

Appendix W

W - JUNCTION CAPACITY
ASSESSMENT OUTPUTS



Highway Modelling Acronyms

D – Development (South West Milton Keynes)

CD – Committed Development (Tattenhoe Park and Kingsmead South)

ST – Sensitivity Test

SP – Shenley Park

TP – Travel Planning Scenario

2026 and 2033 Base scenarios are not used.

Scenarios assessed in TA:

2020 Base = 2020 Base

2033 Base = 2033 Do Nothing

2033 Base + CD + D = 2033 Do Something 1

2033 Base + CD + D with TP = 2033 Do Something 2

2033 Base + CD + D - ST = 2033 Do Something 3

Junctions 9			
ARCADY 9 - Roundabout Module			
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Filename: J5 - Tattenhoe Roundabout.j9

Path: C:\Users\INAA02374\Desktop\SWMK Additional Tasks\2020.05.07\Base\J5

Report generation date: 07/05/2020 10:44:46

»2020 Base, AM
 »2020 Base, PM
 »2026 Base, AM
 »2026 Base, PM
 »2026 Base + CD + D, AM
 »2026 Base + CD + D, PM
 »2026 Base + CD + D with TP, AM
 »2026 Base + CD + D with TP, PM
 »2026 Base + CD + D - ST, AM
 »2026 Base + CD + D - ST, PM
 »2026 Base + CD + SP (ST), AM
 »2026 Base + CD + SP (ST), PM
 »2033 Base, AM
 »2033 Base, PM
 »2033 Base + CD + D, AM
 »2033 Base + CD + D, PM
 »2033 Base + CD + D with TP, AM
 »2033 Base + CD + D with TP, PM
 »2033 Base + CD + D - ST, AM
 »2033 Base + CD + D - ST, PM
 »2033 Base + CD + SP (ST), AM
 »2033 Base + CD + SP (ST), PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2020 Base								
A - Snelshall Street	7.5	39.66	0.90	E	2.1	11.24	0.68	B
B - A421 Standing Way East	0.9	3.30	0.48	A	1.0	3.38	0.50	A
C - Buckingham Road	0.8	6.28	0.44	A	0.9	6.78	0.48	A
D - A421 Standing Way West	2.4	5.45	0.71	A	1.5	3.94	0.61	A

	2026 Base							
A - Snelshall Street	70.4	264.21	1.17	F	4.2	20.46	0.82	C
B - A421 Standing Way East	1.1	3.68	0.53	A	1.3	3.97	0.56	A
C - Buckingham Road	1.1	7.73	0.52	A	1.5	9.67	0.60	A
D - A421 Standing Way West	3.5	7.43	0.78	A	2.2	5.08	0.69	A
	2026 Base + CD + D							
A - Snelshall Street	293.2	1393.09	1.84	F	65.5	235.91	1.15	F
B - A421 Standing Way East	1.8	4.62	0.64	A	4.0	9.08	0.81	A
C - Buckingham Road	70.3	235.98	1.15	F	94.3	330.13	1.23	F
D - A421 Standing Way West	14.0	28.95	0.95	D	3.6	8.00	0.78	A
	2026 Base + CD + D with TP							
A - Snelshall Street	252.1	1177.03	1.76	F	48.2	178.19	1.10	F
B - A421 Standing Way East	1.6	4.42	0.62	A	3.2	7.59	0.77	A
C - Buckingham Road	30.2	115.43	1.04	F	50.1	183.84	1.11	F
D - A421 Standing Way West	12.2	25.40	0.94	D	3.5	7.86	0.78	A
	2026 Base + CD + D - ST							
A - Snelshall Street	244.5	1268.20	1.82	F	24.7	109.01	1.02	F
B - A421 Standing Way East	1.9	4.77	0.65	A	4.1	9.19	0.81	A
C - Buckingham Road	72.7	235.87	1.15	F	99.7	328.56	1.23	F
D - A421 Standing Way West	14.5	29.80	0.95	D	2.9	6.73	0.74	A
	2026 Base + CD + SP (ST)							
A - Snelshall Street	44.4	190.09	1.11	F	2.4	13.29	0.71	B
B - A421 Standing Way East	1.1	3.74	0.53	A	1.2	3.75	0.55	A
C - Buckingham Road	1.1	7.56	0.53	A	1.6	9.39	0.62	A
D - A421 Standing Way West	3.6	7.52	0.78	A	1.8	4.55	0.65	A
	2033 Base							
A - Snelshall Street	130.1	493.03	1.36	F	9.2	42.61	0.92	E
B - A421 Standing Way East	1.2	3.85	0.55	A	1.6	4.57	0.61	A
C - Buckingham Road	1.3	8.89	0.57	A	2.2	13.35	0.69	B
D - A421 Standing Way West	5.1	10.23	0.84	B	2.9	6.30	0.74	A
	2033 Base + CD + D							
A - Snelshall Street	390.8	1923.96	2.07	F	109.0	412.50	1.27	F
B - A421 Standing Way East	2.0	4.98	0.67	A	5.0	10.74	0.84	B
C - Buckingham Road	103.0	343.72	1.23	F	137.1	524.54	1.36	F
D - A421 Standing Way West	29.1	53.36	1.00	F	4.7	9.91	0.83	A
	2033 Base + CD + D with TP							
A - Snelshall Street	356.1	1659.88	1.99	F	90.1	320.51	1.22	F
B - A421 Standing Way East	1.8	4.72	0.65	A	3.9	8.74	0.80	A
C - Buckingham Road	56.9	199.09	1.12	F	89.2	319.51	1.22	F
D - A421 Standing Way West	25.3	47.66	0.99	E	4.6	9.75	0.82	A
	2033 Base + CD + D - ST							
A - Snelshall Street	325.9	1734.15	2.04	F	52.4	207.05	1.12	F
B - A421 Standing Way East	2.1	5.14	0.68	A	5.2	11.08	0.84	B
C - Buckingham Road	104.9	338.25	1.23	F	141.8	504.73	1.35	F
D - A421 Standing Way West	27.4	50.92	0.99	F	3.5	7.75	0.78	A
	2033 Base + CD + SP (ST)							
A - Snelshall Street	93.1	386.18	1.28	F	3.6	19.22	0.79	C
B - A421 Standing Way East	1.3	3.92	0.56	A	1.5	4.22	0.60	A
C - Buckingham Road	1.3	8.69	0.58	A	2.2	12.37	0.70	B

