	B
A-B	614	154			614				
A-C	457	114			457				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	178	44	410	0.434	180	1.2	0.8	15.741	C
B-A	320	80	323	0.990	320	67.8	67.9	737.002	F
C-A	492	123			492				
C-B	138	34	571	0.241	138	0.5	0.3	8.780	A
A-B	502	125			502				
A-C	373	93			373				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	149	37	425	0.351	150	0.8	0.6	13.149	B
B-A	268	67	359	0.747	353	67.9	46.6	586.419	F
C-A	412	103			412				
C-B	115	29	606	0.190	116	0.3	0.2	7.744	A
A-B	420	105			420				
A-C	312	78			312				

2026 Baseline+Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bloxham Rd- Queens Way Jn	T-Junction	Two-way		100.60	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
D5	2026 Baseline+Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bloxham Road (S)		ONE HOUR	✓	1059	100.000
B - Queens Way		ONE HOUR	✓	613	100.000
C - Bloxham Road (N)		ONE HOUR	✓	517	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Bloxham Road (S)	B - Queens Way	C - Bloxham Road (N)
From	A - Bloxham Road (S)	0	474	585
	B - Queens Way	336	0	277
	C - Bloxham Road (N)	378	139	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Bloxham Road (S)	B - Queens Way	C - Bloxham Road (N)
From	A - Bloxham Road (S)	0	3	5
	B - Queens Way	5	0	5
	C - Bloxham Road (N)	5	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.83	56.10	4.4	F	254	381
B-A	1.36	604.49	56.4	F	308	462
C-A					347	520
C-B	0.31	11.22	0.5	B	128	191
A-B					435	652
A-C					537	805

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	209	52	448	0.465	205	0.0	0.9	15.249	C
B-A	253	63	357	0.708	244	0.0	2.3	31.355	D
C-A	285	71			285				
C-B	105	26	590	0.177	104	0.0	0.2	7.971	A
A-B	357	89			357				
A-C	440	110			440				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	249	62	395	0.630	246	0.9	1.7	24.675	C
B-A	302	76	322	0.939	284	2.3	6.7	77.890	F
C-A	340	85			340				
C-B	125	31	552	0.226	125	0.2	0.3	9.089	A
A-B	426	107			426				
A-C	526	131			526				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	305	76	367	0.832	296	1.7	4.0	47.754	E
B-A	370	92	272	1.358	269	6.7	31.9	285.667	F
C-A	416	104			416				
C-B	153	38	500	0.306	152	0.3	0.5	11.178	B
A-B	522	130			522				
A-C	644	161			644				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	305	76	367	0.832	303	4.0	4.4	56.104	F
B-A	370	92	272	1.359	272	31.9	56.4	570.560	F
C-A	416	104			416				
C-B	153	38	500	0.306	153	0.5	0.5	11.217	B
A-B	522	130			522				
A-C	644	161			644				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	249	62	391	0.637	259	4.4	2.0	30.231	D
B-A	302	76	321	0.940	315	56.4	53.1	604.489	F
C-A	340	85			340				
C-B	125	31	552	0.226	126	0.5	0.3	9.123	A
A-B	426	107			426				
A-C	526	131			526				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	209	52	409	0.510	212	2.0	1.1	19.432	C
B-A	253	63	357	0.708	350	53.1	28.8	425.940	F
C-A	285	71			285				
C-B	105	26	590	0.177	105	0.3	0.2	8.012	A
A-B	357	89			357				
A-C	440	110			440				

2026 Baseline+Dev , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bloxham Rd- Queens Way Jn	T-Junction	Two-way		119.85	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
D6	2026 Baseline+Dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bloxham Road (S)		ONE HOUR	✓	977	100.000
B - Queens Way		ONE HOUR	✓	553	100.000
C - Bloxham Road (N)		ONE HOUR	✓	703	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Bloxham Road (S)	B - Queens Way	C - Bloxham Road (N)
From	A - Bloxham Road (S)	0	559	418
	B - Queens Way	355	0	198
	C - Bloxham Road (N)	551	152	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Bloxham Road (S)	B - Queens Way	C - Bloxham Road (N)
From	A - Bloxham Road (S)	0	3	2
	B - Queens Way	1	0	0
	C - Bloxham Road (N)	3	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.56	20.94	1.2	C	182	273
B-A	1.43	737.63	67.9	F	326	489
C-A					506	758
C-B	0.32	10.72	0.5	B	139	209
A-B					513	769
A-C					384	575

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	149	37	460	0.324	147	0.0	0.5	11.426	B
B-A	267	67	358	0.746	257	0.0	2.6	33.350	D
C-A	415	104			415				
C-B	114	29	606	0.189	113	0.0	0.2	7.702	A
A-B	421	105			421				
A-C	315	79			315				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	178	44	410	0.434	177	0.5	0.7	15.385	C
B-A	319	80	323	0.989	295	2.6	8.6	92.137	F
C-A	495	124			495				
C-B	137	34	570	0.240	136	0.2	0.3	8.745	A
A-B	503	126			503				
A-C	376	94			376				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	218	55	390	0.560	216	0.7	1.2	20.531	C
B-A	391	98	274	1.428	272	8.6	38.3	336.585	F
C-A	607	152			607				
C-B	167	42	522	0.321	167	0.3	0.5	10.682	B
A-B	615	154			615				
A-C	460	115			460				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	218	55	390	0.560	218	1.2	1.2	20.935	C
B-A	391	98	273	1.429	273	38.3	67.8	670.669	F
C-A	607	152			607				
C-B	167	42	522	0.321	167	0.5	0.5	10.720	B
A-B	615	154			615				
A-C	460	115			460				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	178	44	410	0.434	180	1.2	0.8	15.777	C
B-A	319	80	322	0.990	319	67.8	67.9	737.628	F
C-A	495	124			495				
C-B	137	34	570	0.240	137	0.5	0.3	8.786	A
A-B	503	126			503				
A-C	376	94			376				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	149	37	424	0.351	150	0.8	0.6	13.169	B
B-A	267	67	358	0.747	353	67.9	46.5	586.504	F
C-A	415	104			415				
C-B	114	29	606	0.189	115	0.3	0.2	7.746	A
A-B	421	105			421				
A-C	315	79			315				

2031 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bloxham Rd- Queens Way Jn	T-Junction	Two-way		128.64	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	2031 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bloxham Road (S)		ONE HOUR	✓	1135	100.000
B - Queens Way		ONE HOUR	✓	639	100.000
C - Bloxham Road (N)		ONE HOUR	✓	587	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Bloxham Road (S)	B - Queens Way	C - Bloxham Road (N)
From	A - Bloxham Road (S)	0	516	619
	B - Queens Way	339	0	300
	C - Bloxham Road (N)	447	140	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Bloxham Road (S)	B - Queens Way	C - Bloxham Road (N)
From	A - Bloxham Road (S)	0	3	5
	B - Queens Way	5	0	4
	C - Bloxham Road (N)	5	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.92	91.15	7.8	F	275	413
B-A	1.49	810.28	71.3	F	311	467
C-A					410	615
C-B	0.32	12.00	0.5	B	128	193
A-B					473	710
A-C					568	852

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	226	56	437	0.517	222	0.0	1.1	17.120	C
B-A	255	64	343	0.744	245	0.0	2.6	35.613	E
C-A	337	84			337				
C-B	105	26	576	0.183	104	0.0	0.2	8.247	A
A-B	388	97			388				
A-C	466	117			466				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	270	67	384	0.703	265	1.1	2.2	30.487	D
B-A	305	76	304	1.001	279	2.6	9.0	101.734	F
C-A	402	100			402				
C-B	126	31	535	0.235	126	0.2	0.3	9.502	A
A-B	464	116			464				
A-C	556	139			556				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	330	83	358	0.923	314	2.2	6.3	67.883	F
B-A	373	93	251	1.486	250	9.0	39.9	380.978	F
C-A	492	123			492				
C-B	154	39	479	0.322	153	0.3	0.5	11.954	B
A-B	568	142			568				
A-C	682	170			682				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	330	83	358	0.923	325	6.3	7.8	91.150	F
B-A	373	93	251	1.487	251	39.9	70.6	746.143	F
C-A	492	123			492				
C-B	154	39	479	0.322	154	0.5	0.5	12.003	B
A-B	568	142			568				
A-C	682	170			682				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	270	67	384	0.703	290	7.8	2.8	45.575	E
B-A	305	76	304	1.002	302	70.6	71.3	810.284	F
C-A	402	100			402				
C-B	126	31	535	0.235	127	0.5	0.3	9.553	A
A-B	464	116			464				
A-C	556	139			556				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	226	56	403	0.561	231	2.8	1.4	22.553	C
B-A	255	64	343	0.745	338	71.3	50.7	652.958	F
C-A	337	84			337				
C-B	105	26	576	0.183	106	0.3	0.2	8.294	A
A-B	388	97			388				
A-C	466	117			466				

2031 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bloxham Rd- Queens Way Jn	T-Junction	Two-way		100.00	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
D8	2031 Baseline	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 (%)
A - Bloxham Road (S)		ONE HOUR	✓	1014	100.000
B - Queens Way		ONE HOUR	✓	529	100.000
C - Bloxham Road (N)		ONE HOUR	✓	785	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Bloxham Road (S)	B - Queens Way	C - Bloxham Road (N)
From	A - Bloxham Road (S)	0	573	441
	B - Queens Way	327	0	202
	C - Bloxham Road (N)	618	167	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Bloxham Road (S)	B - Queens Way	C - Bloxham Road (N)
From	A - Bloxham Road (S)	0	2	2
	B - Queens Way	2	0	0
	C - Bloxham Road (N)	3	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.58	22.13	1.3	C	185	278
B-A	1.42	692.37	61.3	F	300	450
C-A					567	851
C-B	0.36	11.56	0.6	B	153	230
A-B					526	789
A-C					405	607

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	152	38	461	0.330	150	0.0	0.5	11.513	B
B-A	246	62	344	0.715	237	0.0	2.2	31.934	D
C-A	465	116			465				
C-B	126	31	599	0.210	125	0.0	0.3	7.974	A
A-B	431	108			431				
A-C	332	83			332				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	182	45	407	0.446	180	0.5	0.8	15.799	C
B-A	294	73	306	0.961	274	2.2	7.2	85.439	F
C-A	556	139			556				
C-B	150	38	562	0.267	150	0.3	0.4	9.177	A
A-B	515	129			515				
A-C	396	99			396				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	222	56	385	0.578	220	0.8	1.3	21.634	C
B-A	360	90	253	1.422	251	7.2	34.4	326.394	F
C-A	680	170			680				
C-B	184	46	512	0.359	183	0.4	0.6	11.501	B
A-B	631	158			631				
A-C	486	121			486				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	222	56	385	0.578	222	1.3	1.3	22.130	C
B-A	360	90	253	1.423	253	34.4	61.3	650.814	F
C-A	680	170			680				
C-B	184	46	512	0.359	184	0.6	0.6	11.555	B
A-B	631	158			631				
A-C	486	121			486				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	182	45	406	0.448	184	1.3	0.8	16.352	C
B-A	294	73	306	0.962	301	61.3	59.6	692.368	F
C-A	556	139			556				
C-B	150	38	562	0.267	151	0.6	0.4	9.232	A
A-B	515	129			515				
A-C	396	99			396				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	152	38	421	0.361	153	0.8	0.6	13.494	B
B-A	246	62	344	0.716	338	59.6	36.6	516.259	F
C-A	465	116			465				
C-B	126	31	599	0.210	126	0.4	0.3	8.026	A
A-B	431	108			431				
A-C	332	83			332				

2031 Baseline+Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bloxham Rd- Queens Way Jn	T-Junction	Two-way		137.23	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
D9	2031 Baseline+Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bloxham Road (S)		ONE HOUR	✓	1169	100.000
B - Queens Way		ONE HOUR	✓	638	100.000
C - Bloxham Road (N)		ONE HOUR	✓	522	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Bloxham Road (S)	B - Queens Way	C - Bloxham Road (N)
From	A - Bloxham Road (S)	0	530	639
	B - Queens Way	347	0	291
	C - Bloxham Road (N)	382	140	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Bloxham Road (S)	B - Queens Way	C - Bloxham Road (N)
From	A - Bloxham Road (S)	0	3	5
	B - Queens Way	5	0	4
	C - Bloxham Road (N)	5	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.91	84.32	6.9	F	267	401
B-A	1.50	845.40	75.6	F	318	478
C-A					351	526
C-B	0.33	12.36	0.5	B	128	193
A-B					486	730
A-C					586	880

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	219	55	432	0.507	215	0.0	1.0	17.021	C
B-A	261	65	345	0.757	250	0.0	2.8	36.556	E
C-A	288	72			288				
C-B	105	26	570	0.185	104	0.0	0.2	8.358	A
A-B	399	100			399				
A-C	481	120			481				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	262	65	380	0.688	257	1.0	2.1	29.613	D
B-A	312	78	307	1.016	284	2.8	9.8	106.655	F
C-A	343	86			343				
C-B	126	31	528	0.238	125	0.2	0.3	9.681	A
A-B	476	119			476				
A-C	574	144			574				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	320	80	353	0.907	306	2.1	5.8	64.351	F
B-A	382	96	255	1.501	253	9.8	42.0	395.256	F
C-A	421	105			421				
C-B	154	39	470	0.328	153	0.3	0.5	12.300	B
A-B	584	146			584				
A-C	704	176			704				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	320	80	353	0.907	316	5.8	6.9	84.317	F
B-A	382	96	254	1.502	254	42.0	74.0	771.188	F
C-A	421	105			421				
C-B	154	39	470	0.328	154	0.5	0.5	12.356	B
A-B	584	146			584				
A-C	704	176			704				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	262	65	380	0.688	279	6.9	2.6	41.762	E
B-A	312	78	307	1.017	305	74.0	75.6	845.400	F
C-A	343	86			343				
C-B	126	31	528	0.238	127	0.5	0.3	9.735	A
A-B	476	119			476				
A-C	574	144			574				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	219	55	400	0.548	224	2.6	1.3	21.954	C
B-A	261	65	345	0.757	340	75.6	55.9	698.068	F
C-A	288	72			288				
C-B	105	26	570	0.185	106	0.3	0.2	8.406	A
A-B	399	100			399				
A-C	481	120			481				

2031 Baseline+Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bloxham Rd- Queens Way Jn	T-Junction	Two-way		103.82	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
D10	2031 Baseline+Dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bloxham Road (S)		ONE HOUR	✓	1017	100.000
B - Queens Way		ONE HOUR	✓	533	100.000
C - Bloxham Road (N)		ONE HOUR	✓	767	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Bloxham Road (S)	B - Queens Way	C - Bloxham Road (N)
From	A - Bloxham Road (S)	0	581	436
	B - Queens Way	332	0	201
	C - Bloxham Road (N)	601	166	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Bloxham Road (S)	B - Queens Way	C - Bloxham Road (N)
From	A - Bloxham Road (S)	0	2	2
	B - Queens Way	2	0	0
	C - Bloxham Road (N)	3	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.57	21.94	1.3	C	184	277
B-A	1.43	705.51	62.8	F	305	457
C-A					551	827
C-B	0.36	11.57	0.6	B	152	228
A-B					533	800
A-C					400	600

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	151	38	460	0.329	149	0.0	0.5	11.515	B
B-A	250	62	346	0.721	241	0.0	2.3	32.280	D
C-A	452	113			452				
C-B	125	31	598	0.209	124	0.0	0.3	7.986	A
A-B	437	109			437				
A-C	328	82			328				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	181	45	406	0.445	180	0.5	0.8	15.792	C
B-A	298	75	308	0.967	278	2.3	7.5	87.159	F
C-A	540	135			540				
C-B	149	37	562	0.266	149	0.3	0.4	9.188	A
A-B	522	131			522				
A-C	392	98			392				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	221	55	385	0.575	219	0.8	1.3	21.468	C
B-A	366	91	256	1.426	254	7.5	35.3	330.459	F
C-A	662	165			662				
C-B	183	46	511	0.358	182	0.4	0.6	11.512	B
A-B	640	160			640				
A-C	480	120			480				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	221	55	385	0.575	221	1.3	1.3	21.945	C
B-A	366	91	256	1.428	256	35.3	62.8	658.620	F
C-A	662	165			662				
C-B	183	46	511	0.358	183	0.6	0.6	11.566	B
A-B	640	160			640				
A-C	480	120			480				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	181	45	406	0.445	183	1.3	0.8	16.264	C
B-A	298	75	308	0.969	326	62.8	55.9	705.507	F
C-A	540	135			540				
C-B	149	37	562	0.266	150	0.6	0.4	9.241	A
A-B	522	131			522				
A-C	392	98			392				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	151	38	421	0.359	152	0.8	0.6	13.444	B
B-A	250	62	346	0.722	340	55.9	33.4	476.991	F
C-A	452	113			452				
C-B	125	31	598	0.209	125	0.4	0.3	8.038	A
A-B	437	109			437				
A-C	328	82			328				

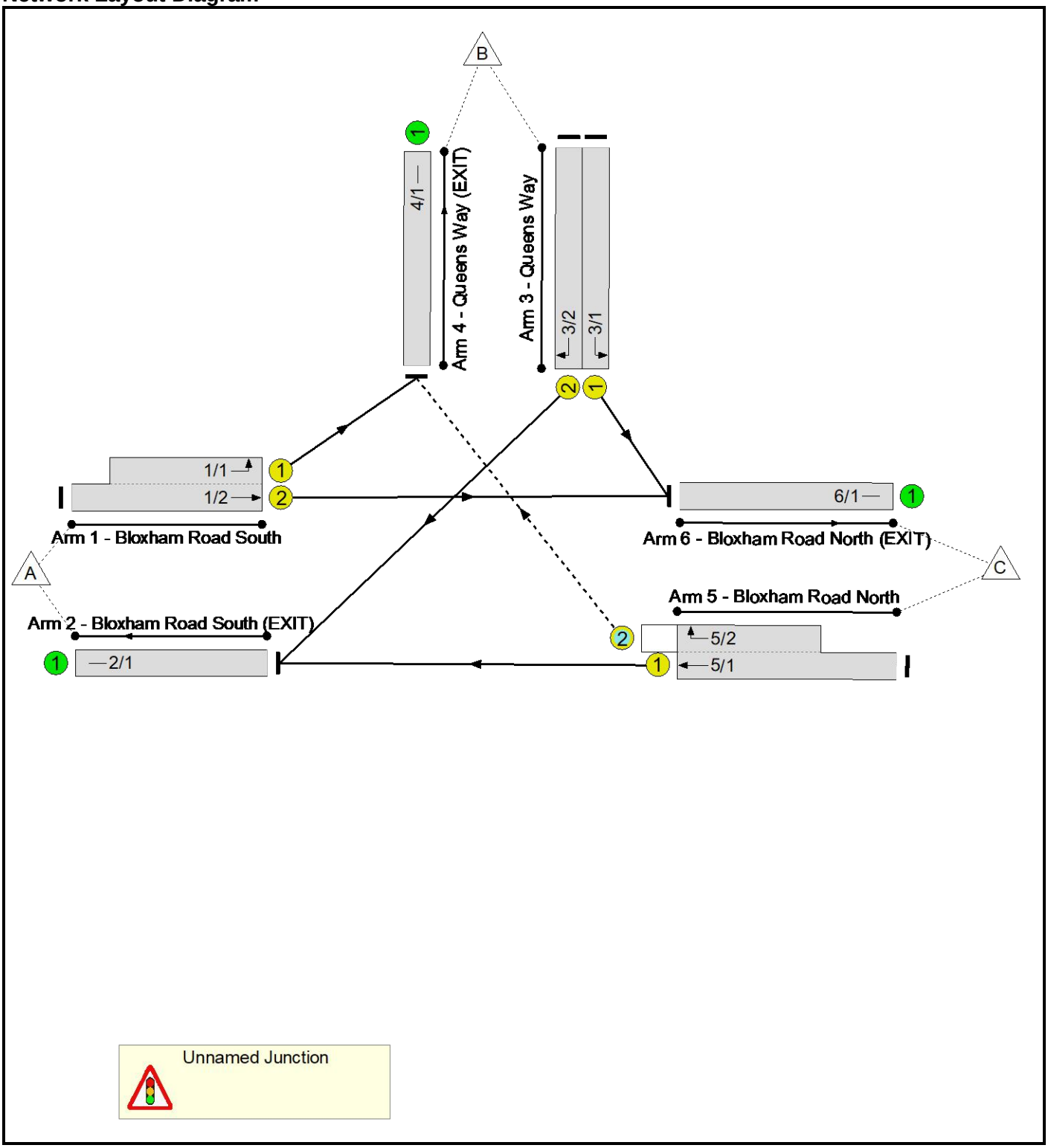
Full Input Data And Results

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Bloxham Road Queensway Signals - Canal Lane Closed.lsg3x
Author:	
Company:	
Address:	

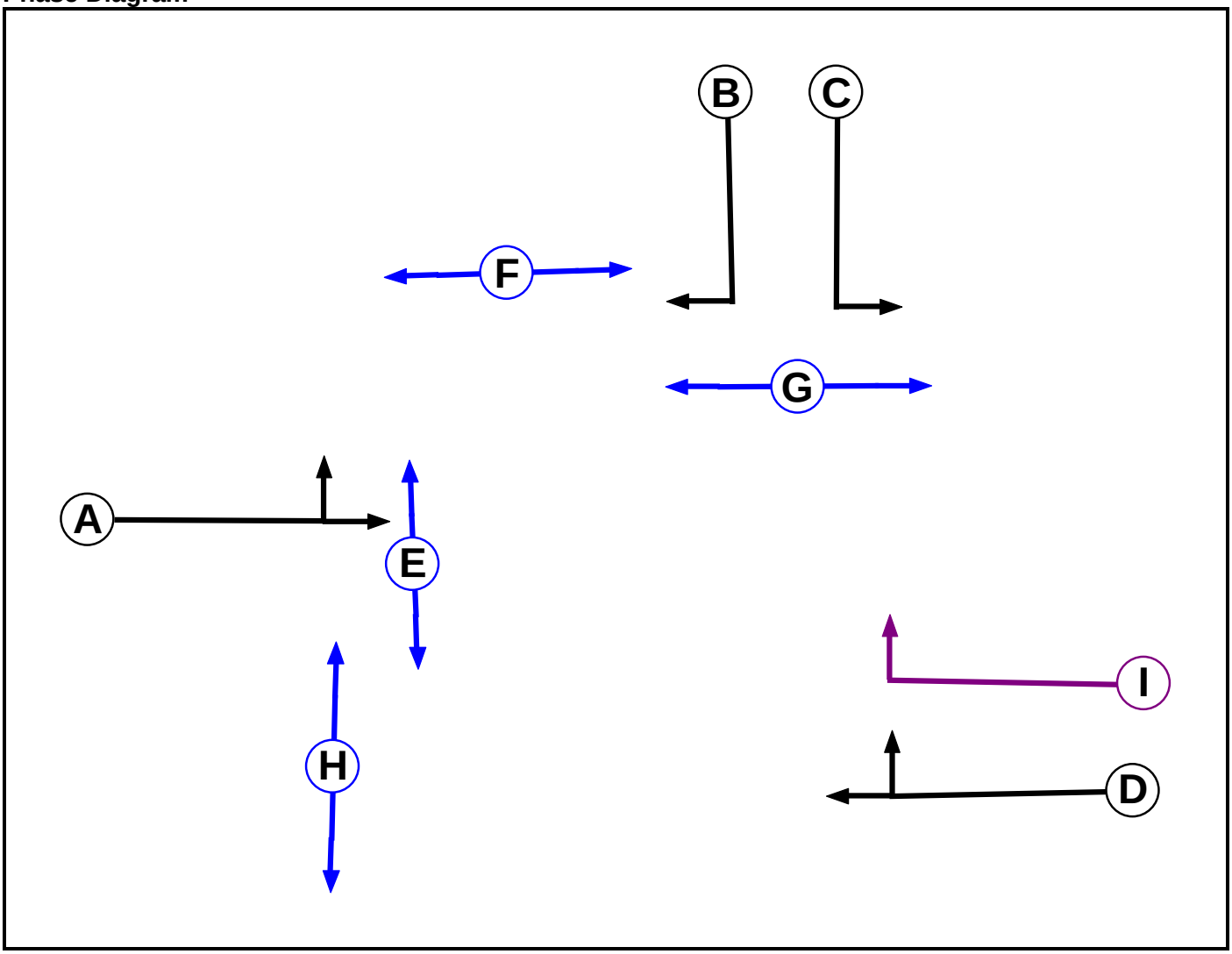
Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		6	6
F	Pedestrian		6	6
G	Pedestrian		6	6
H	Pedestrian		6	6
I	Ind. Arrow	D	4	4

Full Input Data And Results

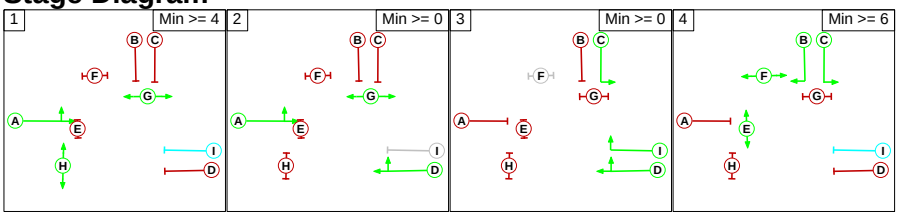
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I
A		6	-	-	5	5	-	-	-
B	5		-	5	-	-	5	-	-
C	5	-		-	-	-	5	6	-
D	-	5	-		8	-	-	8	-
E	8	-	-	8		-	-	-	-
F	6	-	-	-	-		-	-	-
G	-	8	8	-	-	-		-	-
H	-	-	5	5	-	-	-		-
I	-	-	-	-	-	-	-	-	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage \ To Stage	1	2	3	4
1		5	X	8
2	8		8	8
3	8	5		8
4	8	8	X	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
5/2 (Bloxham Road North)	4/1 (Right)	1439	0	1/2	1.09	All	2.00	-	0.50	2	2.00
				1/1	1.09	All					

Full Input Data And Results

Lane Input Data

Junction: Unnamed Junction												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Bloxham Road South)	U	A	2	3	10.0	Geom	-	3.65	0.00	Y	Arm 4 Left	15.00
1/2 (Bloxham Road South)	U	A	2	3	60.0	Geom	-	3.65	0.00	N	Arm 6 Ahead	Inf
2/1 (Bloxham Road South (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1 (Queens Way)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 6 Left	11.00
3/2 (Queens Way)	U	B	2	3	60.0	Geom	-	3.25	0.00	N	Arm 2 Right	11.00
4/1 (Queens Way (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Bloxham Road North)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 2 Ahead	Inf
5/2 (Bloxham Road North)	O	D I	2	3	8.0	Geom	-	3.50	0.00	N	Arm 4 Right	15.00
6/1 (Bloxham Road North (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2026 Baseline AM'	08:00	09:00	01:00	
2: '2026 Baseline PM'	17:00	18:00	01:00	
3: '2026 With Dev AM'	08:00	09:00	01:00	
4: '2026 With Dev PM'	17:00	18:00	01:00	
5: '2031 Baseline AM'	08:00	09:00	01:00	
6: '2031 Baseline PM'	17:00	18:00	01:00	
7: '2031 With Dev AM'	08:00	09:00	01:00	
8: '2031 With Dev PM'	17:00	18:00	01:00	

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

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	460	590	1050
	B	321	0	277	598
	C	438	139	0	577
	Tot.	759	599	867	2225

Traffic Lane Flows

Lane	Scenario 1: Scenario 1
Junction: Unnamed Junction	
1/1 (short)	460
1/2 (with short)	1050(In) 590(Out)
2/1	759
3/1	277
3/2	321
4/1	599
5/1 (with short)	577(In) 438(Out)
5/2 (short)	139
6/1	867

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Bloxham Road South)	3.65	0.00	Y	Arm 4 Left	15.00	100.0 %	1800	1800
1/2 (Bloxham Road South)	3.65	0.00	N	Arm 6 Ahead	Inf	100.0 %	2120	2120
2/1 (Bloxham Road South (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Queens Way)	3.25	0.00	Y	Arm 6 Left	11.00	100.0 %	1707	1707
3/2 (Queens Way)	3.25	0.00	N	Arm 2 Right	11.00	100.0 %	1830	1830
4/1 (Queens Way (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Bloxham Road North)	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
5/2 (Bloxham Road North)	3.50	0.00	N	Arm 4 Right	15.00	100.0 %	1914	1914
6/1 (Bloxham Road North (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	558	415	973
	B	356	0	198	554
	C	547	153	0	700
	Tot.	903	711	613	2227

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: Scenario 2
Junction: Unnamed Junction	
1/1 (short)	558
1/2 (with short)	973(In) 415(Out)
2/1	903
3/1	198
3/2	356
4/1	711
5/1 (with short)	700(In) 547(Out)
5/2 (short)	153
6/1	613

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Bloxham Road South)	3.65	0.00	Y	Arm 4 Left	15.00	100.0 %	1800	1800
1/2 (Bloxham Road South)	3.65	0.00	N	Arm 6 Ahead	Inf	100.0 %	2120	2120
2/1 (Bloxham Road South (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Queens Way)	3.25	0.00	Y	Arm 6 Left	11.00	100.0 %	1707	1707
3/2 (Queens Way)	3.25	0.00	N	Arm 2 Right	11.00	100.0 %	1830	1830
4/1 (Queens Way (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Bloxham Road North)	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
5/2 (Bloxham Road North)	3.50	0.00	N	Arm 4 Right	15.00	100.0 %	1914	1914
6/1 (Bloxham Road North (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

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

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	474	585	1059
	B	336	0	277	613
	C	378	139	0	517
	Tot.	714	613	862	2189

Traffic Lane Flows

Lane	Scenario 3: Scenario 3
Junction: Unnamed Junction	
1/1 (short)	474
1/2 (with short)	1059(In) 585(Out)
2/1	714
3/1	277
3/2	336
4/1	613
5/1 (with short)	517(In) 378(Out)
5/2 (short)	139
6/1	862

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Bloxham Road South)	3.65	0.00	Y	Arm 4 Left	15.00	100.0 %	1800	1800
1/2 (Bloxham Road South)	3.65	0.00	N	Arm 6 Ahead	Inf	100.0 %	2120	2120
2/1 (Bloxham Road South (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Queens Way)	3.25	0.00	Y	Arm 6 Left	11.00	100.0 %	1707	1707
3/2 (Queens Way)	3.25	0.00	N	Arm 2 Right	11.00	100.0 %	1830	1830
4/1 (Queens Way (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Bloxham Road North)	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
5/2 (Bloxham Road North)	3.50	0.00	N	Arm 4 Right	15.00	100.0 %	1914	1914
6/1 (Bloxham Road North (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	559	418	977
	B	355	0	198	553
	C	551	152	0	703
	Tot.	906	711	616	2233

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: Scenario 4
Junction: Unnamed Junction	
1/1 (short)	559
1/2 (with short)	977(In) 418(Out)
2/1	906
3/1	198
3/2	355
4/1	711
5/1 (with short)	703(In) 551(Out)
5/2 (short)	152
6/1	616

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Bloxham Road South)	3.65	0.00	Y	Arm 4 Left	15.00	100.0 %	1800	1800
1/2 (Bloxham Road South)	3.65	0.00	N	Arm 6 Ahead	Inf	100.0 %	2120	2120
2/1 (Bloxham Road South (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Queens Way)	3.25	0.00	Y	Arm 6 Left	11.00	100.0 %	1707	1707
3/2 (Queens Way)	3.25	0.00	N	Arm 2 Right	11.00	100.0 %	1830	1830
4/1 (Queens Way (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Bloxham Road North)	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
5/2 (Bloxham Road North)	3.50	0.00	N	Arm 4 Right	15.00	100.0 %	1914	1914
6/1 (Bloxham Road North (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: 'Scenario 5' (FG5: '2031 Baseline AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	516	619	1135
	B	339	0	300	639
	C	447	140	0	587
	Tot.	786	656	919	2361

Traffic Lane Flows

Lane	Scenario 5: Scenario 5
Junction: Unnamed Junction	
1/1 (short)	516
1/2 (with short)	1135(In) 619(Out)
2/1	786
3/1	300
3/2	339
4/1	656
5/1 (with short)	587(In) 447(Out)
5/2 (short)	140
6/1	919

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Bloxham Road South)	3.65	0.00	Y	Arm 4 Left	15.00	100.0 %	1800	1800
1/2 (Bloxham Road South)	3.65	0.00	N	Arm 6 Ahead	Inf	100.0 %	2120	2120
2/1 (Bloxham Road South (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Queens Way)	3.25	0.00	Y	Arm 6 Left	11.00	100.0 %	1707	1707
3/2 (Queens Way)	3.25	0.00	N	Arm 2 Right	11.00	100.0 %	1830	1830
4/1 (Queens Way (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Bloxham Road North)	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
5/2 (Bloxham Road North)	3.50	0.00	N	Arm 4 Right	15.00	100.0 %	1914	1914
6/1 (Bloxham Road North (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'Scenario 6' (FG6: '2031 Baseline PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	573	441	1014
	B	327	0	202	529
	C	618	167	0	785
	Tot.	945	740	643	2328

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: Scenario 6
Junction: Unnamed Junction	
1/1 (short)	573
1/2 (with short)	1014(In) 441(Out)
2/1	945
3/1	202
3/2	327
4/1	740
5/1 (with short)	785(In) 618(Out)
5/2 (short)	167
6/1	643

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Bloxham Road South)	3.65	0.00	Y	Arm 4 Left	15.00	100.0 %	1800	1800
1/2 (Bloxham Road South)	3.65	0.00	N	Arm 6 Ahead	Inf	100.0 %	2120	2120
2/1 (Bloxham Road South (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Queens Way)	3.25	0.00	Y	Arm 6 Left	11.00	100.0 %	1707	1707
3/2 (Queens Way)	3.25	0.00	N	Arm 2 Right	11.00	100.0 %	1830	1830
4/1 (Queens Way (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Bloxham Road North)	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
5/2 (Bloxham Road North)	3.50	0.00	N	Arm 4 Right	15.00	100.0 %	1914	1914
6/1 (Bloxham Road North (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 7: 'Scenario 7' (FG7: '2031 With Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	530	639	1169
	B	347	0	291	638
	C	382	140	0	522
	Tot.	729	670	930	2329

Traffic Lane Flows

Lane	Scenario 7: Scenario 7
Junction: Unnamed Junction	
1/1 (short)	530
1/2 (with short)	1169(In) 639(Out)
2/1	729
3/1	291
3/2	347
4/1	670
5/1 (with short)	522(In) 382(Out)
5/2 (short)	140
6/1	930

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Bloxham Road South)	3.65	0.00	Y	Arm 4 Left	15.00	100.0 %	1800	1800
1/2 (Bloxham Road South)	3.65	0.00	N	Arm 6 Ahead	Inf	100.0 %	2120	2120
2/1 (Bloxham Road South (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Queens Way)	3.25	0.00	Y	Arm 6 Left	11.00	100.0 %	1707	1707
3/2 (Queens Way)	3.25	0.00	N	Arm 2 Right	11.00	100.0 %	1830	1830
4/1 (Queens Way (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Bloxham Road North)	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
5/2 (Bloxham Road North)	3.50	0.00	N	Arm 4 Right	15.00	100.0 %	1914	1914
6/1 (Bloxham Road North (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: 'Scenario 8' (FG8: '2031 With Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	581	436	1017
	B	332	0	201	533
	C	601	166	0	767
	Tot.	933	747	637	2317

Full Input Data And Results

Traffic Lane Flows

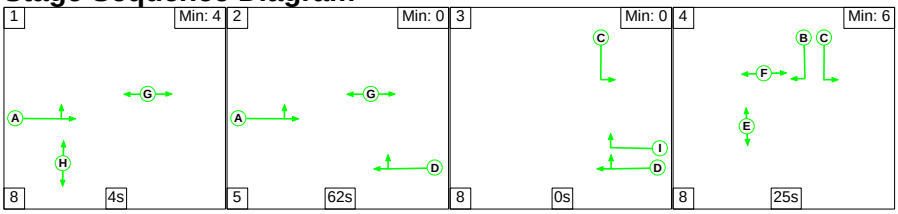
Lane	Scenario 8: Scenario 8
Junction: Unnamed Junction	
1/1 (short)	581
1/2 (with short)	1017(In) 436(Out)
2/1	933
3/1	201
3/2	332
4/1	747
5/1 (with short)	767(In) 601(Out)
5/2 (short)	166
6/1	637

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Bloxham Road South)	3.65	0.00	Y	Arm 4 Left	15.00	100.0 %	1800	1800
1/2 (Bloxham Road South)	3.65	0.00	N	Arm 6 Ahead	Inf	100.0 %	2120	2120
2/1 (Bloxham Road South (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Queens Way)	3.25	0.00	Y	Arm 6 Left	11.00	100.0 %	1707	1707
3/2 (Queens Way)	3.25	0.00	N	Arm 2 Right	11.00	100.0 %	1830	1830
4/1 (Queens Way (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Bloxham Road North)	3.50	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1965	1965
5/2 (Bloxham Road North)	3.50	0.00	N	Arm 4 Right	15.00	100.0 %	1914	1914
6/1 (Bloxham Road North (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf

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

Stage Sequence Diagram

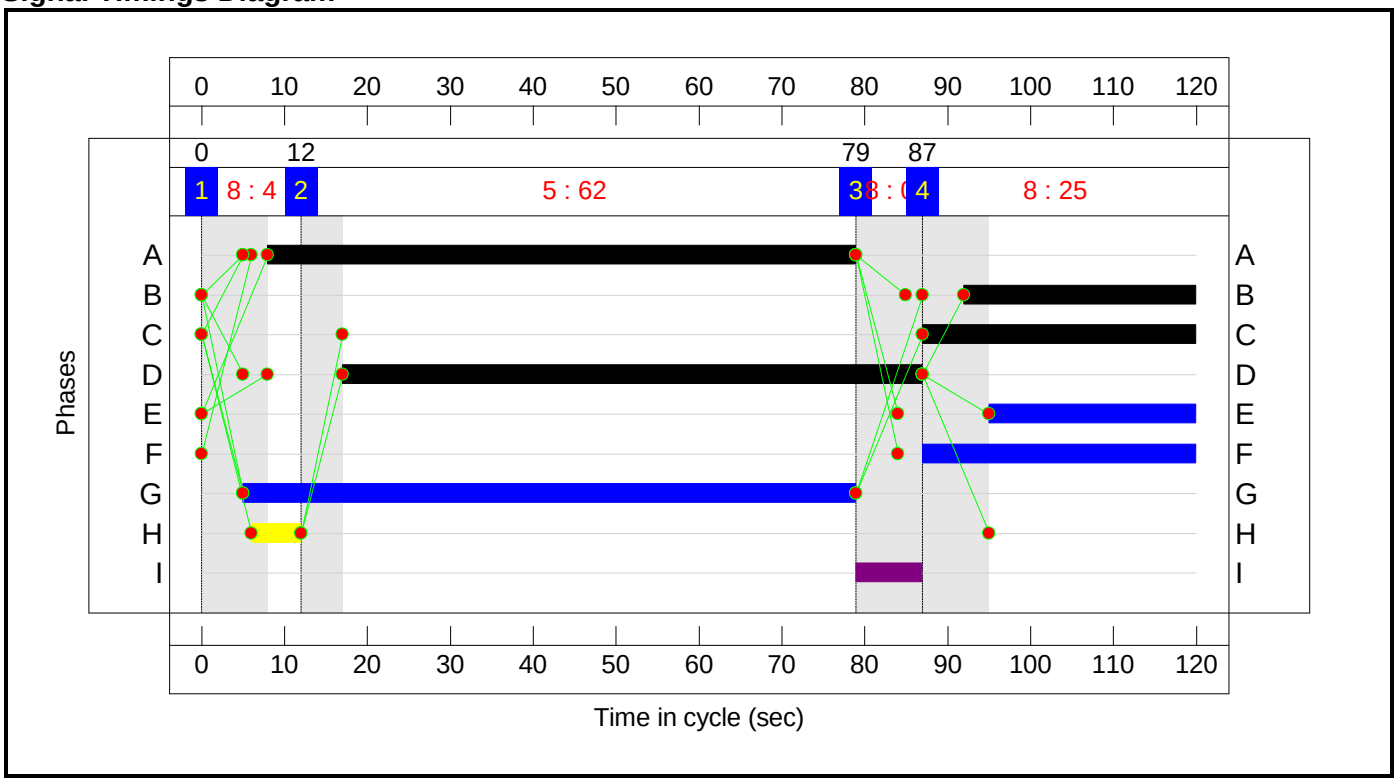


Full Input Data And Results

Stage Timings

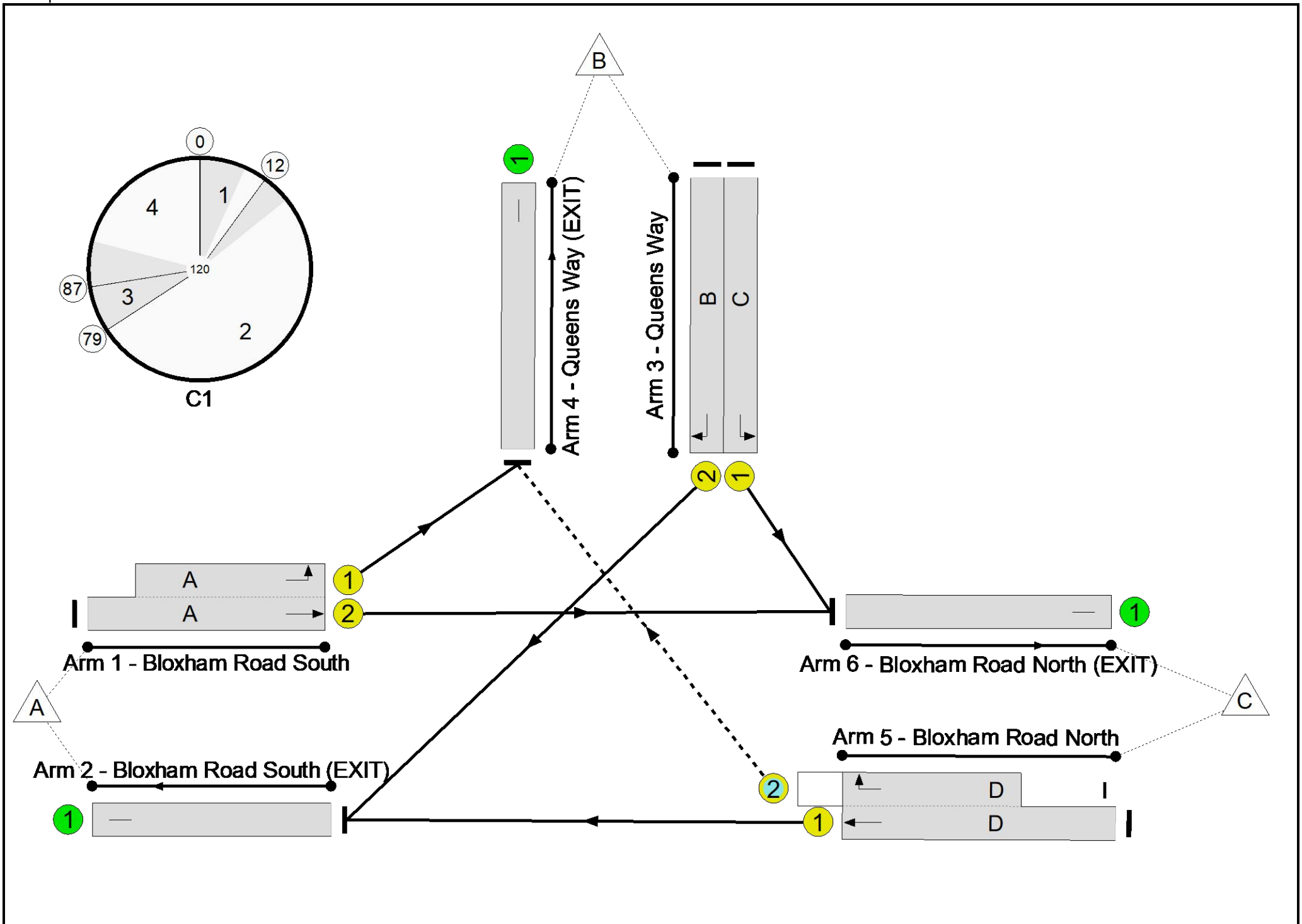
Stage	1	2	3	4
Duration	4	62	0	25
Change Point	0	12	79	87

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


B
0
12
1
4
120
87
3
79
2
C1
1
Arm 4 - Queens Way (EXIT)
Arm 3 - Queens Way
B
C
2
1
A
A
1
2
Arm 1 - Bloxham Road South
1
Arm 6 - Bloxham Road North (EXIT)
A
C
Arm 5 - Bloxham Road North
Arm 2 - Bloxham Road South (EXIT)
2
D
I
D
1
1

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.2%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.2%**
1/2+1/1	Bloxham Road South Left Ahead	U	N/A	N/A	A		1	71	-	1050	2120:1800	807+629	73.2 : 73.2%
2/1	Bloxham Road South (EXIT)	U	N/A	N/A	-		-	-	-	759	Inf	Inf	0.0%
3/1	Queens Way Left	U	N/A	N/A	C		1	33	-	277	1707	484	57.3%
3/2	Queens Way Right	U	N/A	N/A	B		1	28	-	321	1830	442	72.6%
4/1	Queens Way (EXIT)	U	N/A	N/A	-		-	-	-	599	Inf	Inf	0.0%
5/1+5/2	Bloxham Road North Ahead Right	U+O	N/A	N/A	D	I	1	70	8	577	1965:1914	932+277	47.0 : 50.1%
6/1	Bloxham Road North (EXIT)	U	N/A	N/A	-		-	-	-	867	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**122**	**15**	**2**	**12.4**	**3.8**	**0.7**	**16.9**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**122**	**15**	**2**	**12.4**	**3.8**	**0.7**	**16.9**	**-**	**-**	**-**	**-**
1/2+1/1	1050	1050	-	-	-	3.9	1.4	-	5.2	17.9	12.6	1.4	14.0
2/1	759	759	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	277	277	-	-	-	2.8	0.7	-	3.5	45.4	7.8	0.7	8.5
3/2	321	321	-	-	-	3.7	1.3	-	5.0	56.4	9.8	1.3	11.1
4/1	599	599	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	577	577	122	15	2	2.0	0.5	0.7	3.2	19.9	7.7	0.5	8.1
6/1	867	867	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 23.0
PRC Over All Lanes (%): 23.0