D - A421 Standing Way West	5.0	10.00	0.84	B	2.3	5.34	0.70	A
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Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

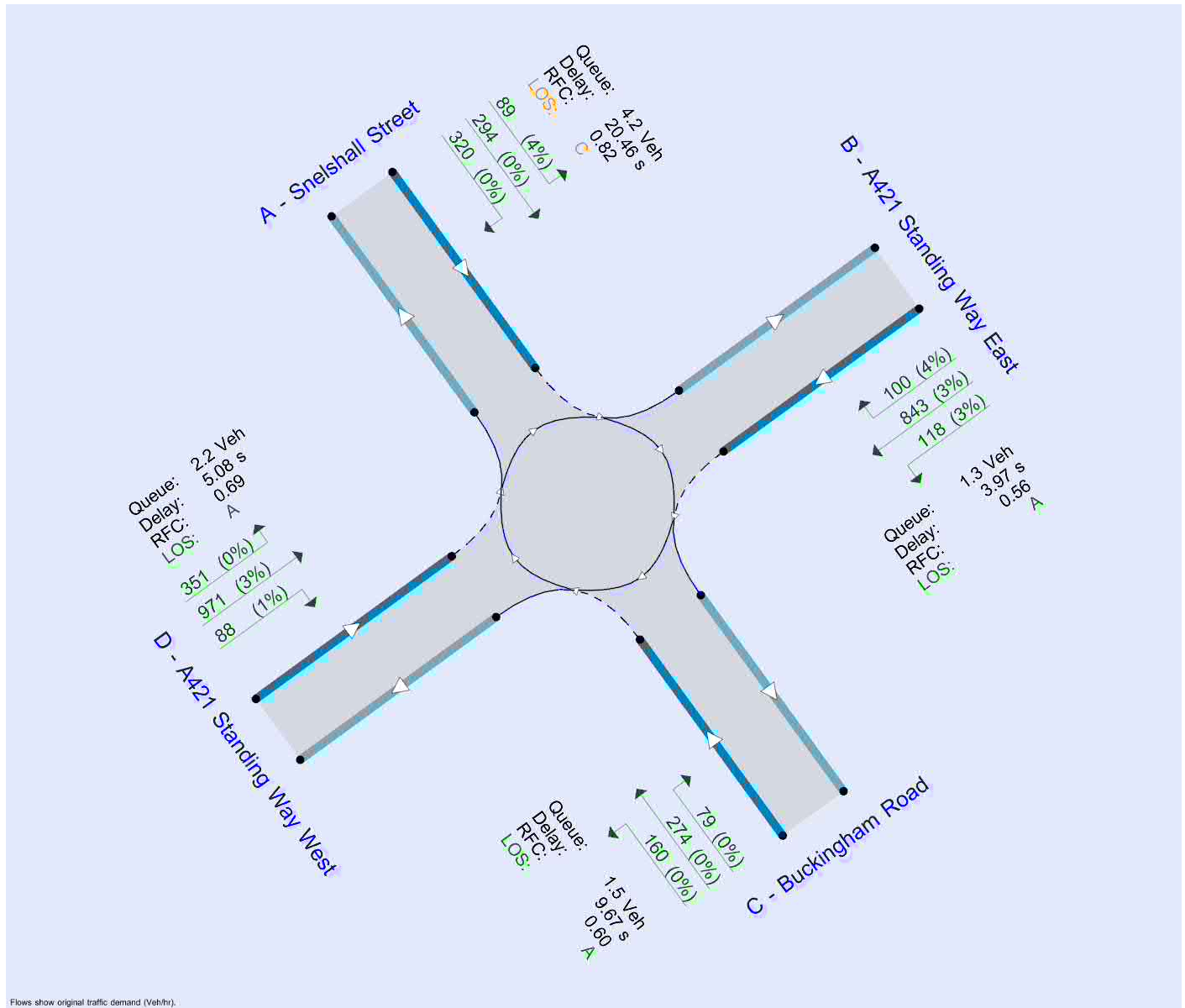
File summary

File Description

Title	Tattenhoe Roundabout
Location	51°59'21.98"N, 0°47'6.71"W
Site number	5
Date	23/03/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\UKJXK055
Description	

Units

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



Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2020 Base	AM	ONE HOUR	07:30	09:00	15	✓
D2	2020 Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2026 Base	AM	ONE HOUR	07:30	09:00	15	✓
D4	2026 Base	PM	ONE HOUR	16:45	18:15	15	✓
D5	2026 Base + CD + D	AM	ONE HOUR	07:30	09:00	15	✓

D6	2026 Base + CD + D	PM	ONE HOUR	16:45	18:15	15	✓
D7	2026 Base + CD + D with TP	AM	ONE HOUR	07:30	09:00	15	✓
D8	2026 Base + CD + D with TP	PM	ONE HOUR	16:45	18:15	15	✓
D9	2026 Base + CD + D - ST	AM	ONE HOUR	07:30	09:00	15	✓
D10	2026 Base + CD + D - ST	PM	ONE HOUR	16:45	18:15	15	✓
D11	2026 Base + CD + SP (ST)	AM	ONE HOUR	07:30	09:00	15	✓
D12	2026 Base + CD + SP (ST)	PM	ONE HOUR	16:45	18:15	15	✓
D13	2033 Base	AM	ONE HOUR	07:30	09:00	15	✓
D14	2033 Base	PM	ONE HOUR	16:45	18:15	15	✓
D15	2033 Base + CD + D	AM	ONE HOUR	07:30	09:00	15	✓
D16	2033 Base + CD + D	PM	ONE HOUR	16:45	18:15	15	✓
D17	2033 Base + CD + D with TP	AM	ONE HOUR	07:30	09:00	15	✓
D18	2033 Base + CD + D with TP	PM	ONE HOUR	16:45	18:15	15	✓
D19	2033 Base + CD + D - ST	AM	ONE HOUR	07:30	09:00	15	✓
D20	2033 Base + CD + D - ST	PM	ONE HOUR	16:45	18:15	15	✓
D21	2033 Base + CD + SP (ST)	AM	ONE HOUR	07:30	09:00	15	✓
D22	2033 Base + CD + SP (ST)	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

2020 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J5	Tattenhoe Roundabout	Standard Roundabout		A, B, C, D	11.47	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	Snelshall Street	
B	A421 Standing Way East	
C	Buckingham Road	
D	A421 Standing Way West	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - Snelshall Street	3.30	7.50	8.4	29.6	55.3	28.0	
B - A421 Standing Way East	7.20	8.80	14.6	49.8	55.3	14.0	
C - Buckingham Road	2.80	7.30	22.1	55.4	55.3	9.0	
D - A421 Standing Way West	7.30	9.00	17.0	48.8	55.3	27.0	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
A - Snelshall Street	Direct		150
B - A421 Standing Way East	None		
C - Buckingham Road	None		
D - A421 Standing Way West	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - Snelshall Street	0.557	1673
B - A421 Standing Way East	0.797	2756
C - Buckingham Road	0.638	1848
D - A421 Standing Way West	0.776	2704

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2020 Base	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Snelshall Street		ONE HOUR	✓	659	100.000
B - A421 Standing Way East		ONE HOUR	✓	910	100.000
C - Buckingham Road		ONE HOUR	✓	407	100.000
D - A421 Standing Way West		ONE HOUR	✓	1450	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	1	164	236	258
	B - A421 Standing Way East	102	2	78	728
	C - Buckingham Road	202	90	1	114
	D - A421 Standing Way West	228	1122	94	6

Proportions

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	0.00	0.25	0.36	0.39
	B - A421 Standing Way East	0.11	0.00	0.09	0.80
	C - Buckingham Road	0.50	0.22	0.00	0.28
	D - A421 Standing Way West	0.16	0.77	0.06	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	0	5	1	4
	B - A421 Standing Way East	9	0	3	6
	C - Buckingham Road	1	2	0	2
	D - A421 Standing Way West	2	5	2	0

Average PCU Per Veh

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	1.000	1.049	1.013	1.035
	B - A421 Standing Way East	1.088	1.000	1.026	1.063
	C - Buckingham Road	1.005	1.022	1.000	1.018
	D - A421 Standing Way West	1.018	1.050	1.021	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Snelshall Street	07:30-07:45	496	511
	07:45-08:00	592	611
	08:00-08:15	726	748
	08:15-08:30	726	748
	08:30-08:45	592	611
	08:45-09:00	496	511
B - A421 Standing Way East	07:30-07:45	685	728
	07:45-08:00	818	869
	08:00-08:15	1002	1065
	08:15-08:30	1002	1065
	08:30-08:45	818	869
	08:45-09:00	685	728

C - Buckingham Road	07:30-07:45	306	310
	07:45-08:00	366	370
	08:00-08:15	448	454
	08:15-08:30	448	454
	08:30-08:45	366	370
	08:45-09:00	306	310
D - A421 Standing Way West	07:30-07:45	1092	1138
	07:45-08:00	1304	1359
	08:00-08:15	1596	1665
	08:15-08:30	1596	1665
	08:30-08:45	1304	1359
	08:45-09:00	1092	1138

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Snelshall Street	0.90	39.66	7.5	E	605	907
B - A421 Standing Way East	0.48	3.30	0.9	A	835	1253
C - Buckingham Road	0.44	6.28	0.8	A	373	560
D - A421 Standing Way West	0.71	5.45	2.4	A	1331	1996

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	496	124	987	1066	0.465	493	400	0.0	0.9	6.242	A
B - A421 Standing Way East	685	171	446	2251	0.304	683	1034	0.0	0.4	2.295	A
C - Buckingham Road	306	77	823	1277	0.240	305	306	0.0	0.3	3.700	A
D - A421 Standing Way West	1092	273	299	2364	0.462	1088	830	0.0	0.9	2.815	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	592	148	1181	956	0.619	590	479	0.9	1.6	9.734	A
B - A421 Standing Way East	818	205	533	2184	0.375	817	1237	0.4	0.6	2.633	A