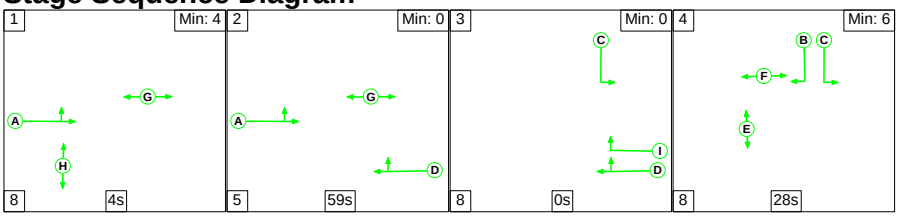
Total Delay for Signalled Lanes (pcuHr): 16.93
Total Delay Over All Lanes(pcuHr): 16.93

Cycle Time (s): 120

Full Input Data And Results

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

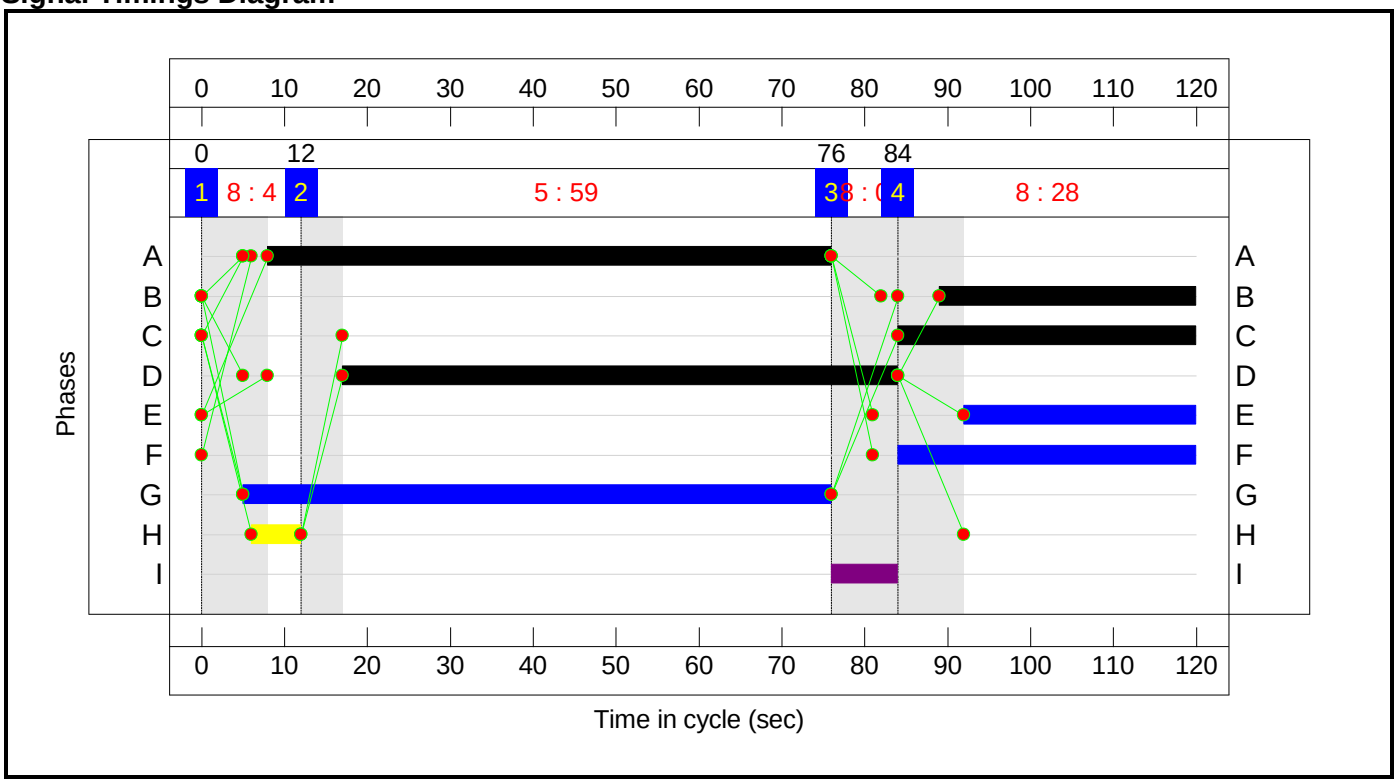
Stage Sequence Diagram



Stage Timings

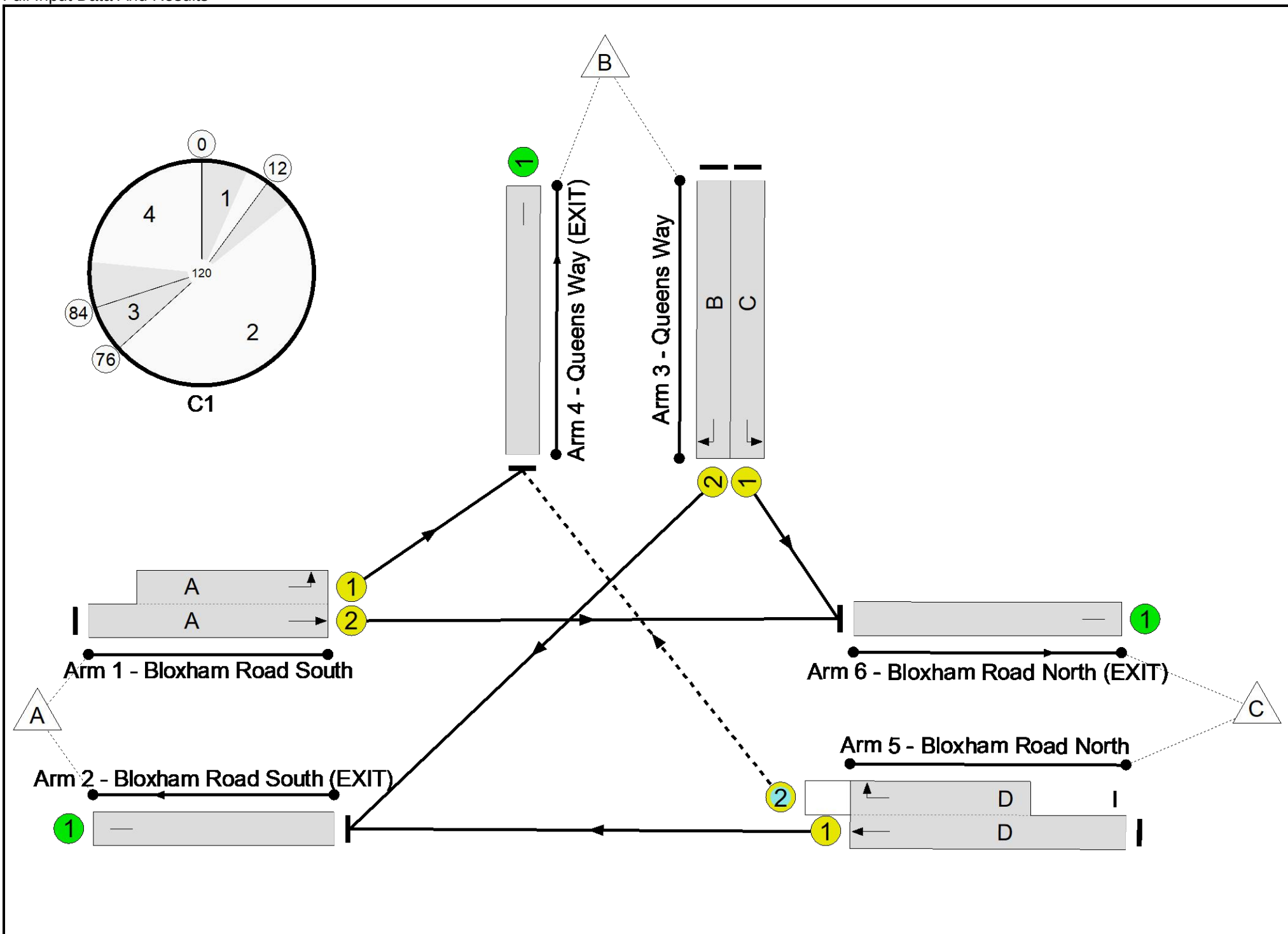
Stage	1	2	3	4
Duration	4	59	0	28
Change Point	0	12	76	84

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


B
0
12
1
4
120
84
3
2
76
C1
1
Arm 4 - Queens Way (EXIT)
Arm 3 - Queens Way
B
C
2
1
A
A
1
2
Arm 1 - Bloxham Road South
1
Arm 6 - Bloxham Road North (EXIT)
A
C
Arm 5 - Bloxham Road North
Arm 2 - Bloxham Road South (EXIT)
2
D
I
1
D
1

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.3%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.3%**
1/2+1/1	Bloxham Road South Left Ahead	U	N/A	N/A	A		1	68	-	973	2120:1800	558+751	74.3 : 74.3%
2/1	Bloxham Road South (EXIT)	U	N/A	N/A	-		-	-	-	903	Inf	Inf	0.0%
3/1	Queens Way Left	U	N/A	N/A	C		1	36	-	198	1707	526	37.6%
3/2	Queens Way Right	U	N/A	N/A	B		1	31	-	356	1830	488	73.0%
4/1	Queens Way (EXIT)	U	N/A	N/A	-		-	-	-	711	Inf	Inf	0.0%
5/1+5/2	Bloxham Road North Ahead Right	U+O	N/A	N/A	D	I	1	67	8	700	1965:1914	914+256	59.8 : 59.8%
6/1	Bloxham Road North (EXIT)	U	N/A	N/A	-		-	-	-	613	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**132**	**18**	**3**	**12.9**	**3.8**	**0.8**	**17.4**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**132**	**18**	**3**	**12.9**	**3.8**	**0.8**	**17.4**	**-**	**-**	**-**	**-**
1/2+1/1	973	973	-	-	-	4.0	1.4	-	5.5	20.3	13.5	1.4	15.0
2/1	903	903	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	198	198	-	-	-	1.8	0.3	-	2.1	37.9	5.1	0.3	5.4
3/2	356	356	-	-	-	4.0	1.3	-	5.3	53.4	10.8	1.3	12.1
4/1	711	711	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	700	700	132	18	3	3.1	0.7	0.8	4.6	23.6	12.3	0.7	13.1
6/1	613	613	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 21.1
PRC Over All Lanes (%): 21.1

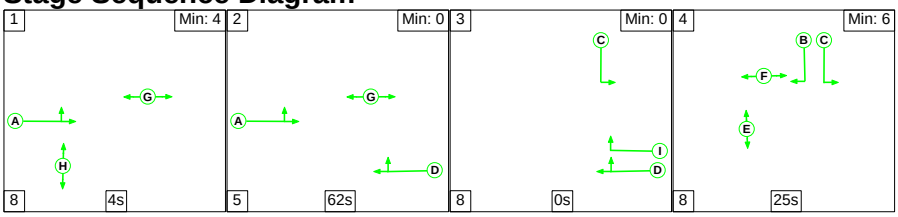
Total Delay for Signalled Lanes (pcuHr): 17.45
Total Delay Over All Lanes(pcuHr): 17.45

Cycle Time (s): 120

Full Input Data And Results

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

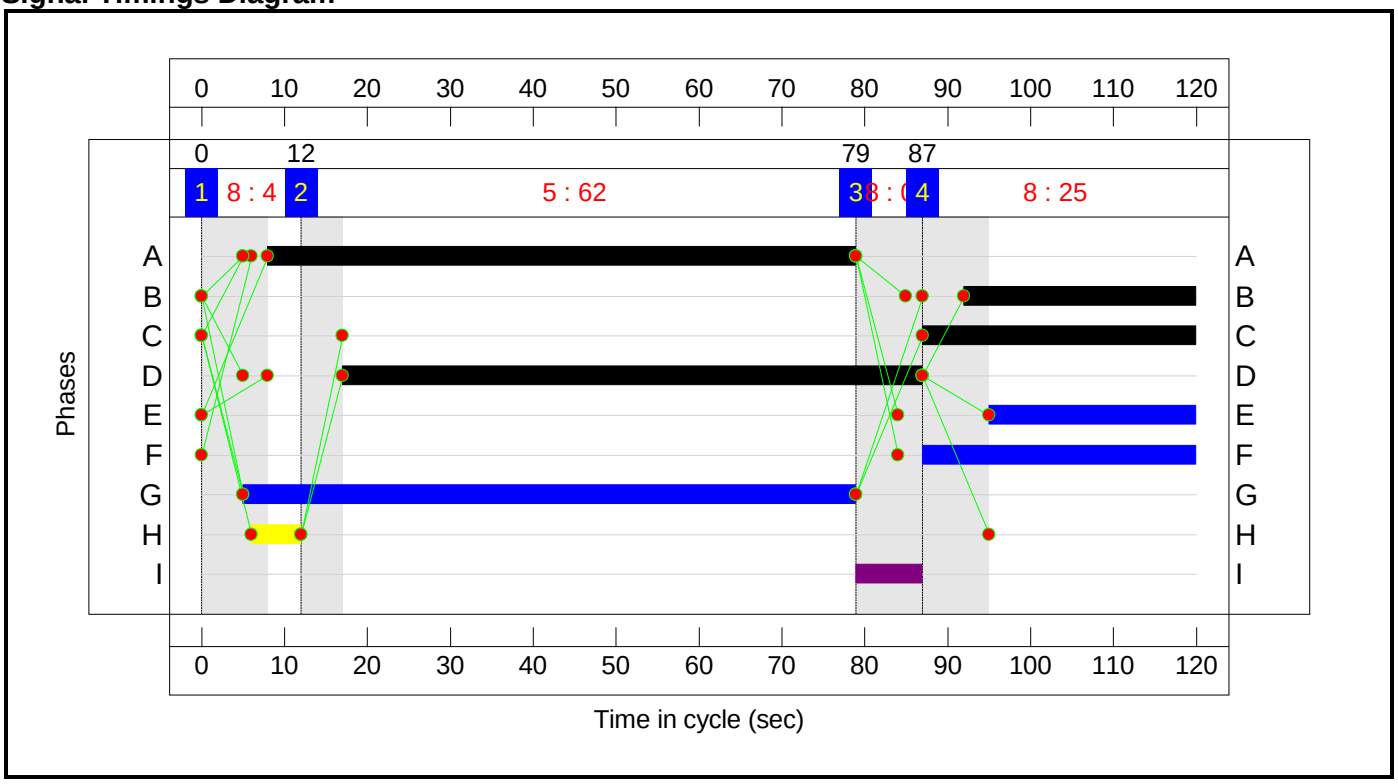
Stage Sequence Diagram



Stage Timings

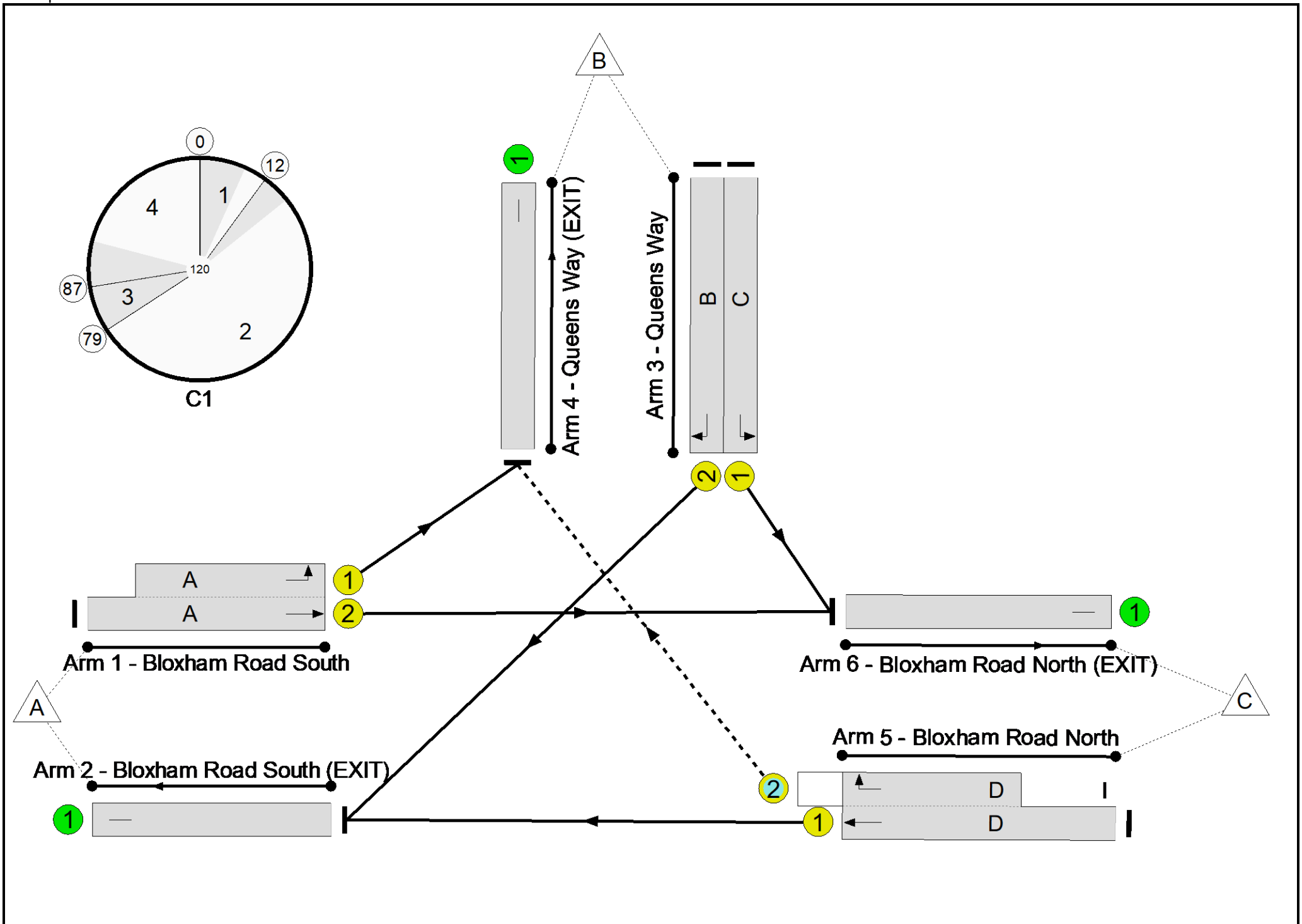
Stage	1	2	3	4
Duration	4	62	0	25
Change Point	0	12	79	87

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


B
0
12
1
4
120
87
3
2
79
C1
1
Arm 4 - Queens Way (EXIT)
Arm 3 - Queens Way
B
C
2
1
A
A
1
2
Arm 1 - Bloxham Road South
1
Arm 6 - Bloxham Road North (EXIT)
A
C
Arm 5 - Bloxham Road North
Arm 2 - Bloxham Road South (EXIT)
2
D
I
1
D
1

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.0%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.0%**
1/2+1/1	Bloxham Road South Left Ahead	U	N/A	N/A	A		1	71	-	1059	2120:1800	797+646	73.4 : 73.4%
2/1	Bloxham Road South (EXIT)	U	N/A	N/A	-		-	-	-	714	Inf	Inf	0.0%
3/1	Queens Way Left	U	N/A	N/A	C		1	33	-	277	1707	484	57.3%
3/2	Queens Way Right	U	N/A	N/A	B		1	28	-	336	1830	442	76.0%
4/1	Queens Way (EXIT)	U	N/A	N/A	-		-	-	-	613	Inf	Inf	0.0%
5/1+5/2	Bloxham Road North Ahead Right	U+O	N/A	N/A	D	I	1	70	8	517	1965:1914	818+275	46.2 : 50.5%
6/1	Bloxham Road North (EXIT)	U	N/A	N/A	-		-	-	-	862	Inf	Inf	0.0%

Full Input Data And Results

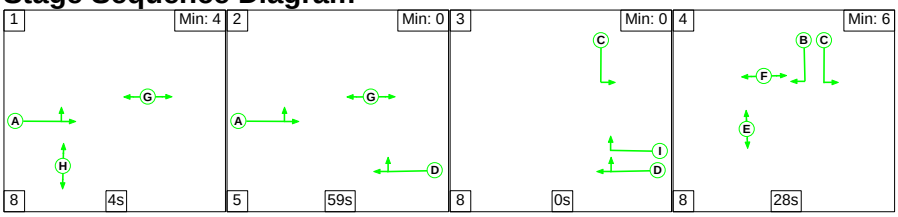
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**120**	**17**	**2**	**12.4**	**4.0**	**0.7**	**17.2**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**120**	**17**	**2**	**12.4**	**4.0**	**0.7**	**17.2**	**-**	**-**	**-**	**-**
1/2+1/1	1059	1059	-	-	-	3.9	1.4	-	5.3	17.9	12.4	1.4	13.7
2/1	714	714	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	277	277	-	-	-	2.8	0.7	-	3.5	45.4	7.8	0.7	8.5
3/2	336	336	-	-	-	3.9	1.5	-	5.5	58.7	10.4	1.5	11.9
4/1	613	613	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	517	517	120	17	2	1.8	0.4	0.7	2.9	20.3	6.3	0.4	6.7
6/1	862	862	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 18.5 Total Delay for Signalled Lanes (pcuHr): 17.16 Cycle Time (s): 120
PRC Over All Lanes (%): 18.5 Total Delay Over All Lanes(pcuHr): 17.16