C - Buckingham Road	366	91	984	1169	0.31 3	365	366	0.3	0.5	4.47 7	A
D - A421 Standing Way West	1304	326	357	2319	0.56 2	1302	992	0.9	1.3	3.53 2	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	726	181	1444	808	0.89 8	706	585	1.6	6.5	30.89 8	D
B - A421 Standing Way East	1002	250	641	2101	0.47 7	1001	1509	0.6	0.9	3.269	A
C - Buckingham Road	448	112	1199	1026	0.43 7	447	443	0.5	0.8	6.205	A
D - A421 Standing Way West	1596	399	437	2258	0.70 7	1592	1209	1.3	2.4	5.371	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	726	181	1448	805	0.90 1	722	587	6.5	7.5	39.65 8	E
B - A421 Standing Way East	1002	250	653	2092	0.47 9	1002	1516	0.9	0.9	3.302	A
C - Buckingham Road	448	112	1206	1021	0.43 9	448	449	0.8	0.8	6.284	A
D - A421 Standing Way West	1596	399	438	2257	0.70 7	1596	1216	2.4	2.4	5.445	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	592	148	1186	953	0.62 1	616	481	7.5	1.7	11.34 9	B
B - A421 Standing Way East	818	205	553	2168	0.37 7	819	1248	0.9	0.6	2.670	A
C - Buckingham Road	366	91	996	1161	0.31 5	367	376	0.8	0.5	4.541	A
D - A421 Standing Way West	1304	326	359	2318	0.56 2	1308	1005	2.4	1.3	3.581	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	496	124	992	1063	0.46 7	499	402	1.7	0.9	6.41 8	A
B - A421 Standing Way East	685	171	451	2247	0.30 5	686	1040	0.6	0.4	2.30 8	A
C - Buckingham Road	306	77	828	1273	0.24 1	307	309	0.5	0.3	3.72 9	A

D - A421 Standing Way West	1092	273	300	2363	0.46 2	1093	835	1.3	0.9	2.83 8	A
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2020 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J5	Tattenhoe Roundabout	Standard Roundabout		A, B, C, D	5.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2020 Base	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Snelshall Street		ONE HOUR	✓	621	100.000
B - A421 Standing Way East		ONE HOUR	✓	982	100.000
C - Buckingham Road		ONE HOUR	✓	441	100.000
D - A421 Standing Way West		ONE HOUR	✓	1280	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	0	82	256	283
	B - A421 Standing Way East	92	2	109	779
	C - Buckingham Road	219	73	1	148
	D - A421 Standing Way West	298	897	81	4

Proportions

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	0.00	0.13	0.41	0.46
	B - A421 Standing Way East	0.09	0.00	0.11	0.79
	C - Buckingham Road	0.50	0.17	0.00	0.34
	D - A421 Standing Way West	0.23	0.70	0.06	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	0	4	0	0
	B - A421 Standing Way East	4	0	3	3
	C - Buckingham Road	0	0	0	0
	D - A421 Standing Way West	0	3	1	0

Average PCU Per Veh

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	1.000	1.037	1.000	1.000
	B - A421 Standing Way East	1.043	1.000	1.028	1.026
	C - Buckingham Road	1.000	1.000	1.000	1.000
	D - A421 Standing Way West	1.000	1.028	1.012	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Snelshall Street	16:45-17:00	468	470
	17:00-17:15	558	561
	17:15-17:30	684	687
	17:30-17:45	684	687
	17:45-18:00	558	561
	18:00-18:15	468	470
B - A421 Standing Way East	16:45-17:00	739	760
	17:00-17:15	883	907
	17:15-17:30	1081	1111
	17:30-17:45	1081	1111
	17:45-18:00	883	907
	18:00-18:15	739	760

C - Buckingham Road	16:45-17:00	332	332
	17:00-17:15	396	396
	17:15-17:30	486	486
	17:30-17:45	486	486
	17:45-18:00	396	396
	18:00-18:15	332	332
D - A421 Standing Way West	16:45-17:00	964	983
	17:00-17:15	1151	1174
	17:15-17:30	1409	1438
	17:30-17:45	1409	1438
	17:45-18:00	1151	1174
	18:00-18:15	964	983

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Snelshall Street	0.68	11.24	2.1	B	570	855
B - A421 Standing Way East	0.50	3.38	1.0	A	901	1352
C - Buckingham Road	0.48	6.78	0.9	A	405	607
D - A421 Standing Way West	0.61	3.94	1.5	A	1175	1762

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	468	117	794	1214	0.385	465	457	0.0	0.6	4.791	A
B - A421 Standing Way East	739	185	468	2317	0.319	737	791	0.0	0.5	2.275	A
C - Buckingham Road	332	83	871	1281	0.259	331	335	0.0	0.3	3.783	A
D - A421 Standing Way West	964	241	290	2427	0.397	961	911	0.0	0.7	2.451	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	558	140	950	1126	0.496	557	547	0.6	1.0	6.315	A
B - A421 Standing Way East	883	221	561	2246	0.393	882	946	0.5	0.6	2.639	A

C - Buckingham Road	396	99	1042	1170	0.339	396	401	0.3	0.5	4.648	A
D - A421 Standing Way West	1151	288	347	2383	0.483	1150	1090	0.7	0.9	2.915	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	684	171	1163	1005	0.680	679	669	1.0	2.1	10.921	B
B - A421 Standing Way East	1081	270	684	2149	0.503	1080	1158	0.6	1.0	3.361	A
C - Buckingham Road	486	121	1274	1018	0.477	484	490	0.5	0.9	6.720	A
D - A421 Standing Way West	1409	352	425	2324	0.606	1407	1333	0.9	1.5	3.916	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	684	171	1165	1004	0.681	684	670	2.1	2.1	11.235	B
B - A421 Standing Way East	1081	270	688	2147	0.504	1081	1160	1.0	1.0	3.378	A
C - Buckingham Road	486	121	1277	1016	0.478	486	492	0.9	0.9	6.783	A
D - A421 Standing Way West	1409	352	426	2323	0.607	1409	1337	1.5	1.5	3.940	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	558	140	953	1124	0.497	563	549	2.1	1.0	6.463	A
B - A421 Standing Way East	883	221	566	2241	0.394	884	950	1.0	0.7	2.654	A
C - Buckingham Road	396	99	1046	1167	0.340	398	404	0.9	0.5	4.692	A
D - A421 Standing Way West	1151	288	349	2382	0.483	1153	1095	1.5	0.9	2.934	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	468	117	797	1212	0.386	469	459	1.0	0.6	4.854	A
B - A421 Standing Way East	739	185	472	2314	0.319	740	795	0.7	0.5	2.287	A
C - Buckingham Road	332	83	875	1278	0.260	333	337	0.5	0.4	3.808	A

D - A421 Standing Way West	964	241	292	2426	0.39 7	965	915	0.9	0.7	2.46 7	A
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2026 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J5	Tattenhoe Roundabout	Standard Roundabout		A, B, C, D	59.20	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 Base	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Snelshall Street		ONE HOUR	✓	790	100.000
B - A421 Standing Way East		ONE HOUR	✓	983	100.000
C - Buckingham Road		ONE HOUR	✓	454	100.000
D - A421 Standing Way West		ONE HOUR	✓	1577	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	1	177	299	313
	B - A421 Standing Way East	110	2	84	786
	C - Buckingham Road	232	97	1	123
	D - A421 Standing Way West	257	1212	102	6

Proportions

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	0.00	0.22	0.38	0.40
	B - A421 Standing Way East	0.11	0.00	0.09	0.80
	C - Buckingham Road	0.51	0.21	0.00	0.27
	D - A421 Standing Way West	0.16	0.77	0.06	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	0	5	1	3
	B - A421 Standing Way East	9	0	3	6
	C - Buckingham Road	0	2	0	2
	D - A421 Standing Way West	2	5	2	0

Average PCU Per Veh

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	1.000	1.049	1.013	1.035
	B - A421 Standing Way East	1.088	1.000	1.026	1.063
	C - Buckingham Road	1.005	1.022	1.000	1.018
	D - A421 Standing Way West	1.018	1.050	1.021	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Snelshall Street	07:30-07:45	595	612
	07:45-08:00	710	731
	08:00-08:15	870	895
	08:15-08:30	870	895
	08:30-08:45	710	731
	08:45-09:00	595	612
B - A421 Standing Way East	07:30-07:45	740	786
	07:45-08:00	884	939
	08:00-08:15	1082	1150
	08:15-08:30	1082	1150
	08:30-08:45	884	939
	08:45-09:00	740	786

C - Buckingham Road	07:30-07:45	342	346
	07:45-08:00	408	413
	08:00-08:15	499	505
	08:15-08:30	499	505
	08:30-08:45	408	413
	08:45-09:00	342	346
D - A421 Standing Way West	07:30-07:45	1187	1238
	07:45-08:00	1418	1478
	08:00-08:15	1736	1810
	08:15-08:30	1736	1810
	08:30-08:45	1418	1478
	08:45-09:00	1187	1238

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Snelshall Street	1.17	264.21	70.4	F	725	1087
B - A421 Standing Way East	0.53	3.68	1.1	A	902	1353
C - Buckingham Road	0.52	7.73	1.1	A	416	624
D - A421 Standing Way West	0.78	7.43	3.5	A	1447	2170

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	595	149	1065	1023	0.582	589	450	0.0	1.4	8.209	A
B - A421 Standing Way East	740	185	539	2179	0.340	738	1116	0.0	0.5	2.494	A
C - Buckingham Road	342	85	914	1217	0.281	340	363	0.0	0.4	4.099	A
D - A421 Standing Way West	1187	297	333	2339	0.508	1183	921	0.0	1.0	3.105	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	710	178	1275	904	0.785	702	539	1.4	3.4	17.166	C
B - A421 Standing Way East	884	221	643	2100	0.421	883	1334	0.5	0.7	2.957	A

C - Buckingham Road	408	102	1092	1098	0.37 1	407	434	0.4	0.6	5.205	A
D - A421 Standing Way West	1418	354	398	2289	0.61 9	1415	1100	1.0	1.6	4.112	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	870	217	1557	744	1.16 8	732	659	3.4	37.8	115.73 9	F
B - A421 Standing Way East	1082	271	688	2065	0.52 4	1081	1602	0.7	1.1	3.652	A
C - Buckingham Road	499	125	1286	968	0.51 6	498	482	0.6	1.0	7.627	A
D - A421 Standing Way West	1736	434	487	2221	0.78 2	1729	1296	1.6	3.5	7.212	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	870	217	1563	741	1.17 4	739	661	37.8	70.4	264.20 9	F
B - A421 Standing Way East	1082	271	694	2061	0.52 5	1082	1609	1.1	1.1	3.678	A
C - Buckingham Road	499	125	1290	965	0.51 8	499	486	1.0	1.1	7.730	A
D - A421 Standing Way West	1736	434	489	2219	0.78 2	1736	1301	3.5	3.5	7.432	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	710	178	1283	899	0.79 0	887	542	70.4	26.2	199.00 1	F
B - A421 Standing Way East	884	221	786	1989	0.44 4	885	1384	1.1	0.8	3.264	A
C - Buckingham Road	408	102	1167	1049	0.38 9	409	504	1.1	0.6	5.644	A
D - A421 Standing Way West	1418	354	401	2287	0.62 0	1425	1176	3.5	1.7	4.214	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	595	149	1071	1019	0.58 4	694	453	26.2	1.4	14.96 5	B
B - A421 Standing Way East	740	185	621	2117	0.35 0	741	1145	0.8	0.5	2.620	A
C - Buckingham Road	342	85	958	1188	0.28 8	342	404	0.6	0.4	4.262	A