Full Input Data And Results

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

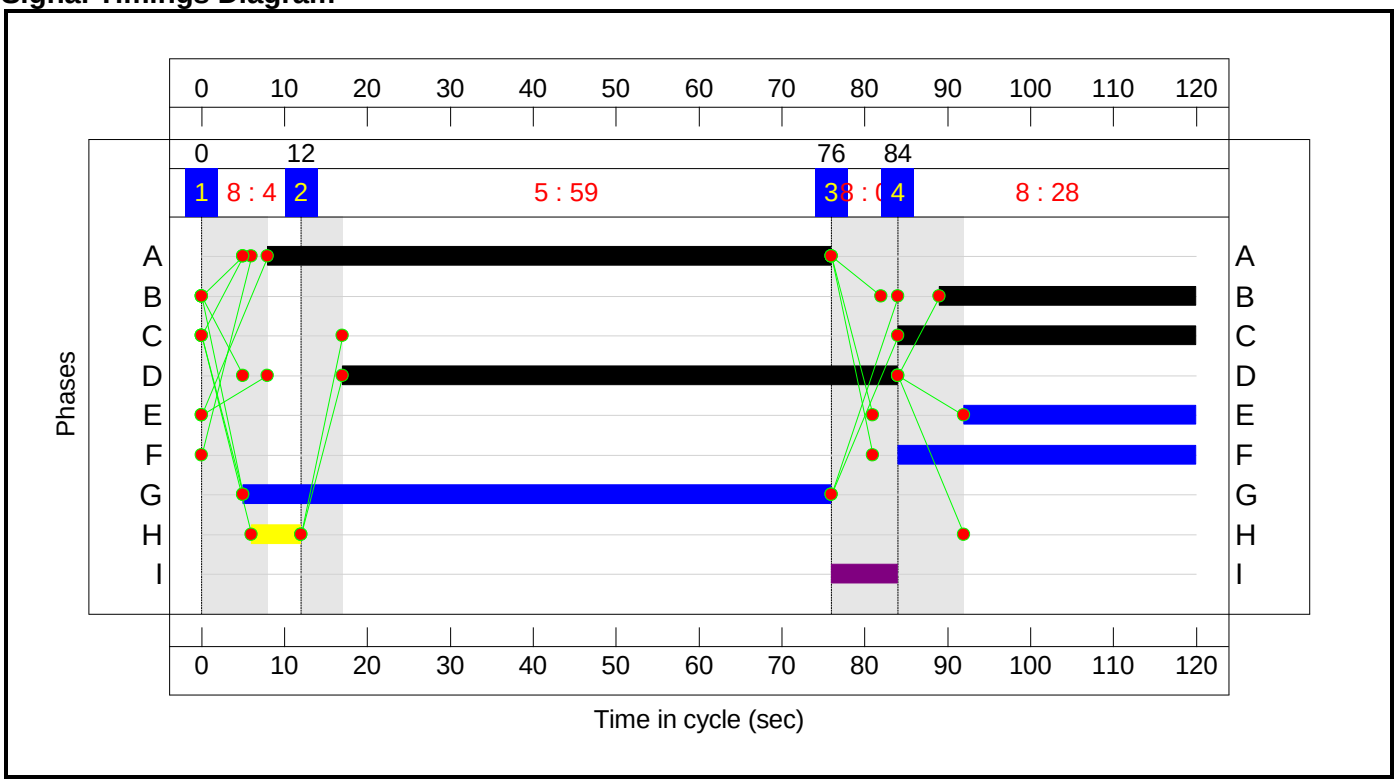
Stage Sequence Diagram



Stage Timings

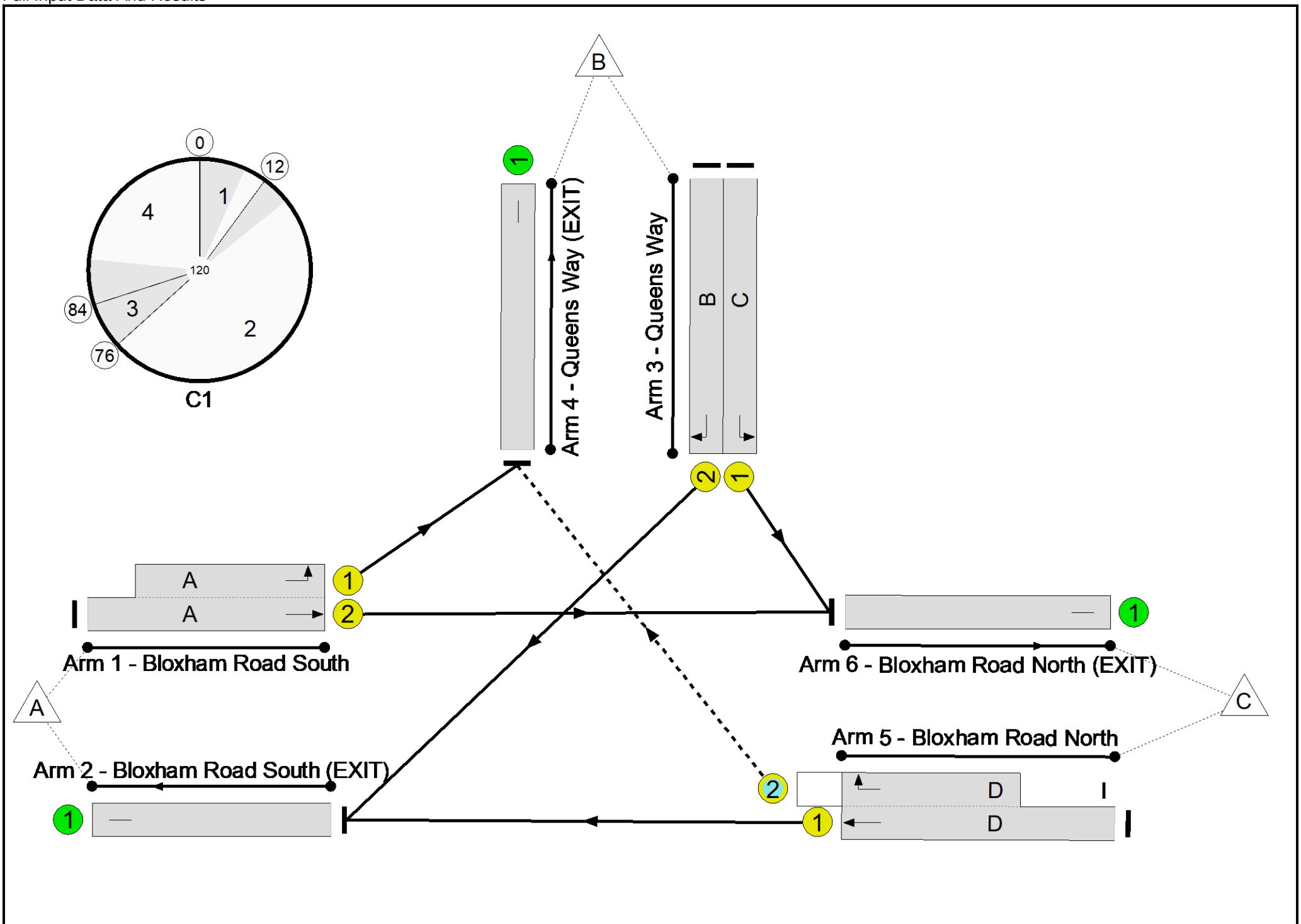
Stage	1	2	3	4
Duration	4	59	0	28
Change Point	0	12	76	84

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


B
0
12
1
4
120
84
3
2
76
C1
1
Arm 4 - Queens Way (EXIT)
Arm 3 - Queens Way
B
C
2
1
A
A
1
2
Arm 1 - Bloxham Road South
1
Arm 6 - Bloxham Road North (EXIT)
A
C
Arm 5 - Bloxham Road North
Arm 2 - Bloxham Road South (EXIT)
2
D
I
1
D
1

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.6%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.6%**
1/2+1/1	Bloxham Road South Left Ahead	U	N/A	N/A	A		1	68	-	977	2120:1800	561+750	74.6 : 74.6%
2/1	Bloxham Road South (EXIT)	U	N/A	N/A	-		-	-	-	906	Inf	Inf	0.0%
3/1	Queens Way Left	U	N/A	N/A	C		1	36	-	198	1707	526	37.6%
3/2	Queens Way Right	U	N/A	N/A	B		1	31	-	355	1830	488	72.7%
4/1	Queens Way (EXIT)	U	N/A	N/A	-		-	-	-	711	Inf	Inf	0.0%
5/1+5/2	Bloxham Road North Ahead Right	U+O	N/A	N/A	D	I	1	67	8	703	1965:1914	916+253	60.1 : 60.1%
6/1	Bloxham Road North (EXIT)	U	N/A	N/A	-		-	-	-	616	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**131**	**19**	**3**	**12.9**	**3.8**	**0.8**	**17.5**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**131**	**19**	**3**	**12.9**	**3.8**	**0.8**	**17.5**	**-**	**-**	**-**	**-**
1/2+1/1	977	977	-	-	-	4.1	1.5	-	5.5	20.3	13.5	1.5	15.0
2/1	906	906	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	198	198	-	-	-	1.8	0.3	-	2.1	37.9	5.1	0.3	5.4
3/2	355	355	-	-	-	3.9	1.3	-	5.3	53.3	10.7	1.3	12.1
4/1	711	711	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	703	703	131	19	3	3.1	0.8	0.8	4.6	23.7	12.4	0.8	13.2
6/1	616	616	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 20.7
PRC Over All Lanes (%): 20.7

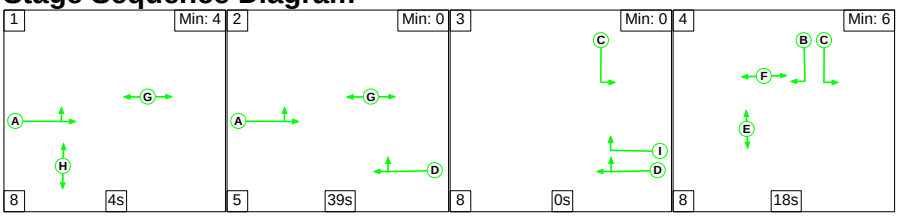
Total Delay for Signalled Lanes (pcuHr): 17.49
Total Delay Over All Lanes(pcuHr): 17.49

Cycle Time (s): 120

Full Input Data And Results

Scenario 5: 'Scenario 5' (FG5: '2031 Baseline AM', Plan 1: 'Network Control Plan 1')

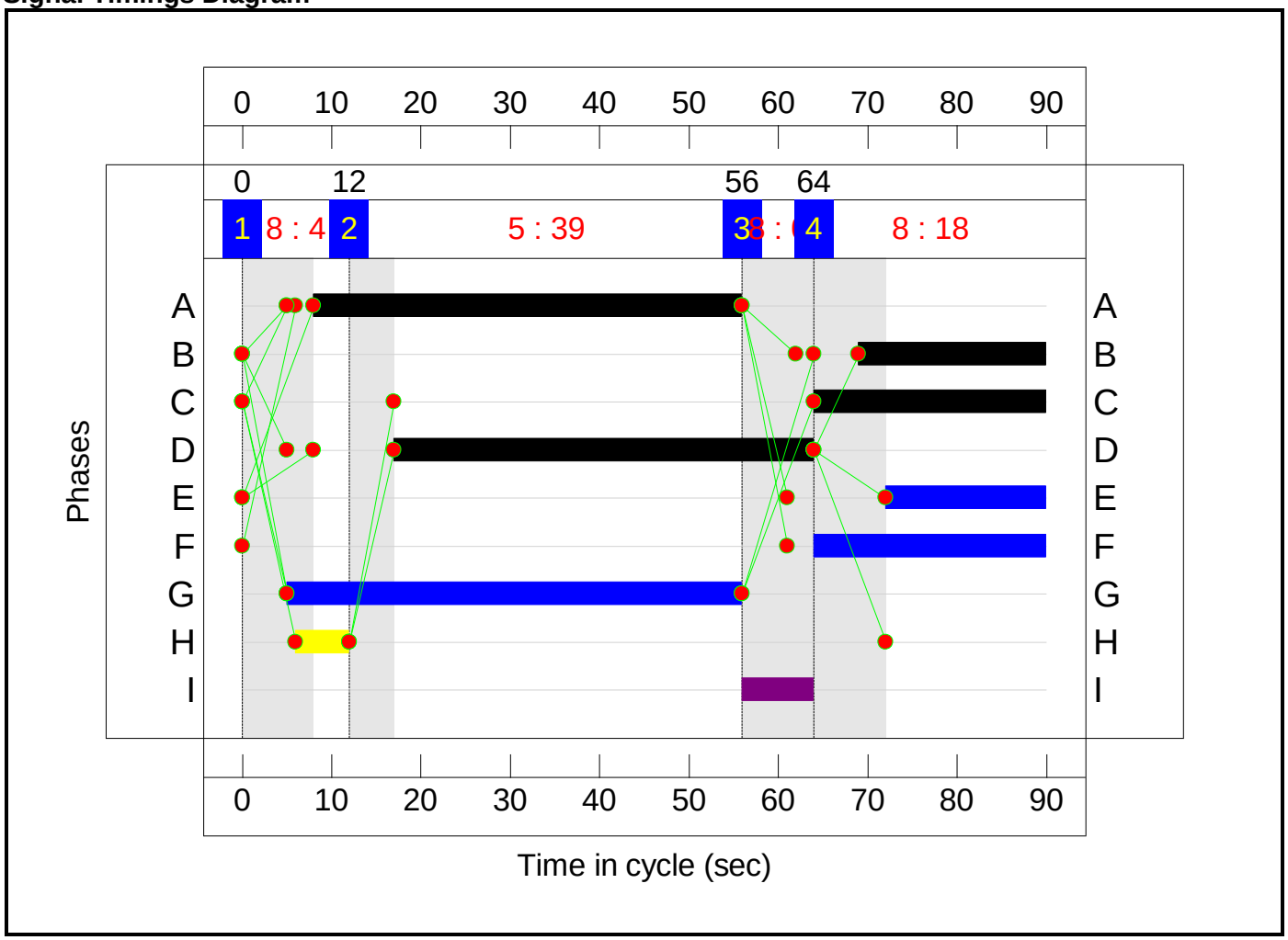
Stage Sequence Diagram



Stage Timings

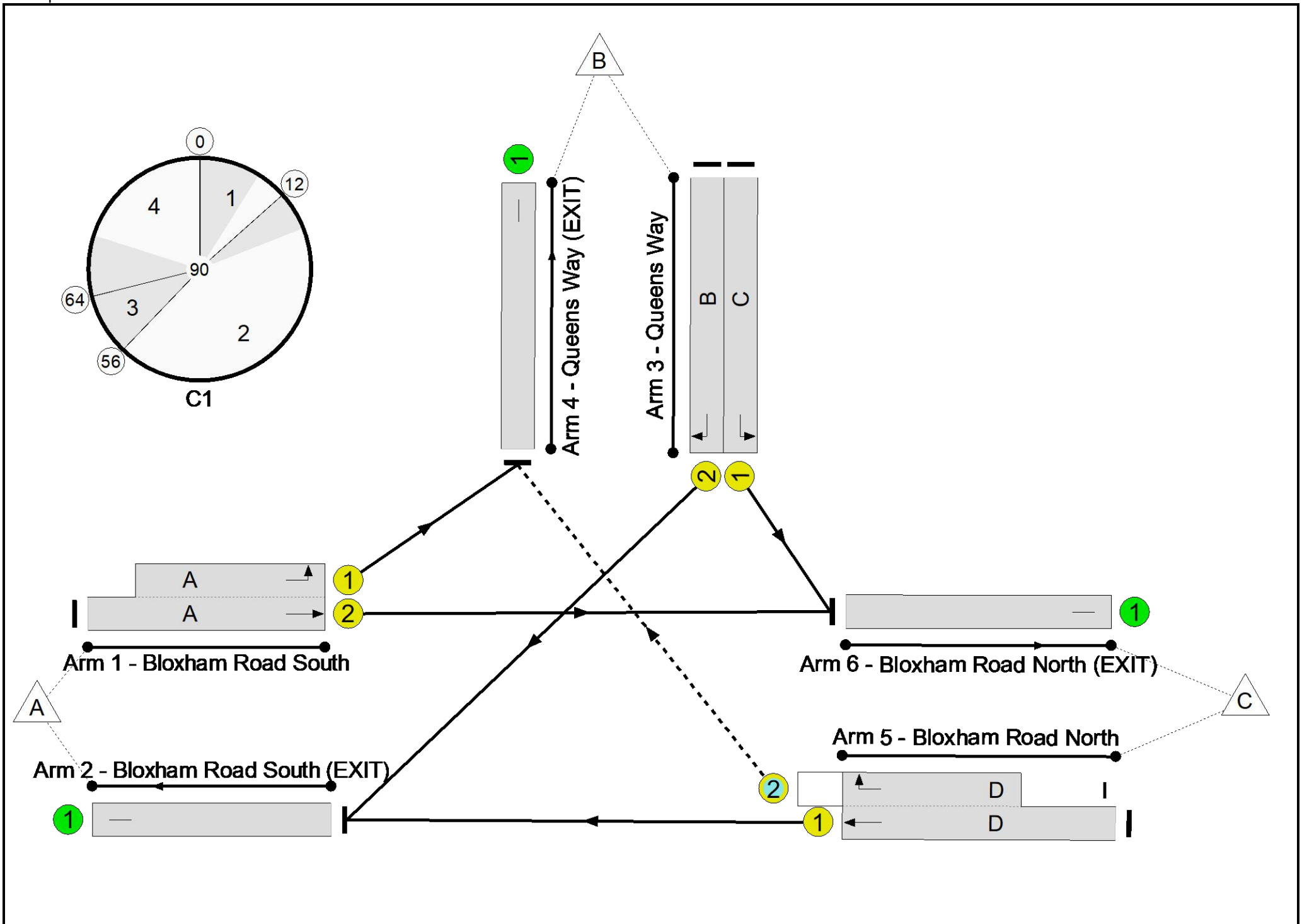
Stage	1	2	3	4
Duration	4	39	0	18
Change Point	0	12	56	64

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


B
0
12
4
1
90
64
3
2
56
C1
1
Arm 4 - Queens Way (EXIT)
Arm 3 - Queens Way
B
C
2
1
A
A
1
2
Arm 1 - Bloxham Road South
1
Arm 6 - Bloxham Road North (EXIT)
A
C
Arm 5 - Bloxham Road North
Arm 2 - Bloxham Road South (EXIT)
2
D
I
1
D
1

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.3%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.3%**
1/2+1/1	Bloxham Road South Left Ahead	U	N/A	N/A	A		1	48	-	1135	2120:1800	780+651	79.3 : 79.3%
2/1	Bloxham Road South (EXIT)	U	N/A	N/A	-		-	-	-	786	Inf	Inf	0.0%
3/1	Queens Way Left	U	N/A	N/A	C		1	26	-	300	1707	512	58.6%
3/2	Queens Way Right	U	N/A	N/A	B		1	21	-	339	1830	447	75.8%
4/1	Queens Way (EXIT)	U	N/A	N/A	-		-	-	-	656	Inf	Inf	0.0%
5/1+5/2	Bloxham Road North Ahead Right	U+O	N/A	N/A	D	I	1	47	8	587	1965:1914	865+271	51.7 : 51.7%
6/1	Bloxham Road North (EXIT)	U	N/A	N/A	-		-	-	-	919	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**72**	**65**	**3**	**11.3**	**4.7**	**0.7**	**16.7**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**72**	**65**	**3**	**11.3**	**4.7**	**0.7**	**16.7**	**-**	**-**	**-**	**-**
1/2+1/1	1135	1135	-	-	-	4.1	1.9	-	6.0	19.2	9.8	1.9	11.7
2/1	786	786	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	300	300	-	-	-	2.2	0.7	-	2.9	35.2	6.3	0.7	7.0
3/2	339	339	-	-	-	3.0	1.5	-	4.5	47.7	7.8	1.5	9.3
4/1	656	656	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	587	587	72	65	3	2.0	0.5	0.7	3.3	20.0	6.7	0.5	7.2
6/1	919	919	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 13.5
PRC Over All Lanes (%): 13.5

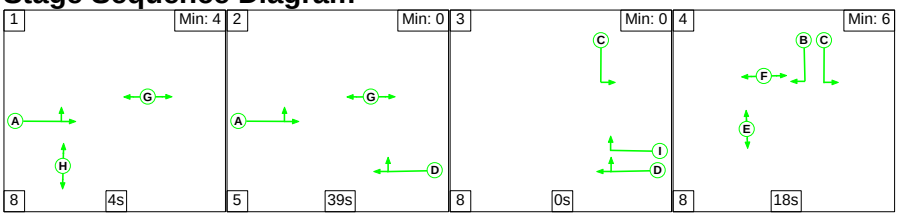
Total Delay for Signalled Lanes (pcuHr): 16.73
Total Delay Over All Lanes(pcuHr): 16.73

Cycle Time (s): 90

Full Input Data And Results

Scenario 6: 'Scenario 6' (FG6: '2031 Baseline PM', Plan 1: 'Network Control Plan 1')

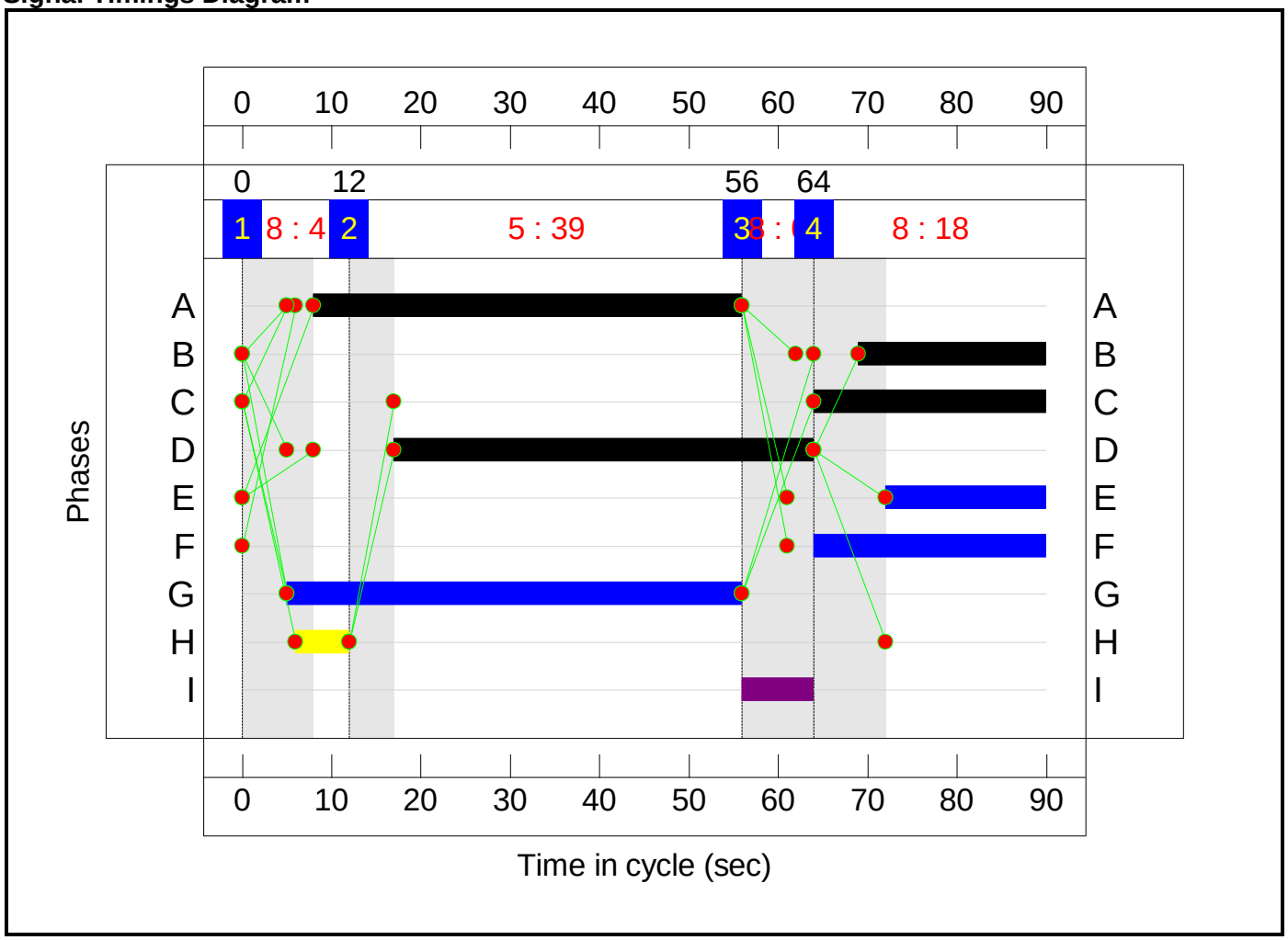
Stage Sequence Diagram



Stage Timings

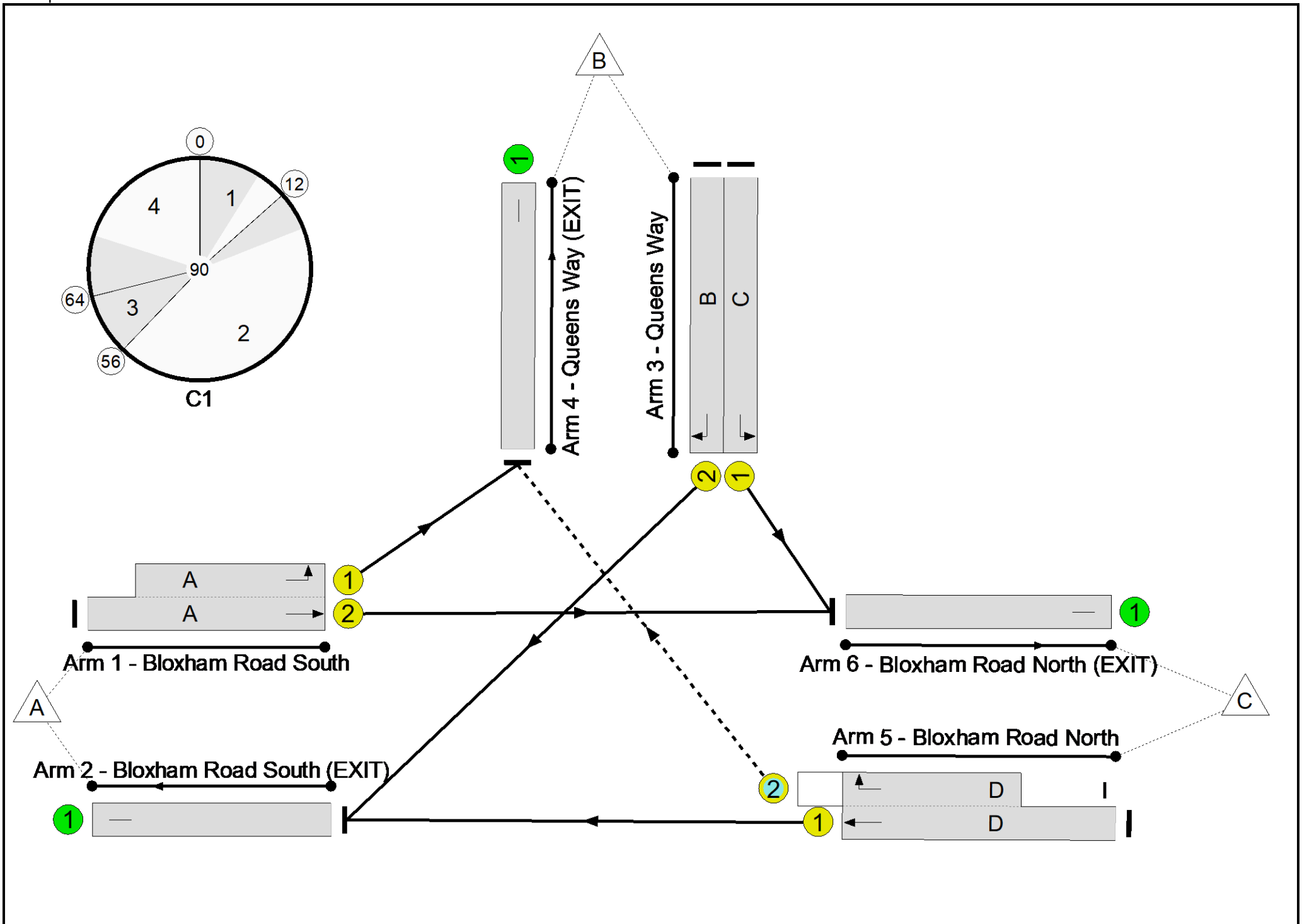
Stage	1	2	3	4
Duration	4	39	0	18
Change Point	0	12	56	64

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


B
0
12
4
1
90
64
3
2
56
C1
1
Arm 4 - Queens Way (EXIT)
Arm 3 - Queens Way
B
C
2
1
A
A
1
2
Arm 1 - Bloxham Road South
1
Arm 6 - Bloxham Road North (EXIT)
A
C
Arm 5 - Bloxham Road North
Arm 2 - Bloxham Road South (EXIT)
2
D
I
D
1
1

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.3%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.3%**
1/2+1/1	Bloxham Road South Left Ahead	U	N/A	N/A	A		1	48	-	1014	2120:1800	578+751	76.3 : 76.3%
2/1	Bloxham Road South (EXIT)	U	N/A	N/A	-		-	-	-	945	Inf	Inf	0.0%
3/1	Queens Way Left	U	N/A	N/A	C		1	26	-	202	1707	512	39.4%
3/2	Queens Way Right	U	N/A	N/A	B		1	21	-	327	1830	447	73.1%
4/1	Queens Way (EXIT)	U	N/A	N/A	-		-	-	-	740	Inf	Inf	0.0%
5/1+5/2	Bloxham Road North Ahead Right	U+O	N/A	N/A	D	I	1	47	8	785	1965:1914	884+239	69.9 : 69.9%
6/1	Bloxham Road North (EXIT)	U	N/A	N/A	-		-	-	-	643	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**109**	**54**	**4**	**10.9**	**4.4**	**0.7**	**16.1**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**109**	**54**	**4**	**10.9**	**4.4**	**0.7**	**16.1**	**-**	**-**	**-**	**-**
1/2+1/1	1014	1014	-	-	-	3.6	1.6	-	5.2	18.5	9.6	1.6	11.1
2/1	945	945	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	202	202	-	-	-	1.4	0.3	-	1.7	30.8	4.0	0.3	4.3
3/2	327	327	-	-	-	2.8	1.3	-	4.2	45.9	7.4	1.3	8.8
4/1	740	740	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	785	785	109	54	4	3.1	1.2	0.7	4.9	22.7	11.6	1.2	12.7
6/1	643	643	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 17.9
PRC Over All Lanes (%): 17.9

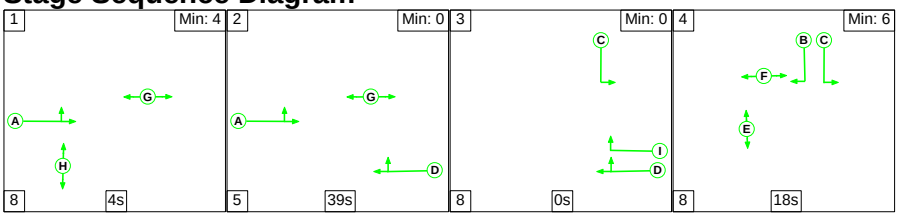
Total Delay for Signalled Lanes (pcuHr): 16.06
Total Delay Over All Lanes(pcuHr): 16.06

Cycle Time (s): 90

Full Input Data And Results

Scenario 7: 'Scenario 7' (FG7: '2031 With Dev AM', Plan 1: 'Network Control Plan 1')

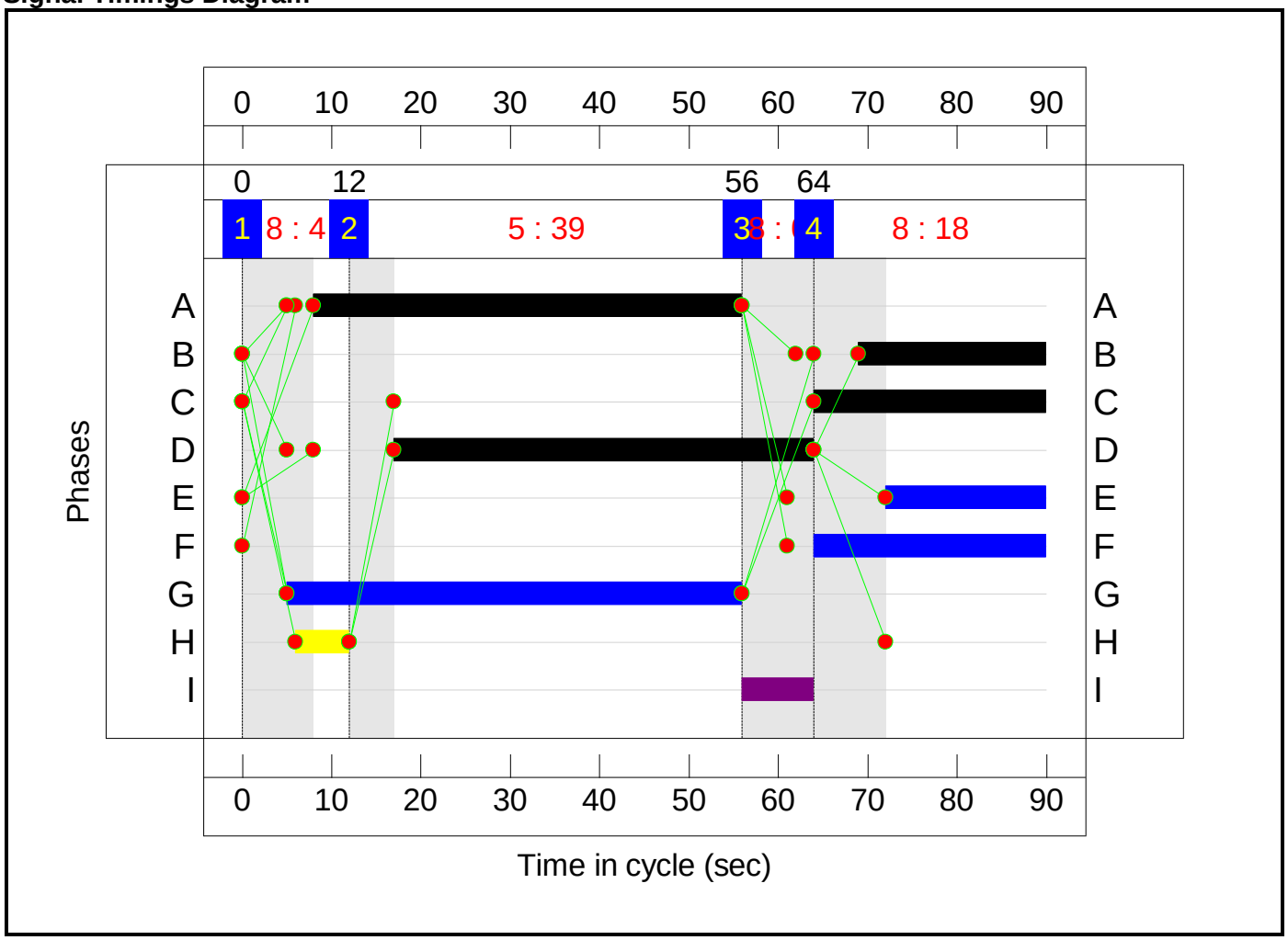
Stage Sequence Diagram



Stage Timings

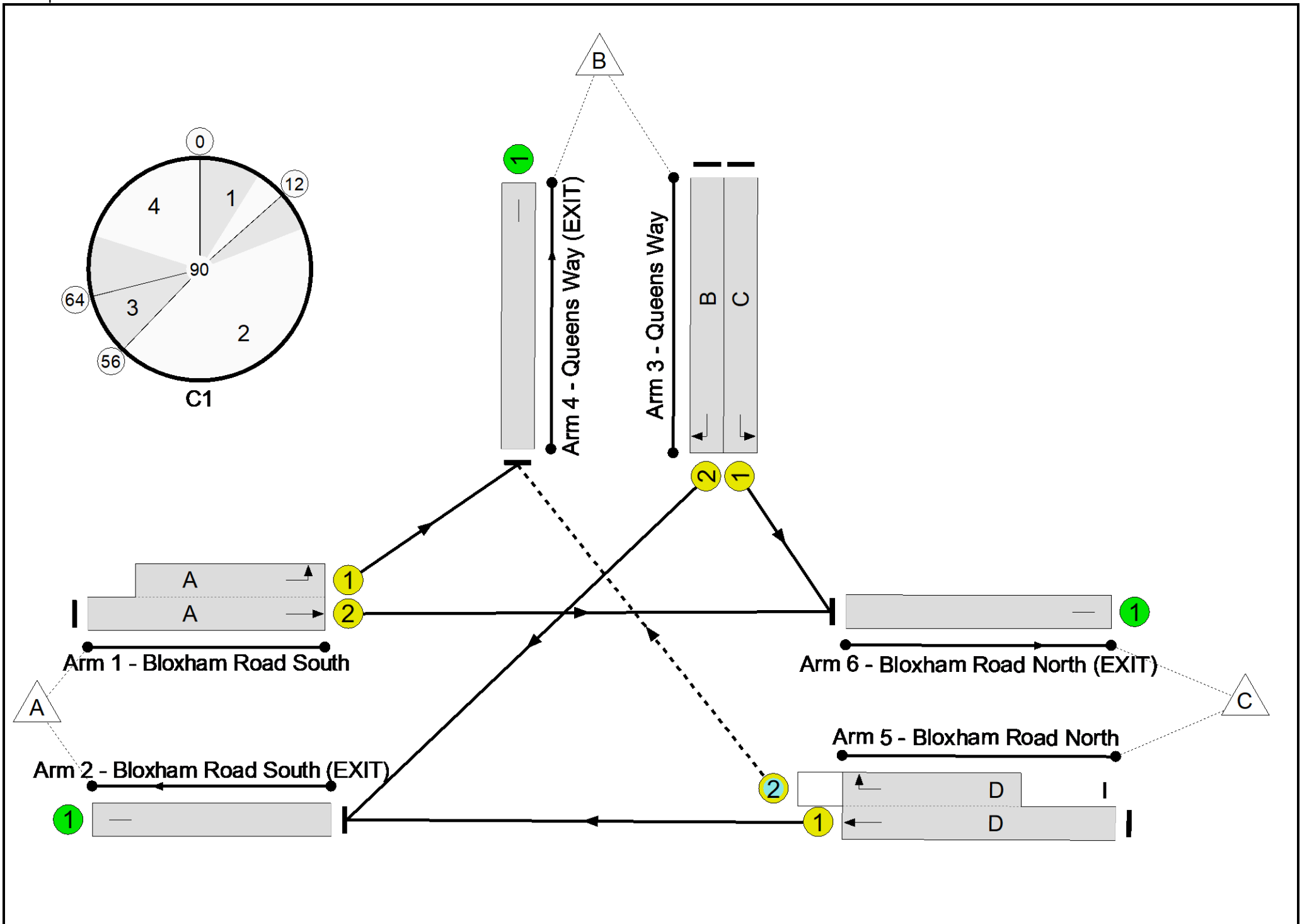
Stage	1	2	3	4
Duration	4	39	0	18
Change Point	0	12	56	64

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


B
0
12
4
1
90
64
3
2
56
C1
1
Arm 4 - Queens Way (EXIT)
Arm 3 - Queens Way
B
C
2
1
A
A
1
2
Arm 1 - Bloxham Road South
1
Arm 6 - Bloxham Road North (EXIT)
A
C
Arm 5 - Bloxham Road North
Arm 2 - Bloxham Road South (EXIT)
2
D
I
D
1
1

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.8%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.8%**
1/2+1/1	Bloxham Road South Left Ahead	U	N/A	N/A	A		1	48	-	1169	2120:1800	781+648	81.8 : 81.8%
2/1	Bloxham Road South (EXIT)	U	N/A	N/A	-		-	-	-	729	Inf	Inf	0.0%
3/1	Queens Way Left	U	N/A	N/A	C		1	26	-	291	1707	512	56.8%
3/2	Queens Way Right	U	N/A	N/A	B		1	21	-	347	1830	447	77.6%
4/1	Queens Way (EXIT)	U	N/A	N/A	-		-	-	-	670	Inf	Inf	0.0%
5/1+5/2	Bloxham Road North Ahead Right	U+O	N/A	N/A	D	I	1	47	8	522	1965:1914	844+262	45.3 : 53.5%
6/1	Bloxham Road North (EXIT)	U	N/A	N/A	-		-	-	-	930	Inf	Inf	0.0%

Full Input Data And Results

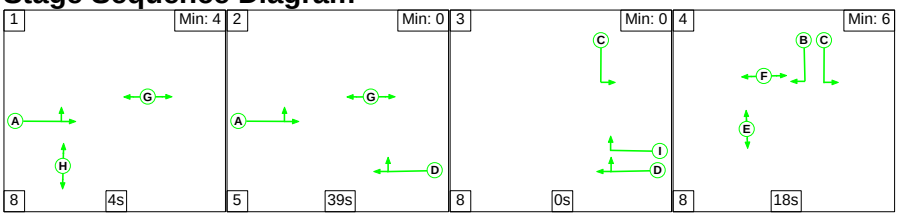
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**54**	**83**	**3**	**11.3**	**5.0**	**0.8**	**17.1**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**54**	**83**	**3**	**11.3**	**5.0**	**0.8**	**17.1**	**-**	**-**	**-**	**-**
1/2+1/1	1169	1169	-	-	-	4.3	2.2	-	6.5	20.1	11.6	2.2	13.8
2/1	729	729	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	291	291	-	-	-	2.1	0.7	-	2.8	34.7	6.1	0.7	6.7
3/2	347	347	-	-	-	3.1	1.7	-	4.7	49.1	8.0	1.7	9.7
4/1	670	670	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	522	522	54	83	3	1.7	0.4	0.8	3.0	20.7	5.5	0.4	6.0
6/1	930	930	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 10.0 Total Delay for Signalled Lanes (pcuHr): 17.08 Cycle Time (s): 90
PRC Over All Lanes (%): 10.0 Total Delay Over All Lanes(pcuHr): 17.08

Full Input Data And Results

Scenario 8: 'Scenario 8' (FG8: '2031 With Dev PM', Plan 1: 'Network Control Plan 1')

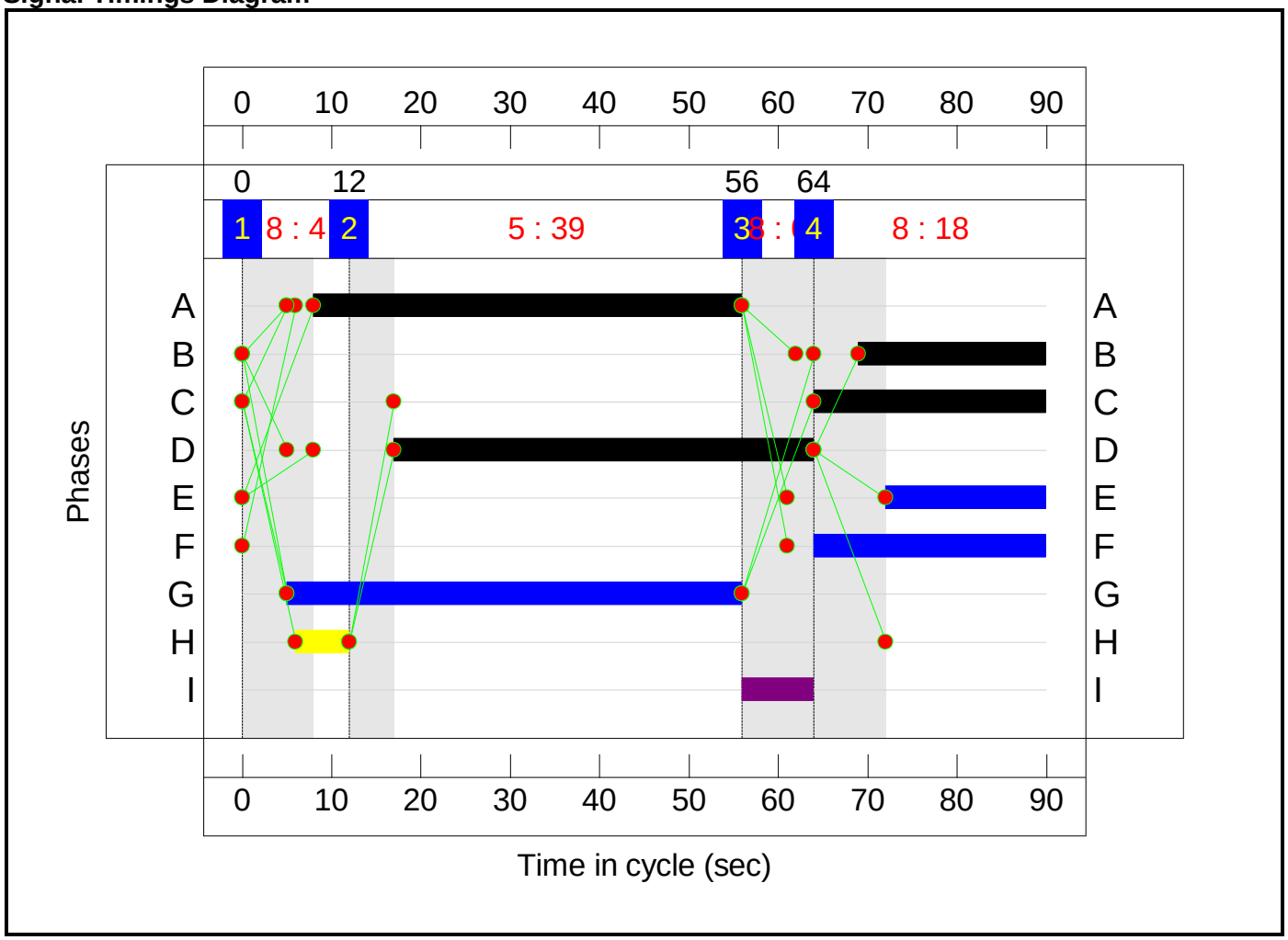
Stage Sequence Diagram



Stage Timings

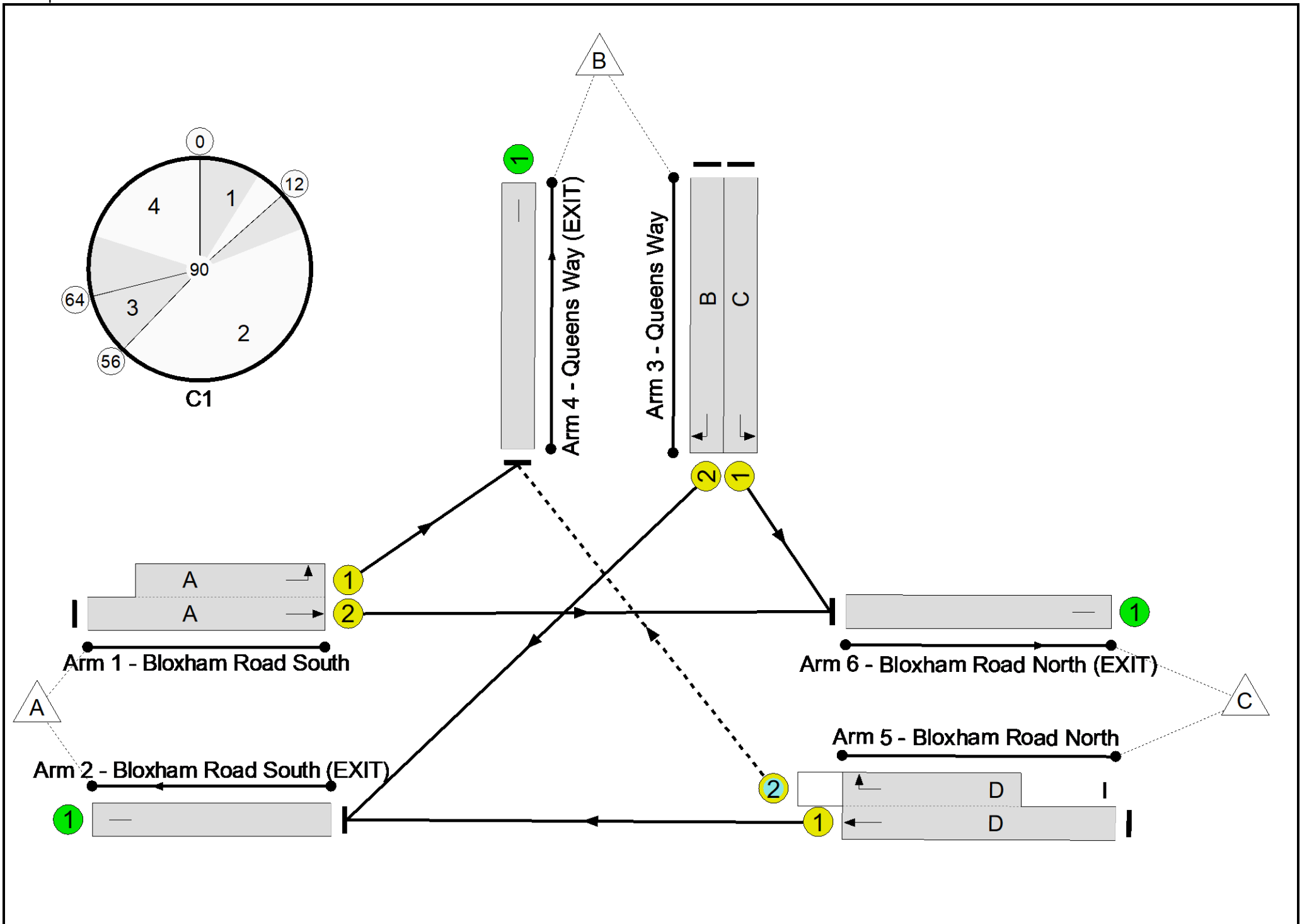
Stage	1	2	3	4
Duration	4	39	0	18
Change Point	0	12	56	64