D - A421 Standing Way West	1187	297	335	2337	0.50 8	1190	965	1.7	1.0	3.143	A
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2026 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J5	Tattenhoe Roundabout	Standard Roundabout		A, B, C, D	8.29	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 Base	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Snelshall Street		ONE HOUR	✓	703	100.000
B - A421 Standing Way East		ONE HOUR	✓	1063	100.000
C - Buckingham Road		ONE HOUR	✓	514	100.000
D - A421 Standing Way West		ONE HOUR	✓	1414	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	0	89	294	320
	B - A421 Standing Way East	100	2	118	843
	C - Buckingham Road	274	79	1	160
	D - A421 Standing Way West	351	971	88	4

Proportions

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	0.00	0.13	0.42	0.45
	B - A421 Standing Way East	0.09	0.00	0.11	0.79
	C - Buckingham Road	0.53	0.15	0.00	0.31
	D - A421 Standing Way West	0.25	0.69	0.06	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	0	4	0	0
	B - A421 Standing Way East	4	0	3	3
	C - Buckingham Road	0	0	0	0
	D - A421 Standing Way West	0	3	1	0

Average PCU Per Veh

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	1.000	1.037	1.004	1.004
	B - A421 Standing Way East	1.043	1.000	1.028	1.026
	C - Buckingham Road	1.000	1.000	1.000	1.000
	D - A421 Standing Way West	1.003	1.028	1.012	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Snelshall Street	16:45-17:00	529	533
	17:00-17:15	632	637
	17:15-17:30	774	780
	17:30-17:45	774	780
	17:45-18:00	632	637
	18:00-18:15	529	533
B - A421 Standing Way East	16:45-17:00	800	822
	17:00-17:15	955	981
	17:15-17:30	1170	1202
	17:30-17:45	1170	1202
	17:45-18:00	955	981
	18:00-18:15	800	822

C - Buckingham Road	16:45-17:00	387	387
	17:00-17:15	462	462
	17:15-17:30	566	566
	17:30-17:45	566	566
	17:45-18:00	462	462
	18:00-18:15	387	387
D - A421 Standing Way West	16:45-17:00	1064	1086
	17:00-17:15	1271	1297
	17:15-17:30	1556	1589
	17:30-17:45	1556	1589
	17:45-18:00	1271	1297
	18:00-18:15	1064	1086

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Snelshall Street	0.82	20.46	4.2	C	645	967
B - A421 Standing Way East	0.56	3.97	1.3	A	975	1462
C - Buckingham Road	0.60	9.67	1.5	A	472	708
D - A421 Standing Way West	0.69	5.08	2.2	A	1297	1946

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	529	132	859	1174	0.451	526	544	0.0	0.8	5.529	A
B - A421 Standing Way East	800	200	529	2269	0.353	798	856	0.0	0.5	2.444	A
C - Buckingham Road	387	97	952	1228	0.315	385	375	0.0	0.5	4.263	A
D - A421 Standing Way West	1064	266	342	2387	0.446	1061	995	0.0	0.8	2.708	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	632	158	1028	1078	0.586	630	651	0.8	1.4	7.981	A
B - A421 Standing Way East	955	239	634	2188	0.437	954	1024	0.5	0.8	2.917	A

C - Buckingham Road	462	116	1139	1106	0.418	461	449	0.5	0.7	5.575	A
D - A421 Standing Way West	1271	318	409	2335	0.544	1269	1191	0.8	1.2	3.373	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	774	193	1257	949	0.816	763	795	1.4	4.0	18.500	C
B - A421 Standing Way East	1170	292	769	2082	0.562	1168	1251	0.8	1.3	3.929	A
C - Buckingham Road	566	142	1390	942	0.601	563	547	0.7	1.5	9.431	A
D - A421 Standing Way West	1556	389	500	2266	0.687	1553	1454	1.2	2.2	5.021	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	774	193	1260	947	0.817	773	798	4.0	4.2	20.458	C
B - A421 Standing Way East	1170	292	778	2075	0.564	1170	1255	1.3	1.3	3.975	A
C - Buckingham Road	566	142	1396	938	0.604	566	551	1.5	1.5	9.674	A
D - A421 Standing Way West	1556	389	502	2264	0.687	1556	1461	2.2	2.2	5.084	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	632	158	1033	1076	0.587	643	654	4.2	1.5	8.522	A
B - A421 Standing Way East	955	239	646	2178	0.438	957	1030	1.3	0.8	2.951	A
C - Buckingham Road	462	116	1147	1100	0.420	465	456	1.5	0.7	5.698	A
D - A421 Standing Way West	1271	318	412	2333	0.545	1275	1201	2.2	1.2	3.416	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	529	132	863	1171	0.452	532	547	1.5	0.8	5.646	A
B - A421 Standing Way East	800	200	535	2265	0.353	801	860	0.8	0.5	2.460	A
C - Buckingham Road	387	97	957	1224	0.316	388	378	0.7	0.5	4.310	A