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


B
0
12
4
1
90
64
3
2
56
C1
1
Arm 4 - Queens Way (EXIT)
Arm 3 - Queens Way
B
C
2
1
A
A
1
2
Arm 1 - Bloxham Road South
1
Arm 6 - Bloxham Road North (EXIT)
A
C
Arm 5 - Bloxham Road North
Arm 2 - Bloxham Road South (EXIT)
2
D
I
D
1
1

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.0%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.0%**
1/2+1/1	Bloxham Road South Left Ahead	U	N/A	N/A	A		1	48	-	1017	2120:1800	566+754	77.0 : 77.0%
2/1	Bloxham Road South (EXIT)	U	N/A	N/A	-		-	-	-	933	Inf	Inf	0.0%
3/1	Queens Way Left	U	N/A	N/A	C		1	26	-	201	1707	512	39.3%
3/2	Queens Way Right	U	N/A	N/A	B		1	21	-	332	1830	447	74.2%
4/1	Queens Way (EXIT)	U	N/A	N/A	-		-	-	-	747	Inf	Inf	0.0%
5/1+5/2	Bloxham Road North Ahead Right	U+O	N/A	N/A	D	I	1	47	8	767	1965:1914	881+243	68.2 : 68.2%
6/1	Bloxham Road North (EXIT)	U	N/A	N/A	-		-	-	-	637	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**106**	**56**	**4**	**10.9**	**4.5**	**0.7**	**16.1**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**106**	**56**	**4**	**10.9**	**4.5**	**0.7**	**16.1**	**-**	**-**	**-**	**-**
1/2+1/1	1017	1017	-	-	-	3.7	1.7	-	5.3	18.8	9.7	1.7	11.3
2/1	933	933	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	201	201	-	-	-	1.4	0.3	-	1.7	30.8	4.0	0.3	4.3
3/2	332	332	-	-	-	2.9	1.4	-	4.3	46.6	7.7	1.4	9.1
4/1	747	747	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	767	767	106	56	4	2.9	1.1	0.7	4.8	22.3	11.0	1.1	12.1
6/1	637	637	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 16.8
PRC Over All Lanes (%): 16.8

Total Delay for Signalled Lanes (pcuHr): 16.08
Total Delay Over All Lanes(pcuHr): 16.08

Cycle Time (s): 90

APPENDIX H

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896

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

Filename: Bloxham Road- Springfield Road Jn - IMPROVED - Canal Lane Closed.j9
Path: M:\Projects\16052-01 Bankside Phase 2, Banbury\Technical\Picady\Saturn Flows Feb 2019\Canal Lane Closed
Report generation date: 26/03/2019 16:06:07

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2016							
Stream B-C	0.4	10.15	0.28	B	0.6	12.57	0.37	B
Stream B-A	1.0	25.34	0.48	D	2.1	36.41	0.67	E
Stream C-AB	0.6	9.81	0.34	A	0.3	8.50	0.24	A
	2026 Baseline							
Stream B-C	0.6	11.28	0.38	B	1.0	16.53	0.50	C
Stream B-A	0.6	23.61	0.36	C	3.0	61.18	0.77	F
Stream C-AB	0.4	8.63	0.28	A	0.2	7.96	0.16	A
	2026 Baseline+Dev							
Stream B-C	0.9	13.12	0.47	B	1.0	16.61	0.50	C
Stream B-A	0.7	24.23	0.41	C	3.2	64.24	0.78	F
Stream C-AB	0.4	8.45	0.28	A	0.2	7.92	0.16	A
	2031 Baseline							
Stream B-C	1.0	14.16	0.49	B	1.5	21.93	0.61	C
Stream B-A	0.8	30.91	0.44	D	3.5	78.97	0.81	F
Stream C-AB	0.5	9.52	0.34	A	0.3	8.59	0.21	A
	2031 Baseline+Dev							
Stream B-C	1.4	17.40	0.58	C	1.6	23.66	0.63	C
Stream B-A	1.2	34.47	0.54	D	4.8	97.50	0.87	F
Stream C-AB	0.5	8.85	0.31	A	0.3	8.45	0.20	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	01/11/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DEMETRIS-PSYLLI\Demetris Psyllides
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	2016	AM	ONE HOUR	07:45	09:15	15	✓
D2	2016	PM	ONE HOUR	16:45	18:15	15	✓
D3	2026 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D4	2026 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D5	2026 Baseline+Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2026 Baseline+Dev	PM	ONE HOUR	16:45	18:15	15	✓
D7	2031 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D8	2031 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D9	2031 Baseline+Dev	AM	ONE HOUR	07:45	09:15	15	✓
D10	2031 Baseline+Dev	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

2016, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bloxham Rd/ Springfield Rd Jn	T-Junction	Two-way		3.65	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Bloxham Rd (N)		Major
B	Springfield Ave		Minor
C	Bloxham Rd (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Bloxham Rd (S)	10.16		✓	3.30	250.0	✓	14.00

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 (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B - Springfield Ave	Two lanes	4.30	4.00	140	90

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	626	0.093	0.236	0.149	0.337
1	B-C	769	0.097	0.244	-	-
1	C-B	805	0.255	0.255	-	-

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	2016	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bloxham Rd (N)		ONE HOUR	✓	694	100.000
B - Springfield Ave		ONE HOUR	✓	270	100.000
C - Bloxham Rd (S)		ONE HOUR	✓	842	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Bloxham Rd (N)	B - Springfield Ave	C - Bloxham Rd (S)
From	A - Bloxham Rd (N)	0	215	479
	B - Springfield Ave	133	0	137
	C - Bloxham Rd (S)	655	187	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Bloxham Rd (N)	B - Springfield Ave	C - Bloxham Rd (S)
From	A - Bloxham Rd (N)	10	10	10
	B - Springfield Ave	10	10	10
	C - Bloxham Rd (S)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.28	10.15	0.4	B	126	189
B-A	0.48	25.34	1.0	D	122	183
C-AB	0.34	9.81	0.6	A	172	257
C-A					601	902
A-B					197	296
A-C					440	659

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	103	26	624	0.165	102	0.0	0.2	7.571	A
B-A	100	25	405	0.247	99	0.0	0.4	12.858	B
C-AB	141	35	671	0.210	140	0.0	0.3	7.433	A
C-A	493	123			493				
A-B	162	40			162				
A-C	361	90			361				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	123	31	591	0.208	123	0.2	0.3	8.445	A
B-A	120	30	362	0.330	119	0.4	0.5	16.235	C
C-AB	168	42	645	0.260	168	0.3	0.4	8.282	A
C-A	589	147			589				
A-B	193	48			193				
A-C	431	108			431				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	151	38	542	0.278	150	0.3	0.4	10.100	B
B-A	146	37	303	0.484	145	0.5	1.0	24.786	C
C-AB	206	51	610	0.338	205	0.4	0.6	9.774	A
C-A	721	180			721				
A-B	237	59			237				
A-C	527	132			527				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	151	38	541	0.279	151	0.4	0.4	10.154	B
B-A	146	37	302	0.484	146	1.0	1.0	25.341	D
C-AB	206	51	610	0.338	206	0.6	0.6	9.807	A
C-A	721	180			721				
A-B	237	59			237				
A-C	527	132			527				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	123	31	590	0.209	124	0.4	0.3	8.496	A
B-A	120	30	362	0.331	121	1.0	0.6	16.598	C
C-AB	168	42	645	0.260	169	0.6	0.4	8.318	A
C-A	589	147			589				
A-B	193	48			193				
A-C	431	108			431				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	103	26	623	0.165	103	0.3	0.2	7.621	A
B-A	100	25	405	0.247	101	0.6	0.4	13.065	B
C-AB	141	35	671	0.210	141	0.4	0.3	7.476	A
C-A	493	123			493				
A-B	162	40			162				
A-C	361	90			361				

2016, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bloxham Rd/ Springfield Rd Jn	T-Junction	Two-way		5.99	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	2016	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bloxham Rd (N)		ONE HOUR	✓	696	100.000
B - Springfield Ave		ONE HOUR	✓	368	100.000
C - Bloxham Rd (S)		ONE HOUR	✓	690	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Bloxham Rd (N)	B - Springfield Ave	C - Bloxham Rd (S)
From	A - Bloxham Rd (N)	0	143	553
	B - Springfield Ave	200	0	168
	C - Bloxham Rd (S)	560	130	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Bloxham Rd (N)	B - Springfield Ave	C - Bloxham Rd (S)
From	A - Bloxham Rd (N)	10	10	10
	B - Springfield Ave	10	10	10
	C - Bloxham Rd (S)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.37	12.57	0.6	B	154	231
B-A	0.67	36.41	2.1	E	184	275
C-AB	0.24	8.50	0.3	A	119	179
C-A					514	771
A-B					131	197
A-C					507	761

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	126	32	599	0.211	125	0.0	0.3	8.348	A
B-A	151	38	422	0.357	148	0.0	0.6	14.325	B
C-AB	98	24	671	0.146	97	0.0	0.2	6.892	A
C-A	422	105			422				
A-B	108	27			108				
A-C	416	104			416				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	151	38	560	0.270	151	0.3	0.4	9.667	A
B-A	180	45	382	0.470	178	0.6	0.9	19.271	C
C-AB	117	29	645	0.181	117	0.2	0.2	7.491	A
C-A	503	126			503				
A-B	129	32			129				
A-C	497	124			497				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	185	46	502	0.369	184	0.4	0.6	12.423	B
B-A	220	55	328	0.672	216	0.9	2.0	34.147	D
C-AB	143	36	609	0.235	143	0.2	0.3	8.485	A
C-A	617	154			617				
A-B	157	39			157				
A-C	609	152			609				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	185	46	500	0.370	185	0.6	0.6	12.570	B
B-A	220	55	328	0.672	220	2.0	2.1	36.411	E
C-AB	143	36	609	0.235	143	0.3	0.3	8.498	A
C-A	617	154			617				
A-B	157	39			157				
A-C	609	152			609				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	151	38	557	0.271	152	0.6	0.4	9.793	A
B-A	180	45	382	0.470	184	2.1	1.0	20.418	C
C-AB	117	29	645	0.181	117	0.3	0.2	7.507	A
C-A	503	126			503				
A-B	129	32			129				
A-C	497	124			497				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	126	32	597	0.212	127	0.4	0.3	8.433	A
B-A	151	38	422	0.357	152	1.0	0.6	14.759	B
C-AB	98	24	671	0.146	98	0.2	0.2	6.917	A
C-A	422	105			422				
A-B	108	27			108				
A-C	416	104			416				

2026 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bloxham Rd/ Springfield Rd Jn	T-Junction	Two-way		2.46	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	2026 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bloxham Rd (N)		ONE HOUR	✓	759	100.000
B - Springfield Ave		ONE HOUR	✓	266	100.000
C - Bloxham Rd (S)		ONE HOUR	✓	1122	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Bloxham Rd (N)	B - Springfield Ave	C - Bloxham Rd (S)
From	A - Bloxham Rd (N)	0	183	576
	B - Springfield Ave	79	0	187
	C - Bloxham Rd (S)	970	152	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Bloxham Rd (N)	B - Springfield Ave	C - Bloxham Rd (S)
From	A - Bloxham Rd (N)	0	6	5
	B - Springfield Ave	2	0	5
	C - Bloxham Rd (S)	5	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.38	11.28	0.6	B	172	257
B-A	0.36	23.61	0.6	C	72	109
C-AB	0.28	8.63	0.4	A	139	209
C-A					890	1335
A-B					168	252
A-C					529	793

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	141	35	623	0.226	140	0.0	0.3	7.771	A
B-A	59	15	364	0.163	59	0.0	0.2	11.981	B
C-AB	114	29	659	0.174	114	0.0	0.2	6.706	A
C-A	730	183			730				
A-B	138	34			138				
A-C	434	108			434				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	168	42	591	0.284	168	0.3	0.4	8.898	A
B-A	71	18	313	0.227	71	0.2	0.3	15.118	C
C-AB	137	34	631	0.217	136	0.2	0.3	7.407	A
C-A	872	218			872				
A-B	165	41			165				
A-C	518	129			518				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	206	51	541	0.381	205	0.4	0.6	11.196	B
B-A	87	22	242	0.359	86	0.3	0.5	23.306	C
C-AB	167	42	591	0.283	167	0.3	0.4	8.616	A
C-A	1068	267			1068				
A-B	201	50			201				
A-C	634	159			634				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	206	51	540	0.381	206	0.6	0.6	11.276	B
B-A	87	22	242	0.359	87	0.5	0.6	23.614	C
C-AB	167	42	591	0.283	167	0.4	0.4	8.635	A
C-A	1068	267			1068				
A-B	201	50			201				
A-C	634	159			634				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	168	42	590	0.285	169	0.6	0.4	8.968	A
B-A	71	18	312	0.227	72	0.6	0.3	15.310	C
C-AB	137	34	631	0.217	137	0.4	0.3	7.429	A
C-A	872	218			872				
A-B	165	41			165				
A-C	518	129			518				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	141	35	623	0.226	141	0.4	0.3	7.835	A
B-A	59	15	364	0.164	60	0.3	0.2	12.090	B
C-AB	114	29	659	0.174	115	0.3	0.2	6.734	A
C-A	730	183			730				
A-B	138	34			138				
A-C	434	108			434				

2026 Baseline , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bloxham Rd/ Springfield Rd Jn	T-Junction	Two-way		6.76	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
D4	2026 Baseline	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 (%)
A - Bloxham Rd (N)		ONE HOUR	✓	903	100.000
B - Springfield Ave		ONE HOUR	✓	372	100.000
C - Bloxham Rd (S)		ONE HOUR	✓	881	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Bloxham Rd (N)	B - Springfield Ave	C - Bloxham Rd (S)
From	A - Bloxham Rd (N)	0	123	780
	B - Springfield Ave	174	0	198
	C - Bloxham Rd (S)	799	82	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Bloxham Rd (N)	B - Springfield Ave	C - Bloxham Rd (S)
From	A - Bloxham Rd (N)	0	1	3
	B - Springfield Ave	4	0	0
	C - Bloxham Rd (S)	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.50	16.53	1.0	C	182	273
B-A	0.77	61.18	3.0	F	160	239
C-AB	0.16	7.96	0.2	A	75	113
C-A					733	1100
A-B					113	169
A-C					716	1074

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	149	37	562	0.265	148	0.0	0.4	8.658	A
B-A	131	33	369	0.355	129	0.0	0.6	15.502	C
C-AB	62	15	631	0.098	61	0.0	0.1	6.428	A
C-A	602	150			602				
A-B	93	23			93				
A-C	587	147			587				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	178	44	514	0.346	177	0.4	0.5	10.666	B
B-A	156	39	319	0.491	155	0.6	1.0	22.685	C
C-AB	74	18	597	0.123	74	0.1	0.1	6.994	A
C-A	718	180			718				
A-B	111	28			111				
A-C	701	175			701				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	218	55	439	0.496	216	0.5	1.0	16.007	C
B-A	192	48	250	0.768	184	1.0	2.8	52.749	F
C-AB	90	23	551	0.164	90	0.1	0.2	7.950	A
C-A	880	220			880				
A-B	135	34			135				
A-C	859	215			859				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	218	55	436	0.501	218	1.0	1.0	16.526	C
B-A	192	48	249	0.768	190	2.8	3.0	61.181	F
C-AB	90	23	551	0.164	90	0.2	0.2	7.957	A
C-A	880	220			880				
A-B	135	34			135				
A-C	859	215			859				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	178	44	510	0.349	180	1.0	0.5	10.971	B
B-A	156	39	319	0.491	164	3.0	1.1	25.446	D
C-AB	74	18	597	0.123	74	0.2	0.1	7.003	A
C-A	718	180			718				
A-B	111	28			111				
A-C	701	175			701				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	149	37	560	0.266	150	0.5	0.4	8.785	A
B-A	131	33	369	0.355	133	1.1	0.6	16.045	C
C-AB	62	15	631	0.098	62	0.1	0.1	6.439	A
C-A	602	150			602				
A-B	93	23			93				
A-C	587	147			587				

2026 Baseline+Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bloxham Rd/ Springfield Rd Jn	T-Junction	Two-way		3.08	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	2026 Baseline+Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bloxham Rd (N)		ONE HOUR	✓	714	100.000
B - Springfield Ave		ONE HOUR	✓	328	100.000
C - Bloxham Rd (S)		ONE HOUR	✓	1120	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Bloxham Rd (N)	B - Springfield Ave	C - Bloxham Rd (S)
From	A - Bloxham Rd (N)	0	187	527
	B - Springfield Ave	94	0	234
	C - Bloxham Rd (S)	965	155	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Bloxham Rd (N)	B - Springfield Ave	C - Bloxham Rd (S)
From	A - Bloxham Rd (N)	0	5	5
	B - Springfield Ave	2	0	5
	C - Bloxham Rd (S)	5	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.47	13.12	0.9	B	215	322
B-A	0.41	24.23	0.7	C	86	129
C-AB	0.28	8.45	0.4	A	142	213
C-A					886	1328
A-B					172	257
A-C					484	725

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	176	44	627	0.281	175	0.0	0.4	8.279	A
B-A	71	18	372	0.190	70	0.0	0.2	12.048	B
C-AB	117	29	668	0.175	116	0.0	0.2	6.627	A
C-A	727	182			727				
A-B	141	35			141				
A-C	397	99			397				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	210	53	595	0.353	210	0.4	0.6	9.745	A
B-A	85	21	323	0.262	84	0.2	0.4	15.287	C
C-AB	139	35	641	0.217	139	0.2	0.3	7.292	A
C-A	868	217			868				
A-B	168	42			168				
A-C	474	118			474				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	258	64	545	0.473	256	0.6	0.9	12.963	B
B-A	103	26	254	0.407	102	0.4	0.7	23.836	C
C-AB	171	43	604	0.283	170	0.3	0.4	8.429	A
C-A	1062	266			1062				
A-B	206	51			206				
A-C	580	145			580				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	258	64	544	0.473	258	0.9	0.9	13.119	B
B-A	103	26	254	0.407	103	0.7	0.7	24.225	C
C-AB	171	43	604	0.283	171	0.4	0.4	8.447	A
C-A	1062	266			1062				
A-B	206	51			206				
A-C	580	145			580				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	210	53	594	0.354	212	0.9	0.6	9.873	A
B-A	85	21	322	0.262	86	0.7	0.4	15.524	C
C-AB	139	35	641	0.217	140	0.4	0.3	7.314	A
C-A	868	217			868				
A-B	168	42			168				
A-C	474	118			474				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	176	44	627	0.281	177	0.6	0.4	8.375	A
B-A	71	18	372	0.190	71	0.4	0.2	12.180	B
C-AB	117	29	668	0.175	117	0.3	0.2	6.652	A
C-A	727	182			727				
A-B	141	35			141				
A-C	397	99			397				

2026 Baseline+Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bloxham Rd/ Springfield Rd Jn	T-Junction	Two-way		7.10	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	2026 Baseline+Dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bloxham Rd (N)		ONE HOUR	✓	906	100.000
B - Springfield Ave		ONE HOUR	✓	374	100.000
C - Bloxham Rd (S)		ONE HOUR	✓	878	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Bloxham Rd (N)	B - Springfield Ave	C - Bloxham Rd (S)
From	A - Bloxham Rd (N)	0	123	783
	B - Springfield Ave	178	0	196
	C - Bloxham Rd (S)	799	79	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Bloxham Rd (N)	B - Springfield Ave	C - Bloxham Rd (S)
From	A - Bloxham Rd (N)	0	1	3
	B - Springfield Ave	3	0	0
	C - Bloxham Rd (S)	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.50	16.61	1.0	C	180	270
B-A	0.78	64.24	3.2	F	163	245
C-AB	0.16	7.92	0.2	A	72	109
C-A					733	1100
A-B					113	169
A-C					718	1078

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	148	37	560	0.263	146	0.0	0.4	8.663	A
B-A	134	34	369	0.363	132	0.0	0.6	15.497	C
C-AB	59	15	631	0.094	59	0.0	0.1	6.410	A
C-A	602	150			602				
A-B	93	23			93				
A-C	589	147			589				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	176	44	512	0.344	176	0.4	0.5	10.678	B
B-A	160	40	319	0.502	158	0.6	1.0	22.864	C
C-AB	71	18	597	0.119	71	0.1	0.1	6.968	A
C-A	718	180			718				
A-B	111	28			111				
A-C	704	176			704				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	216	54	437	0.494	214	0.5	0.9	16.063	C
B-A	196	49	250	0.784	188	1.0	2.9	54.568	F
C-AB	87	22	550	0.158	87	0.1	0.2	7.910	A
C-A	880	220			880				
A-B	135	34			135				
A-C	862	216			862				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	216	54	432	0.499	216	0.9	1.0	16.606	C
B-A	196	49	250	0.785	195	2.9	3.2	64.239	F
C-AB	87	22	550	0.158	87	0.2	0.2	7.916	A
C-A	880	220			880				
A-B	135	34			135				
A-C	862	216			862				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	176	44	507	0.347	178	1.0	0.5	10.996	B
B-A	160	40	319	0.502	169	3.2	1.1	25.960	D
C-AB	71	18	597	0.119	71	0.2	0.1	6.979	A
C-A	718	180			718				
A-B	111	28			111				
A-C	704	176			704				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	148	37	559	0.264	148	0.5	0.4	8.791	A
B-A	134	34	369	0.363	136	1.1	0.6	16.064	C
C-AB	59	15	631	0.094	60	0.1	0.1	6.420	A
C-A	602	150			602				
A-B	93	23			93				
A-C	589	147			589				

2031 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bloxham Rd/ Springfield Rd Jn	T-Junction	Two-way		3.26	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	2031 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bloxham Rd (N)		ONE HOUR	✓	787	100.000
B - Springfield Ave		ONE HOUR	✓	317	100.000
C - Bloxham Rd (S)		ONE HOUR	✓	1232	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Bloxham Rd (N)	B - Springfield Ave	C - Bloxham Rd (S)
From	A - Bloxham Rd (N)	0	185	602
	B - Springfield Ave	84	0	233
	C - Bloxham Rd (S)	1051	181	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Bloxham Rd (N)	B - Springfield Ave	C - Bloxham Rd (S)
From	A - Bloxham Rd (N)	0	5	5
	B - Springfield Ave	2	0	4
	C - Bloxham Rd (S)	4	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.49	14.16	1.0	B	214	321
B-A	0.44	30.91	0.8	D	77	116
C-AB	0.34	9.52	0.5	A	166	249
C-A					964	1447
A-B					170	255
A-C					552	829

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	175	44	615	0.285	174	0.0	0.4	8.463	A
B-A	63	16	343	0.184	62	0.0	0.2	13.050	B
C-AB	136	34	653	0.209	135	0.0	0.3	7.045	A
C-A	791	198			791				
A-B	139	35			139				
A-C	453	113			453				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	209	52	580	0.361	209	0.4	0.6	10.091	B
B-A	76	19	287	0.263	75	0.2	0.4	17.243	C
C-AB	163	41	624	0.261	162	0.3	0.4	7.911	A
C-A	945	236			945				
A-B	166	42			166				
A-C	541	135			541				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	257	64	522	0.491	255	0.6	1.0	13.940	B
B-A	92	23	211	0.438	91	0.4	0.8	30.139	D
C-AB	199	50	583	0.342	199	0.4	0.5	9.490	A
C-A	1157	289			1157				
A-B	204	51			204				
A-C	663	166			663				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	257	64	521	0.492	256	1.0	1.0	14.159	B
B-A	92	23	211	0.438	92	0.8	0.8	30.913	D
C-AB	199	50	583	0.342	199	0.5	0.5	9.522	A
C-A	1157	289			1157				
A-B	204	51			204				
A-C	663	166			663				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	209	52	579	0.362	211	1.0	0.6	10.249	B
B-A	76	19	287	0.263	77	0.8	0.4	17.615	C
C-AB	163	41	624	0.261	163	0.5	0.4	7.951	A
C-A	945	236			945				
A-B	166	42			166				
A-C	541	135			541				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	175	44	615	0.285	176	0.6	0.4	8.569	A
B-A	63	16	342	0.185	64	0.4	0.2	13.207	B
C-AB	136	34	653	0.209	137	0.4	0.3	7.085	A
C-A	791	198			791				
A-B	139	35			139				
A-C	453	113			453				

2031 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bloxham Rd/ Springfield Rd Jn	T-Junction	Two-way		8.01	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	2031 Baseline	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 (%)
A - Bloxham Rd (N)		ONE HOUR	✓	946	100.000
B - Springfield Ave		ONE HOUR	✓	386	100.000
C - Bloxham Rd (S)		ONE HOUR	✓	959	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Bloxham Rd (N)	B - Springfield Ave	C - Bloxham Rd (S)
From	A - Bloxham Rd (N)	0	86	860
	B - Springfield Ave	158	0	228
	C - Bloxham Rd (S)	856	103	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Bloxham Rd (N)	B - Springfield Ave	C - Bloxham Rd (S)
From	A - Bloxham Rd (N)	0	1	3
	B - Springfield Ave	1	0	0
	C - Bloxham Rd (S)	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.61	21.93	1.5	C	209	314
B-A	0.81	78.97	3.5	F	145	217
C-AB	0.21	8.59	0.3	A	95	142
C-A					785	1178
A-B					79	118
A-C					789	1184

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	172	43	553	0.311	170	0.0	0.4	9.366	A
B-A	119	30	345	0.344	117	0.0	0.5	15.822	C
C-AB	78	19	623	0.124	77	0.0	0.1	6.687	A
C-A	644	161			644				
A-B	65	16			65				
A-C	647	162			647				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	205	51	502	0.408	204	0.4	0.7	12.052	B
B-A	142	36	291	0.488	140	0.5	0.9	24.002	C
C-AB	93	23	588	0.158	92	0.1	0.2	7.379	A
C-A	770	192			770				
A-B	77	19			77				
A-C	773	193			773				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	251	63	420	0.598	248	0.7	1.4	20.630	C
B-A	174	43	215	0.808	165	0.9	3.1	64.349	F
C-AB	113	28	539	0.210	113	0.2	0.3	8.579	A
C-A	942	236			942				
A-B	95	24			95				
A-C	947	237			947				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	251	63	414	0.606	251	1.4	1.5	21.926	C
B-A	174	43	215	0.808	172	3.1	3.5	78.970	F
C-AB	113	28	539	0.210	113	0.3	0.3	8.591	A
C-A	942	236			942				
A-B	95	24			95				
A-C	947	237			947				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	205	51	496	0.413	208	1.5	0.7	12.634	B
B-A	142	36	291	0.489	152	3.5	1.0	27.978	D
C-AB	93	23	588	0.158	93	0.3	0.2	7.394	A
C-A	770	192			770				
A-B	77	19			77				
A-C	773	193			773				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	172	43	551	0.312	173	0.7	0.5	9.551	A
B-A	119	30	345	0.345	121	1.0	0.5	16.391	C
C-AB	78	19	623	0.124	78	0.2	0.1	6.707	A
C-A	644	161			644				
A-B	65	16			65				
A-C	647	162			647				

2031 Baseline+Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bloxham Rd/ Springfield Rd Jn	T-Junction	Two-way		4.34	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	2031 Baseline+Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bloxham Rd (N)		ONE HOUR	✓	730	100.000
B - Springfield Ave		ONE HOUR	✓	388	100.000
C - Bloxham Rd (S)		ONE HOUR	✓	1225	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Bloxham Rd (N)	B - Springfield Ave	C - Bloxham Rd (S)
From	A - Bloxham Rd (N)	0	186	544
	B - Springfield Ave	113	0	275
	C - Bloxham Rd (S)	1056	169	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Bloxham Rd (N)	B - Springfield Ave	C - Bloxham Rd (S)
From	A - Bloxham Rd (N)	0	5	5
	B - Springfield Ave	1	0	5
	C - Bloxham Rd (S)	4	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.58	17.40	1.4	C	252	379
B-A	0.54	34.47	1.2	D	104	156
C-AB	0.31	8.85	0.5	A	155	233
C-A					969	1454
A-B					171	256
A-C					499	749

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	207	52	616	0.336	205	0.0	0.5	9.101	A
B-A	85	21	356	0.239	84	0.0	0.3	13.364	B
C-AB	127	32	664	0.191	126	0.0	0.2	6.789	A
C-A	795	199			795				
A-B	140	35			140				
A-C	410	102			410				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	247	62	580	0.426	246	0.5	0.8	11.247	B
B-A	102	25	303	0.336	101	0.3	0.5	18.006	C
C-AB	152	38	637	0.238	152	0.2	0.3	7.530	A
C-A	949	237			949				
A-B	167	42			167				
A-C	489	122			489				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	303	76	520	0.582	300	0.8	1.4	16.908	C
B-A	124	31	230	0.541	122	0.5	1.1	33.094	D
C-AB	186	47	600	0.310	186	0.3	0.5	8.827	A
C-A	1163	291			1163				
A-B	205	51			205				
A-C	599	150			599				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	303	76	519	0.584	303	1.4	1.4	17.397	C
B-A	124	31	230	0.542	124	1.1	1.2	34.468	D
C-AB	186	47	600	0.310	186	0.5	0.5	8.849	A
C-A	1163	291			1163				
A-B	205	51			205				
A-C	599	150			599				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	247	62	578	0.428	250	1.4	0.8	11.552	B
B-A	102	25	302	0.336	104	1.2	0.5	18.618	C
C-AB	152	38	637	0.238	152	0.5	0.3	7.555	A
C-A	949	237			949				
A-B	167	42			167				
A-C	489	122			489				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	207	52	615	0.336	208	0.8	0.5	9.261	A
B-A	85	21	355	0.240	86	0.5	0.3	13.589	B
C-AB	127	32	664	0.191	128	0.3	0.2	6.818	A
C-A	795	199			795				
A-B	140	35			140				
A-C	410	102			410				

2031 Baseline+Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bloxham Rd/ Springfield Rd Jn	T-Junction	Two-way		10.25	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
D10	2031 Baseline+Dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bloxham Rd (N)		ONE HOUR	✓	933	100.000
B - Springfield Ave		ONE HOUR	✓	408	100.000
C - Bloxham Rd (S)		ONE HOUR	✓	943	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Bloxham Rd (N)	B - Springfield Ave	C - Bloxham Rd (S)
From	A - Bloxham Rd (N)	0	88	845
	B - Springfield Ave	175	0	233
	C - Bloxham Rd (S)	843	100	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Bloxham Rd (N)	B - Springfield Ave	C - Bloxham Rd (S)
From	A - Bloxham Rd (N)	0	1	3
	B - Springfield Ave	1	0	0
	C - Bloxham Rd (S)	2	2	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.63	23.66	1.6	C	214	321
B-A	0.87	97.50	4.8	F	161	241
C-AB	0.20	8.45	0.3	A	92	138
C-A					774	1160
A-B					81	121
A-C					775	1163

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	175	44	550	0.319	174	0.0	0.5	9.515	A
B-A	132	33	350	0.376	129	0.0	0.6	16.354	C
C-AB	75	19	625	0.120	75	0.0	0.1	6.631	A
C-A	635	159			635				
A-B	66	17			66				
A-C	636	159			636				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	209	52	499	0.420	208	0.5	0.7	12.376	B
B-A	157	39	296	0.531	155	0.6	1.1	25.506	D
C-AB	90	22	591	0.152	90	0.1	0.2	7.297	A
C-A	758	189			758				
A-B	79	20			79				
A-C	760	190			760				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	257	64	415	0.619	253	0.7	1.5	21.881	C
B-A	193	48	222	0.867	181	1.1	4.0	73.941	F
C-AB	110	28	542	0.203	110	0.2	0.3	8.443	A
C-A	928	232			928				
A-B	97	24			97				
A-C	930	233			930				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	257	64	408	0.629	256	1.5	1.6	23.658	C
B-A	193	48	222	0.867	190	4.0	4.8	97.499	F
C-AB	110	28	542	0.203	110	0.3	0.3	8.455	A
C-A	928	232			928				
A-B	97	24			97				
A-C	930	233			930				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	209	52	490	0.427	213	1.6	0.8	13.139	B
B-A	157	39	296	0.531	172	4.8	1.2	32.093	D
C-AB	90	22	591	0.152	90	0.3	0.2	7.309	A
C-A	758	189			758				
A-B	79	20			79				
A-C	760	190			760				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	175	44	548	0.320	177	0.8	0.5	9.724	A
B-A	132	33	350	0.376	134	1.2	0.6	17.080	C
C-AB	75	19	625	0.120	75	0.2	0.1	6.651	A
C-A	635	159			635				
A-B	66	17			66				
A-C	636	159			636				

APPENDIX I

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: Oxford Rd-Bankside slip West - Canal Lane Closed.j9
Path: M:\Projects\16052-01 Bankside Phase 2, Banbury\Technical\Picady\Saturn Flows Feb 2019
Report generation date: 26/03/2019 15:57:11

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2016							
Stream B-AC	0.3	9.17	0.19	A	0.2	8.71	0.14	A
Stream C-B	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2026 Baseline							
Stream B-AC	0.5	10.44	0.36	B	0.3	9.23	0.21	A
Stream C-B	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2026 Baseline+Dev							
Stream B-AC	0.8	11.87	0.46	B	0.5	10.46	0.34	B
Stream C-B	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2031 Baseline							
Stream B-AC	0.7	12.04	0.42	B	0.3	9.57	0.21	A
Stream C-B	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2031 Baseline+Dev							
Stream B-AC	1.3	15.45	0.58	C	0.6	11.01	0.36	B
Stream C-B	0.0	0.00	0.00	A	0.0	0.00	0.00	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	01/11/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DEMETRIS-PSYLLI\Demetris Psyllides
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	2016	AM	ONE HOUR	07:45	09:15	15	✓
D2	2016	PM	ONE HOUR	16:45	18:15	15	✓
D3	2026 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D4	2026 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D5	2026 Baseline+Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2026 Baseline+Dev	PM	ONE HOUR	16:45	18:15	15	✓
D7	2031 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D8	2031 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D9	2031 Baseline+Dev	AM	ONE HOUR	07:45	09:15	15	✓
D10	2031 Baseline+Dev	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

2016, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	OxfordRd/ Bankside Slip East Jn	T-Junction	Two-way		0.75	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Oxford Rd (S)		Major
B	Bankside Slip (W)		Minor
C	Oxford 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 - Oxford Rd (N)	7.50			100.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Bankside Slip (W)	One lane	4.10	92	137

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	640	0.109	0.276	0.173	0.394
1	B-C	788	0.113	0.286	-	-
1	C-B	632	0.229	0.229	-	-

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	2016	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Oxford Rd (S)		ONE HOUR	✓	1005	100.000
B - Bankside Slip (W)		ONE HOUR	✓	90	100.000
C - Oxford Rd (N)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Oxford Rd (S)	B - Bankside Slip (W)	C - Oxford Rd (N)
From	A - Oxford Rd (S)	0	307	698
	B - Bankside Slip (W)	0	0	90
	C - Oxford Rd (N)	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Oxford Rd (S)	B - Bankside Slip (W)	C - Oxford Rd (N)
From	A - Oxford Rd (S)	10	10	10
	B - Bankside Slip (W)	10	10	10
	C - Oxford Rd (N)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.19	9.17	0.3	A	83	124
C-A					0	0
C-B	0.00	0.00	0.0	A	0	0
A-B					282	423
A-C					640	961

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	68	17	612	0.111	67	0.0	0.1	7.257	A
C-A	0	0			0				
C-B	0	0	459	0.000	0	0.0	0.0	0.000	A
A-B	231	58			231				
A-C	525	131			525				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	20	578	0.140	81	0.1	0.2	7.960	A
C-A	0	0			0				
C-B	0	0	425	0.000	0	0.0	0.0	0.000	A
A-B	276	69			276				
A-C	627	157			627				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	99	25	531	0.187	99	0.2	0.2	9.162	A
C-A	0	0			0				
C-B	0	0	379	0.000	0	0.0	0.0	0.000	A
A-B	338	85			338				
A-C	769	192			769				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	99	25	531	0.187	99	0.2	0.3	9.172	A
C-A	0	0			0				
C-B	0	0	379	0.000	0	0.0	0.0	0.000	A
A-B	338	85			338				
A-C	769	192			769				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	20	578	0.140	81	0.3	0.2	7.975	A
C-A	0	0			0				
C-B	0	0	425	0.000	0	0.0	0.0	0.000	A
A-B	276	69			276				
A-C	627	157			627				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	68	17	612	0.111	68	0.2	0.1	7.279	A
C-A	0	0			0				
C-B	0	0	459	0.000	0	0.0	0.0	0.000	A
A-B	231	58			231				
A-C	525	131			525				

2016, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	OxfordRd/ Bankside Slip East Jn	T-Junction	Two-way		0.56	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	2016	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Oxford Rd (S)		ONE HOUR	✓	997	100.000
B - Bankside Slip (W)		ONE HOUR	✓	69	100.000
C - Oxford Rd (N)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Oxford Rd (S)	B - Bankside Slip (W)	C - Oxford Rd (N)
From	A - Oxford Rd (S)	0	293	704
	B - Bankside Slip (W)	0	0	69
	C - Oxford Rd (N)	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Oxford Rd (S)	B - Bankside Slip (W)	C - Oxford Rd (N)
From	A - Oxford Rd (S)	10	10	10
	B - Bankside Slip (W)	10	10	10
	C - Oxford Rd (N)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.14	8.71	0.2	A	63	95
C-A					0	0
C-B	0.00	0.00	0.0	A	0	0
A-B					269	403
A-C					646	969

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	13	612	0.085	52	0.0	0.1	7.059	A
C-A	0	0			0				
C-B	0	0	460	0.000	0	0.0	0.0	0.000	A
A-B	221	55			221				
A-C	530	133			530				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	16	578	0.107	62	0.1	0.1	7.671	A
C-A	0	0			0				
C-B	0	0	427	0.000	0	0.0	0.0	0.000	A
A-B	263	66			263				
A-C	633	158			633				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	19	531	0.143	76	0.1	0.2	8.702	A
C-A	0	0			0				
C-B	0	0	381	0.000	0	0.0	0.0	0.000	A
A-B	323	81			323				
A-C	775	194			775				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	19	531	0.143	76	0.2	0.2	8.709	A
C-A	0	0			0				
C-B	0	0	381	0.000	0	0.0	0.0	0.000	A
A-B	323	81			323				
A-C	775	194			775				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	16	578	0.107	62	0.2	0.1	7.682	A
C-A	0	0			0				
C-B	0	0	427	0.000	0	0.0	0.0	0.000	A
A-B	263	66			263				
A-C	633	158			633				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	13	612	0.085	52	0.1	0.1	7.071	A
C-A	0	0			0				
C-B	0	0	460	0.000	0	0.0	0.0	0.000	A
A-B	221	55			221				
A-C	530	133			530				

2026 Baseline , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	OxfordRd/ Bankside Slip East Jn	T-Junction	Two-way		1.60	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
D3	2026 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Oxford Rd (S)		ONE HOUR	✓	955	100.000
B - Bankside Slip (W)		ONE HOUR	✓	173	100.000
C - Oxford Rd (N)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Oxford Rd (S)	B - Bankside Slip (W)	C - Oxford Rd (N)
From	A - Oxford Rd (S)	0	251	704
	B - Bankside Slip (W)	0	0	173
	C - Oxford Rd (N)	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Oxford Rd (S)	B - Bankside Slip (W)	C - Oxford Rd (N)
From	A - Oxford Rd (S)	0	1	8
	B - Bankside Slip (W)	0	0	0
	C - Oxford Rd (N)	0	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.36	10.44	0.5	B	159	238
C-A					0	0
C-B	0.00	0.00	0.0	A	0	0
A-B					230	345
A-C					646	969

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	130	33	616	0.212	129	0.0	0.3	7.399	A
C-A	0	0			0				
C-B	0	0	467	0.000	0	0.0	0.0	0.000	A
A-B	189	47			189				
A-C	530	133			530				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	156	39	582	0.267	155	0.3	0.4	8.441	A
C-A	0	0			0				
C-B	0	0	435	0.000	0	0.0	0.0	0.000	A
A-B	226	56			226				
A-C	633	158			633				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	190	48	536	0.355	190	0.4	0.5	10.403	B
C-A	0	0			0				
C-B	0	0	391	0.000	0	0.0	0.0	0.000	A
A-B	276	69			276				
A-C	775	194			775				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	190	48	536	0.355	190	0.5	0.5	10.444	B
C-A	0	0			0				
C-B	0	0	391	0.000	0	0.0	0.0	0.000	A
A-B	276	69			276				
A-C	775	194			775				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	156	39	582	0.267	156	0.5	0.4	8.484	A
C-A	0	0			0				
C-B	0	0	435	0.000	0	0.0	0.0	0.000	A
A-B	226	56			226				
A-C	633	158			633				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	130	33	616	0.212	131	0.4	0.3	7.446	A
C-A	0	0			0				
C-B	0	0	467	0.000	0	0.0	0.0	0.000	A
A-B	189	47			189				
A-C	530	133			530				

2026 Baseline , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	OxfordRd/ Bankside Slip East Jn	T-Junction	Two-way		0.72	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	2026 Baseline	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 (%)
A - Oxford Rd (S)		ONE HOUR	✓	1099	100.000
B - Bankside Slip (W)		ONE HOUR	✓	93	100.000
C - Oxford Rd (N)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Oxford Rd (S)	B - Bankside Slip (W)	C - Oxford Rd (N)
From	A - Oxford Rd (S)	0	264	835
	B - Bankside Slip (W)	0	0	93
	C - Oxford Rd (N)	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Oxford Rd (S)	B - Bankside Slip (W)	C - Oxford Rd (N)
From	A - Oxford Rd (S)	0	1	4
	B - Bankside Slip (W)	0	0	0
	C - Oxford Rd (N)	0	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.21	9.23	0.3	A	85	128
C-A					0	0
C-B	0.00	0.00	0.0	A	0	0
A-B					242	363
A-C					766	1149

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	70	18	586	0.119	69	0.0	0.1	6.966	A
C-A	0	0			0				
C-B	0	0	443	0.000	0	0.0	0.0	0.000	A
A-B	199	50			199				
A-C	629	157			629				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	84	21	547	0.153	83	0.1	0.2	7.772	A
C-A	0	0			0				
C-B	0	0	406	0.000	0	0.0	0.0	0.000	A
A-B	237	59			237				
A-C	751	188			751				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	26	493	0.208	102	0.2	0.3	9.213	A
C-A	0	0			0				
C-B	0	0	355	0.000	0	0.0	0.0	0.000	A
A-B	291	73			291				
A-C	919	230			919				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	26	493	0.208	102	0.3	0.3	9.227	A
C-A	0	0			0				
C-B	0	0	355	0.000	0	0.0	0.0	0.000	A
A-B	291	73			291				
A-C	919	230			919				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	84	21	547	0.153	84	0.3	0.2	7.787	A
C-A	0	0			0				
C-B	0	0	406	0.000	0	0.0	0.0	0.000	A
A-B	237	59			237				
A-C	751	188			751				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	70	18	586	0.119	70	0.2	0.1	6.984	A
C-A	0	0			0				
C-B	0	0	443	0.000	0	0.0	0.0	0.000	A
A-B	199	50			199				
A-C	629	157			629				

2026 Baseline+Dev , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	OxfordRd/ Bankside Slip East Jn	T-Junction	Two-way		2.46	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	2026 Baseline+Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Oxford Rd (S)		ONE HOUR	✓	883	100.000
B - Bankside Slip (W)		ONE HOUR	✓	231	100.000
C - Oxford Rd (N)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Oxford Rd (S)	B - Bankside Slip (W)	C - Oxford Rd (N)
From	A - Oxford Rd (S)	0	249	634
	B - Bankside Slip (W)	0	0	231
	C - Oxford Rd (N)	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Oxford Rd (S)	B - Bankside Slip (W)	C - Oxford Rd (N)
From	A - Oxford Rd (S)	0	1	7
	B - Bankside Slip (W)	0	0	0
	C - Oxford Rd (N)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.46	11.87	0.8	B	212	318
C-A					0	0
C-B	0.00	0.00	0.0	A	0	0
A-B					228	343
A-C					582	873