D - A421 Standing Way West	1064	266	344	2385	0.44 6	1066	1001	1.2	0.8	2.73 1	A
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2026 Base + CD + D, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J5	Tattenhoe Roundabout	Standard Roundabout		A, B, C, D	316.50	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 Base + CD + D	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Snelshall Street		ONE HOUR	✓	898	100.000
B - A421 Standing Way East		ONE HOUR	✓	1263	100.000
C - Buckingham Road		ONE HOUR	✓	888	100.000
D - A421 Standing Way West		ONE HOUR	✓	1685	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	1	177	329	391
	B - A421 Standing Way East	110	2	166	985
	C - Buckingham Road	331	410	1	146
	D - A421 Standing Way West	285	1289	104	6

Proportions

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	0.00	0.20	0.37	0.43
	B - A421 Standing Way East	0.09	0.00	0.13	0.78
	C - Buckingham Road	0.37	0.46	0.00	0.16
	D - A421 Standing Way West	0.17	0.76	0.06	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	0	5	1	3
	B - A421 Standing Way East	9	0	3	6
	C - Buckingham Road	0	2	0	2
	D - A421 Standing Way West	2	5	2	0

Average PCU Per Veh

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	1.000	1.049	1.013	1.035
	B - A421 Standing Way East	1.088	1.000	1.026	1.063
	C - Buckingham Road	1.005	1.022	1.000	1.018
	D - A421 Standing Way West	1.018	1.050	1.021	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Snelshall Street	07:30-07:45	676	696
	07:45-08:00	807	831
	08:00-08:15	989	1018
	08:15-08:30	989	1018
	08:30-08:45	807	831
	08:45-09:00	676	696
B - A421 Standing Way East	07:30-07:45	951	1009
	07:45-08:00	1136	1204
	08:00-08:15	1391	1475
	08:15-08:30	1391	1475
	08:30-08:45	1136	1204
	08:45-09:00	951	1009

C - Buckingham Road	07:30-07:45	669	679
	07:45-08:00	798	810
	08:00-08:15	978	993
	08:15-08:30	978	993
	08:30-08:45	798	810
	08:45-09:00	669	679
D - A421 Standing Way West	07:30-07:45	1269	1322
	07:45-08:00	1515	1579
	08:00-08:15	1855	1934
	08:15-08:30	1855	1934
	08:30-08:45	1515	1579
	08:45-09:00	1269	1322

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Snelshall Street	1.84	1393.09	293.2	F	824	1236
B - A421 Standing Way East	0.64	4.62	1.8	A	1159	1739
C - Buckingham Road	1.15	235.98	70.3	F	815	1223
D - A421 Standing Way West	0.95	28.95	14.0	D	1546	2319

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	676	169	1357	861	0.786	663	544	0.0	3.4	17.201	C
B - A421 Standing Way East	951	238	616	2125	0.448	948	1404	0.0	0.8	3.052	A
C - Buckingham Road	669	167	1117	1078	0.620	662	447	0.0	1.6	8.530	A
D - A421 Standing Way West	1269	317	639	2107	0.602	1263	1141	0.0	1.5	4.232	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	807	202	1620	712	1.133	697	649	3.4	30.9	107.756	F
B - A421 Standing Way East	1136	284	660	2091	0.543	1134	1657	0.8	1.2	3.757	A

C - Buckingham Road	798	200	1295	959	0.83 2	787	499	1.6	4.4	19.740	C
D - A421 Standing Way West	1515	379	760	2015	0.75 2	1509	1323	1.5	2.9	7.033	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	989	247	1903	552	1.79 0	552	743	30.9	140.1	575.96 4	F
B - A421 Standing Way East	1391	348	564	2165	0.64 3	1389	1891	1.2	1.8	4.625	A
C - Buckingham Road	978	244	1454	852	1.14 8	839	499	4.4	39.1	107.04 5	F
D - A421 Standing Way West	1855	464	825	1964	0.94 4	1820	1467	2.9	11.7	21.172	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	989	247	1931	537	1.84 3	537	753	140.1	253.1	1327.55 3	F
B - A421 Standing Way East	1391	348	553	2173	0.64 0	1391	1914	1.8	1.8	4.603	A
C - Buckingham Road	978	244	1449	855	1.14 4	853	495	39.1	70.3	235.984	F
D - A421 Standing Way West	1855	464	837	1955	0.94 9	1846	1465	11.7	14.0	28.952	D

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	807	202	1737	647	1.24 7	647	720	253.1	293.2	1393.09 1	F
B - A421 Standing Way East	1136	284	623	2119	0.53 6	1138	1761	1.8	1.2	3.680	A
C - Buckingham Road	798	200	1277	971	0.82 2	958	484	70.3	30.5	192.393	F
D - A421 Standing Way West	1515	379	902	1907	0.79 4	1555	1332	14.0	4.1	11.246	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	676	169	1426	822	0.82 2	820	592	293.2	257.3	1209.34 7	F
B - A421 Standing Way East	951	238	743	2027	0.46 9	952	1502	1.2	0.9	3.353	A
C - Buckingham Road	669	167	1189	1031	0.64 8	783	506	30.5	1.9	22.291	C

D - A421 Standing Way West	1269	317	740	2031	0.62 5	1278	1232	4.1	1.7	4.840	A
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2026 Base + CD + D, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J5	Tattenhoe Roundabout	Standard Roundabout		A, B, C, D	107.15	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 Base + CD + D	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Snelshall Street		ONE HOUR	✓	828	100.000
B - A421 Standing Way East		ONE HOUR	✓	1493	100.000
C - Buckingham Road		ONE HOUR	✓	868	100.000
D - A421 Standing Way West		ONE HOUR	✓	1487	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	0	89	415	325
	B - A421 Standing Way East	100	2	288	1104
	C - Buckingham Road	363	334	1	169
	D - A421 Standing Way West	367	1014	102	4