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	174	43	631	0.276	172	0.0	0.4	7.844	A
C-A	0	0			0				
C-B	0	0	480	0.000	0	0.0	0.0	0.000	A
A-B	187	47			187				
A-C	477	119			477				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	208	52	600	0.346	207	0.4	0.5	9.161	A
C-A	0	0			0				
C-B	0	0	450	0.000	0	0.0	0.0	0.000	A
A-B	224	56			224				
A-C	570	142			570				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	254	64	558	0.456	253	0.5	0.8	11.785	B
C-A	0	0			0				
C-B	0	0	409	0.000	0	0.0	0.0	0.000	A
A-B	274	69			274				
A-C	698	175			698				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	254	64	558	0.456	254	0.8	0.8	11.873	B
C-A	0	0			0				
C-B	0	0	409	0.000	0	0.0	0.0	0.000	A
A-B	274	69			274				
A-C	698	175			698				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	208	52	600	0.346	209	0.8	0.5	9.243	A
C-A	0	0			0				
C-B	0	0	450	0.000	0	0.0	0.0	0.000	A
A-B	224	56			224				
A-C	570	142			570				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	174	43	631	0.276	175	0.5	0.4	7.916	A
C-A	0	0			0				
C-B	0	0	480	0.000	0	0.0	0.0	0.000	A
A-B	187	47			187				
A-C	477	119			477				

2026 Baseline+Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	OxfordRd/ Bankside Slip East Jn	T-Junction	Two-way		1.43	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	2026 Baseline+Dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Oxford Rd (S)		ONE HOUR	✓	1008	100.000
B - Bankside Slip (W)		ONE HOUR	✓	160	100.000
C - Oxford Rd (N)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Oxford Rd (S)	B - Bankside Slip (W)	C - Oxford Rd (N)
From	A - Oxford Rd (S)	0	259	749
	B - Bankside Slip (W)	0	0	160
	C - Oxford Rd (N)	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Oxford Rd (S)	B - Bankside Slip (W)	C - Oxford Rd (N)
From	A - Oxford Rd (S)	0	1	4
	B - Bankside Slip (W)	0	0	0
	C - Oxford Rd (N)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.34	10.46	0.5	B	147	220
C-A					0	0
C-B	0.00	0.00	0.0	A	0	0
A-B					238	356
A-C					687	1031

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	120	30	605	0.199	119	0.0	0.2	7.404	A
C-A	0	0			0				
C-B	0	0	458	0.000	0	0.0	0.0	0.000	A
A-B	195	49			195				
A-C	564	141			564				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	144	36	570	0.252	143	0.2	0.3	8.449	A
C-A	0	0			0				
C-B	0	0	425	0.000	0	0.0	0.0	0.000	A
A-B	233	58			233				
A-C	673	168			673				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	176	44	521	0.338	175	0.3	0.5	10.421	B
C-A	0	0			0				
C-B	0	0	378	0.000	0	0.0	0.0	0.000	A
A-B	285	71			285				
A-C	825	206			825				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	176	44	521	0.338	176	0.5	0.5	10.462	B
C-A	0	0			0				
C-B	0	0	378	0.000	0	0.0	0.0	0.000	A
A-B	285	71			285				
A-C	825	206			825				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	144	36	570	0.252	144	0.5	0.3	8.488	A
C-A	0	0			0				
C-B	0	0	425	0.000	0	0.0	0.0	0.000	A
A-B	233	58			233				
A-C	673	168			673				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	120	30	605	0.199	121	0.3	0.3	7.444	A
C-A	0	0			0				
C-B	0	0	458	0.000	0	0.0	0.0	0.000	A
A-B	195	49			195				
A-C	564	141			564				

2031 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	OxfordRd/ Bankside Slip East Jn	T-Junction	Two-way		1.96	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	2031 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Oxford Rd (S)		ONE HOUR	✓	1025	100.000
B - Bankside Slip (W)		ONE HOUR	✓	199	100.000
C - Oxford Rd (N)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Oxford Rd (S)	B - Bankside Slip (W)	C - Oxford Rd (N)
From	A - Oxford Rd (S)	0	276	749
	B - Bankside Slip (W)	0	0	199
	C - Oxford Rd (N)	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Oxford Rd (S)	B - Bankside Slip (W)	C - Oxford Rd (N)
From	A - Oxford Rd (S)	0	1	8
	B - Bankside Slip (W)	0	0	0
	C - Oxford Rd (N)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.42	12.04	0.7	B	183	274
C-A					0	0
C-B	0.00	0.00	0.0	A	0	0
A-B					253	380
A-C					687	1031

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	150	37	604	0.248	149	0.0	0.3	7.899	A
C-A	0	0			0				
C-B	0	0	455	0.000	0	0.0	0.0	0.000	A
A-B	208	52			208				
A-C	564	141			564				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	179	45	568	0.315	178	0.3	0.5	9.244	A
C-A	0	0			0				
C-B	0	0	421	0.000	0	0.0	0.0	0.000	A
A-B	248	62			248				
A-C	673	168			673				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	219	55	519	0.422	218	0.5	0.7	11.958	B
C-A	0	0			0				
C-B	0	0	374	0.000	0	0.0	0.0	0.000	A
A-B	304	76			304				
A-C	825	206			825				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	219	55	519	0.422	219	0.7	0.7	12.038	B
C-A	0	0			0				
C-B	0	0	374	0.000	0	0.0	0.0	0.000	A
A-B	304	76			304				
A-C	825	206			825				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	179	45	568	0.315	180	0.7	0.5	9.316	A
C-A	0	0			0				
C-B	0	0	421	0.000	0	0.0	0.0	0.000	A
A-B	248	62			248				
A-C	673	168			673				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	150	37	604	0.248	150	0.5	0.3	7.962	A
C-A	0	0			0				
C-B	0	0	455	0.000	0	0.0	0.0	0.000	A
A-B	208	52			208				
A-C	564	141			564				

2031 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	OxfordRd/ Bankside Slip East Jn	T-Junction	Two-way		0.69	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	2031 Baseline	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 (%)
A - Oxford Rd (S)		ONE HOUR	✓	1180	100.000
B - Bankside Slip (W)		ONE HOUR	✓	92	100.000
C - Oxford Rd (N)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Oxford Rd (S)	B - Bankside Slip (W)	C - Oxford Rd (N)
From	A - Oxford Rd (S)	0	319	861
	B - Bankside Slip (W)	0	0	92
	C - Oxford Rd (N)	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Oxford Rd (S)	B - Bankside Slip (W)	C - Oxford Rd (N)
From	A - Oxford Rd (S)	0	0	4
	B - Bankside Slip (W)	0	0	0
	C - Oxford Rd (N)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.21	9.57	0.3	A	84	127
C-A					0	0
C-B	0.00	0.00	0.0	A	0	0
A-B					293	439
A-C					790	1185

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	17	576	0.120	69	0.0	0.1	7.096	A
C-A	0	0			0				
C-B	0	0	429	0.000	0	0.0	0.0	0.000	A
A-B	240	60			240				
A-C	648	162			648				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	83	21	535	0.155	83	0.1	0.2	7.964	A
C-A	0	0			0				
C-B	0	0	389	0.000	0	0.0	0.0	0.000	A
A-B	287	72			287				
A-C	774	194			774				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	101	25	478	0.212	101	0.2	0.3	9.551	A
C-A	0	0			0				
C-B	0	0	335	0.000	0	0.0	0.0	0.000	A
A-B	351	88			351				
A-C	948	237			948				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	101	25	478	0.212	101	0.3	0.3	9.568	A
C-A	0	0			0				
C-B	0	0	335	0.000	0	0.0	0.0	0.000	A
A-B	351	88			351				
A-C	948	237			948				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	83	21	535	0.155	83	0.3	0.2	7.982	A
C-A	0	0			0				
C-B	0	0	389	0.000	0	0.0	0.0	0.000	A
A-B	287	72			287				
A-C	774	194			774				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	17	576	0.120	69	0.2	0.1	7.116	A
C-A	0	0			0				
C-B	0	0	429	0.000	0	0.0	0.0	0.000	A
A-B	240	60			240				
A-C	648	162			648				

2031 Baseline+Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	OxfordRd/ Bankside Slip East Jn	T-Junction	Two-way		3.71	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
D9	2031 Baseline+Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Oxford Rd (S)		ONE HOUR	✓	913	100.000
B - Bankside Slip (W)		ONE HOUR	✓	288	100.000
C - Oxford Rd (N)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Oxford Rd (S)	B - Bankside Slip (W)	C - Oxford Rd (N)
From	A - Oxford Rd (S)	0	257	656
	B - Bankside Slip (W)	0	0	288
	C - Oxford Rd (N)	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Oxford Rd (S)	B - Bankside Slip (W)	C - Oxford Rd (N)
From	A - Oxford Rd (S)	0	1	7
	B - Bankside Slip (W)	0	0	0
	C - Oxford Rd (N)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.58	15.45	1.3	C	264	396
C-A					0	0
C-B	0.00	0.00	0.0	A	0	0
A-B					236	354
A-C					602	903

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	217	54	626	0.347	215	0.0	0.5	8.738	A
C-A	0	0			0				
C-B	0	0	475	0.000	0	0.0	0.0	0.000	A
A-B	193	48			193				
A-C	494	123			494				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	259	65	594	0.436	258	0.5	0.8	10.707	B
C-A	0	0			0				
C-B	0	0	444	0.000	0	0.0	0.0	0.000	A
A-B	231	58			231				
A-C	590	147			590				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	317	79	550	0.576	315	0.8	1.3	15.185	C
C-A	0	0			0				
C-B	0	0	402	0.000	0	0.0	0.0	0.000	A
A-B	283	71			283				
A-C	722	181			722				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	317	79	550	0.576	317	1.3	1.3	15.451	C
C-A	0	0			0				
C-B	0	0	402	0.000	0	0.0	0.0	0.000	A
A-B	283	71			283				
A-C	722	181			722				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	259	65	594	0.436	261	1.3	0.8	10.908	B
C-A	0	0			0				
C-B	0	0	444	0.000	0	0.0	0.0	0.000	A
A-B	231	58			231				
A-C	590	147			590				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	217	54	626	0.347	218	0.8	0.5	8.871	A
C-A	0	0			0				
C-B	0	0	475	0.000	0	0.0	0.0	0.000	A
A-B	193	48			193				
A-C	494	123			494				

2031 Baseline+Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	OxfordRd/ Bankside Slip East Jn	T-Junction	Two-way		1.48	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
D10	2031 Baseline+Dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Oxford Rd (S)		ONE HOUR	✓	1073	100.000
B - Bankside Slip (W)		ONE HOUR	✓	166	100.000
C - Oxford Rd (N)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Oxford Rd (S)	B - Bankside Slip (W)	C - Oxford Rd (N)
From	A - Oxford Rd (S)	0	310	763
	B - Bankside Slip (W)	0	0	166
	C - Oxford Rd (N)	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Oxford Rd (S)	B - Bankside Slip (W)	C - Oxford Rd (N)
From	A - Oxford Rd (S)	0	0	4
	B - Bankside Slip (W)	0	0	0
	C - Oxford Rd (N)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.36	11.01	0.6	B	152	228
C-A					0	0
C-B	0.00	0.00	0.0	A	0	0
A-B					284	427
A-C					700	1050

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	125	31	598	0.209	124	0.0	0.3	7.587	A
C-A	0	0			0				
C-B	0	0	447	0.000	0	0.0	0.0	0.000	A
A-B	233	58			233				
A-C	574	144			574				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	149	37	561	0.266	149	0.3	0.4	8.737	A
C-A	0	0			0				
C-B	0	0	411	0.000	0	0.0	0.0	0.000	A
A-B	279	70			279				
A-C	686	171			686				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	183	46	510	0.358	182	0.4	0.5	10.965	B
C-A	0	0			0				
C-B	0	0	362	0.000	0	0.0	0.0	0.000	A
A-B	341	85			341				
A-C	840	210			840				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	183	46	510	0.358	183	0.5	0.6	11.015	B
C-A	0	0			0				
C-B	0	0	362	0.000	0	0.0	0.0	0.000	A
A-B	341	85			341				
A-C	840	210			840				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	149	37	561	0.266	150	0.6	0.4	8.786	A
C-A	0	0			0				
C-B	0	0	411	0.000	0	0.0	0.0	0.000	A
A-B	279	70			279				
A-C	686	171			686				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	125	31	598	0.209	125	0.4	0.3	7.635	A
C-A	0	0			0				
C-B	0	0	447	0.000	0	0.0	0.0	0.000	A
A-B	233	58			233				
A-C	574	144			574				

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: Oxford Rd-Bankside slip East - Canal Lane Closed.j9
Path: M:\Projects\16052-01 Bankside Phase 2, Banbury\Technical\Picady\Saturn Flows Feb 2019
Report generation date: 26/03/2019 16:01:52

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2016							
Stream B-AC	0.7	10.79	0.39	B	0.8	12.29	0.42	B
Stream C-B	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2026 Baseline							
Stream B-AC	0.3	9.74	0.22	A	0.5	9.68	0.34	A
Stream C-B	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2026 Baseline+Dev							
Stream B-AC	0.3	9.35	0.24	A	0.5	9.34	0.33	A
Stream C-B	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2031 Baseline							
Stream B-AC	0.6	11.57	0.35	B	0.7	11.08	0.42	B
Stream C-B	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2031 Baseline+Dev							
Stream B-AC	0.5	10.37	0.32	B	0.7	10.41	0.40	B
Stream C-B	0.0	0.00	0.00	A	0.0	0.00	0.00	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	01/11/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DEMETRIS-PSYLLI\Demetris Psyllides
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	2016	AM	ONE HOUR	07:45	09:15	15	✓
D2	2016	PM	ONE HOUR	16:45	18:15	15	✓
D3	2026 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D4	2026 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D5	2026 Baseline+Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2026 Baseline+Dev	PM	ONE HOUR	16:45	18:15	15	✓
D7	2031 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D8	2031 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D9	2031 Baseline+Dev	AM	ONE HOUR	07:45	09:15	15	✓
D10	2031 Baseline+Dev	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

2016, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	OxfordRd/ Bankside Slip East Jn	T-Junction	Two-way		2.38	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Oxford Rd (N)		Major
B	Bankside Slip (E)		Minor
C	Oxford Rd (S)		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 - Oxford Rd (S)	7.50			100.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Bankside Slip (E)	One lane	4.50	125	145

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	682	0.116	0.293	0.185	0.419
1	B-C	823	0.118	0.298	-	-
1	C-B	632	0.229	0.229	-	-

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	2016	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Oxford Rd (N)		ONE HOUR	✓	761	100.000
B - Bankside Slip (E)		ONE HOUR	✓	215	100.000
C - Oxford Rd (S)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Oxford Rd (N)	B - Bankside Slip (E)	C - Oxford Rd (S)
From	A - Oxford Rd (N)	0	154	607
	B - Bankside Slip (E)	0	0	215
	C - Oxford Rd (S)	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Oxford Rd (N)	B - Bankside Slip (E)	C - Oxford Rd (S)
From	A - Oxford Rd (N)	10	10	10
	B - Bankside Slip (E)	10	10	10
	C - Oxford Rd (S)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.39	10.79	0.7	B	197	296
C-A					0	0
C-B	0.00	0.00	0.0	A	0	0
A-B					141	212
A-C					557	835

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	162	40	673	0.241	160	0.0	0.3	7.709	A
C-A	0	0			0				
C-B	0	0	501	0.000	0	0.0	0.0	0.000	A
A-B	116	29			116				
A-C	457	114			457				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	193	48	644	0.300	193	0.3	0.5	8.771	A
C-A	0	0			0				
C-B	0	0	475	0.000	0	0.0	0.0	0.000	A
A-B	138	35			138				
A-C	546	136			546				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	237	59	604	0.392	236	0.5	0.7	10.740	B
C-A	0	0			0				
C-B	0	0	440	0.000	0	0.0	0.0	0.000	A
A-B	170	42			170				
A-C	668	167			668				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	237	59	604	0.392	237	0.7	0.7	10.793	B
C-A	0	0			0				
C-B	0	0	440	0.000	0	0.0	0.0	0.000	A
A-B	170	42			170				
A-C	668	167			668				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	193	48	644	0.300	194	0.7	0.5	8.825	A
C-A	0	0			0				
C-B	0	0	475	0.000	0	0.0	0.0	0.000	A
A-B	138	35			138				
A-C	546	136			546				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	162	40	673	0.241	162	0.5	0.4	7.766	A
C-A	0	0			0				
C-B	0	0	501	0.000	0	0.0	0.0	0.000	A
A-B	116	29			116				
A-C	457	114			457				

2016, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	OxfordRd/ Bankside Slip East Jn	T-Junction	Two-way		2.39	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	2016	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Oxford Rd (N)		ONE HOUR	✓	888	100.000
B - Bankside Slip (E)		ONE HOUR	✓	214	100.000
C - Oxford Rd (S)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Oxford Rd (N)	B - Bankside Slip (E)	C - Oxford Rd (S)
From	A - Oxford Rd (N)	0	133	755
	B - Bankside Slip (E)	0	0	214
	C - Oxford Rd (S)	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Oxford Rd (N)	B - Bankside Slip (E)	C - Oxford Rd (S)
From	A - Oxford Rd (N)	10	10	10
	B - Bankside Slip (E)	10	10	10
	C - Oxford Rd (S)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.42	12.29	0.8	B	196	295
C-A					0	0
C-B	0.00	0.00	0.0	A	0	0
A-B					122	183
A-C					693	1039

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	161	40	641	0.251	160	0.0	0.4	8.195	A
C-A	0	0			0				
C-B	0	0	479	0.000	0	0.0	0.0	0.000	A
A-B	100	25			100				
A-C	568	142			568				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	192	48	606	0.317	192	0.4	0.5	9.539	A
C-A	0	0			0				
C-B	0	0	449	0.000	0	0.0	0.0	0.000	A
A-B	120	30			120				
A-C	679	170			679				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	236	59	558	0.422	234	0.5	0.8	12.207	B
C-A	0	0			0				
C-B	0	0	408	0.000	0	0.0	0.0	0.000	A
A-B	146	37			146				
A-C	831	208			831				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	236	59	558	0.422	236	0.8	0.8	12.289	B
C-A	0	0			0				
C-B	0	0	408	0.000	0	0.0	0.0	0.000	A
A-B	146	37			146				
A-C	831	208			831				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	192	48	606	0.317	193	0.8	0.5	9.619	A
C-A	0	0			0				
C-B	0	0	449	0.000	0	0.0	0.0	0.000	A
A-B	120	30			120				
A-C	679	170			679				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	161	40	641	0.251	162	0.5	0.4	8.263	A
C-A	0	0			0				
C-B	0	0	479	0.000	0	0.0	0.0	0.000	A
A-B	100	25			100				
A-C	568	142			568				

2026 Baseline , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	OxfordRd/ Bankside Slip East Jn	T-Junction	Two-way		1.01	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	2026 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Oxford Rd (N)		ONE HOUR	✓	914	100.000
B - Bankside Slip (E)		ONE HOUR	✓	106	100.000
C - Oxford Rd (S)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Oxford Rd (N)	B - Bankside Slip (E)	C - Oxford Rd (S)
From	A - Oxford Rd (N)	0	46	868
	B - Bankside Slip (E)	0	0	106
	C - Oxford Rd (S)	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Oxford Rd (N)	B - Bankside Slip (E)	C - Oxford Rd (S)
From	A - Oxford Rd (N)	0	0	5
	B - Bankside Slip (E)	0	0	12
	C - Oxford Rd (S)	0	0	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.22	9.74	0.3	A	97	146
C-A					0	0
C-B	0.00	0.00	0.0	A	0	0
A-B					42	63
A-C					796	1195

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	80	20	624	0.128	79	0.0	0.2	7.413	A
C-A	0	0			0				
C-B	0	0	474	0.000	0	0.0	0.0	0.000	A
A-B	35	9			35				
A-C	653	163			653				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	95	24	585	0.163	95	0.2	0.2	8.244	A
C-A	0	0			0				
C-B	0	0	444	0.000	0	0.0	0.0	0.000	A
A-B	41	10			41				
A-C	780	195			780				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	117	29	532	0.219	116	0.2	0.3	9.719	A
C-A	0	0			0				
C-B	0	0	402	0.000	0	0.0	0.0	0.000	A
A-B	51	13			51				
A-C	956	239			956				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	117	29	532	0.219	117	0.3	0.3	9.736	A
C-A	0	0			0				
C-B	0	0	402	0.000	0	0.0	0.0	0.000	A
A-B	51	13			51				
A-C	956	239			956				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	95	24	585	0.163	96	0.3	0.2	8.265	A
C-A	0	0			0				
C-B	0	0	444	0.000	0	0.0	0.0	0.000	A
A-B	41	10			41				
A-C	780	195			780				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	80	20	624	0.128	80	0.2	0.2	7.436	A
C-A	0	0			0				
C-B	0	0	474	0.000	0	0.0	0.0	0.000	A
A-B	35	9			35				
A-C	653	163			653				

2026 Baseline , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	OxfordRd/ Bankside Slip East Jn	T-Junction	Two-way		1.62	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	2026 Baseline	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 (%)
A - Oxford Rd (N)		ONE HOUR	✓	882	100.000
B - Bankside Slip (E)		ONE HOUR	✓	177	100.000
C - Oxford Rd (S)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Oxford Rd (N)	B - Bankside Slip (E)	C - Oxford Rd (S)
From	A - Oxford Rd (N)	0	173	709
	B - Bankside Slip (E)	0	0	177
	C - Oxford Rd (S)	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Oxford Rd (N)	B - Bankside Slip (E)	C - Oxford Rd (S)
From	A - Oxford Rd (N)	0	2	3
	B - Bankside Slip (E)	0	0	0
	C - Oxford Rd (S)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.34	9.68	0.5	A	162	244
C-A					0	0
C-B	0.00	0.00	0.0	A	0	0
A-B					159	238
A-C					651	976

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	133	33	648	0.206	132	0.0	0.3	6.976	A
C-A	0	0			0				
C-B	0	0	480	0.000	0	0.0	0.0	0.000	A
A-B	130	33			130				
A-C	534	133			534				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	159	40	614	0.259	159	0.3	0.3	7.910	A
C-A	0	0			0				
C-B	0	0	450	0.000	0	0.0	0.0	0.000	A
A-B	156	39			156				
A-C	637	159			637				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	195	49	568	0.343	194	0.3	0.5	9.643	A
C-A	0	0			0				
C-B	0	0	410	0.000	0	0.0	0.0	0.000	A
A-B	190	48			190				
A-C	781	195			781				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	195	49	568	0.343	195	0.5	0.5	9.677	A
C-A	0	0			0				
C-B	0	0	410	0.000	0	0.0	0.0	0.000	A
A-B	190	48			190				
A-C	781	195			781				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	159	40	614	0.259	160	0.5	0.4	7.947	A
C-A	0	0			0				
C-B	0	0	450	0.000	0	0.0	0.0	0.000	A
A-B	156	39			156				
A-C	637	159			637				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	133	33	648	0.206	134	0.4	0.3	7.016	A
C-A	0	0			0				
C-B	0	0	480	0.000	0	0.0	0.0	0.000	A
A-B	130	33			130				
A-C	534	133			534				

2026 Baseline+Dev , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	OxfordRd/ Bankside Slip East Jn	T-Junction	Two-way		1.08	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	2026 Baseline+Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Oxford Rd (N)		ONE HOUR	✓	918	100.000
B - Bankside Slip (E)		ONE HOUR	✓	120	100.000
C - Oxford Rd (S)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Oxford Rd (N)	B - Bankside Slip (E)	C - Oxford Rd (S)
From	A - Oxford Rd (N)	0	198	720
	B - Bankside Slip (E)	0	0	120
	C - Oxford Rd (S)	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Oxford Rd (N)	B - Bankside Slip (E)	C - Oxford Rd (S)
From	A - Oxford Rd (N)	0	0	5
	B - Bankside Slip (E)	0	0	11
	C - Oxford Rd (S)	0	0	10