Proportions

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	0.00	0.11	0.50	0.39
	B - A421 Standing Way East	0.07	0.00	0.19	0.74
	C - Buckingham Road	0.42	0.38	0.00	0.19
	D - A421 Standing Way West	0.25	0.68	0.07	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	0	4	0	0
	B - A421 Standing Way East	4	0	3	3
	C - Buckingham Road	0	0	0	0
	D - A421 Standing Way West	0	3	1	0

Average PCU Per Veh

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	1.000	1.037	1.004	1.004
	B - A421 Standing Way East	1.043	1.000	1.028	1.026
	C - Buckingham Road	1.000	1.000	1.000	1.000
	D - A421 Standing Way West	1.003	1.028	1.012	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Snelshall Street	16:45-17:00	623	628
	17:00-17:15	744	750
	17:15-17:30	912	918
	17:30-17:45	912	918
	17:45-18:00	744	750
	18:00-18:15	623	628
B - A421 Standing Way East	16:45-17:00	1124	1155
	17:00-17:15	1342	1379
	17:15-17:30	1644	1689
	17:30-17:45	1644	1689
	17:45-18:00	1342	1379
	18:00-18:15	1124	1155

C - Buckingham Road	16:45-17:00	653	653
	17:00-17:15	780	780
	17:15-17:30	955	955
	17:30-17:45	955	955
	17:45-18:00	780	780
	18:00-18:15	653	653
D - A421 Standing Way West	16:45-17:00	1119	1143
	17:00-17:15	1337	1364
	17:15-17:30	1637	1671
	17:30-17:45	1637	1671
	17:45-18:00	1337	1364
	18:00-18:15	1119	1143

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Snelshall Street	1.15	235.91	65.5	F	760	1140
B - A421 Standing Way East	0.81	9.08	4.0	A	1370	2055
C - Buckingham Road	1.23	330.13	94.3	F	796	1194
D - A421 Standing Way West	0.78	8.00	3.6	A	1364	2047

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	623	156	1092	1045	0.596	618	621	0.0	1.4	8.310	A
B - A421 Standing Way East	1124	281	632	2190	0.513	1120	1077	0.0	1.0	3.353	A
C - Buckingham Road	653	163	1150	1098	0.595	648	602	0.0	1.4	7.889	A
D - A421 Standing Way West	1119	280	598	2193	0.511	1115	1200	0.0	1.0	3.329	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	744	186	1304	926	0.804	735	741	1.4	3.7	18.102	C
B - A421 Standing Way East	1342	336	753	2096	0.641	1340	1286	1.0	1.8	4.743	A

C - Buckingham Road	780	195	1374	952	0.819	770	719	1.4	4.1	18.725	C
D - A421 Standing Way West	1337	334	711	2106	0.635	1334	1432	1.0	1.7	4.644	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	912	228	1529	798	1.143	784	836	3.7	35.7	104.975	F
B - A421 Standing Way East	1644	411	817	2045	0.804	1636	1496	1.8	3.9	8.609	A
C - Buckingham Road	955	239	1632	783	1.220	774	820	4.1	49.4	137.742	F
D - A421 Standing Way West	1637	409	735	2087	0.784	1630	1672	1.7	3.5	7.750	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	912	228	1535	795	1.147	793	838	35.7	65.5	235.913	F
B - A421 Standing Way East	1644	411	825	2039	0.806	1644	1502	3.9	4.0	9.082	A
C - Buckingham Road	955	239	1642	776	1.231	776	827	49.4	94.3	330.129	F
D - A421 Standing Way West	1637	409	736	2086	0.785	1637	1682	3.5	3.6	7.997	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	744	186	1361	894	0.833	880	799	65.5	31.5	200.443	F
B - A421 Standing Way East	1342	336	883	1994	0.673	1350	1359	4.0	2.1	5.656	A
C - Buckingham Road	780	195	1439	910	0.857	901	794	94.3	64.2	312.223	F
D - A421 Standing Way West	1337	334	817	2025	0.660	1343	1523	3.6	2.0	5.323	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	623	156	1196	988	0.631	742	731	31.5	1.8	23.199	C
B - A421 Standing Way East	1124	281	744	2102	0.535	1128	1194	2.1	1.2	3.707	A
C - Buckingham Road	653	163	1205	1063	0.615	903	667	64.2	1.7	69.380	F

D - A421 Standing Way West	1119	280	804	2036	0.55 0	1122	1304	2.0	1.2	3.954	A
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2026 Base + CD + D with TP, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J5	Tattenhoe Roundabout	Standard Roundabout		A, B, C, D	254.54	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	2026 Base + CD + D with TP	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Snelshall Street		ONE HOUR	✓	883	100.000
B - A421 Standing Way East		ONE HOUR	✓	1222	100.000
C - Buckingham Road		ONE HOUR	✓	821	100.000
D - A421 Standing Way West		ONE HOUR	✓	1667	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Snelshall Street	B - A421 Standing Way East	C - Buckingham Road	D - A421 Standing Way West
From	A - Snelshall Street	1	177	325	379
	B - A421 Standing Way East	110	2	154	956
	C - Buckingham Road	316	361	1	142
	D - A421 Standing Way West	281	1276	104	6

Proportions

	To				
		A - Snelshall Street	B - A421 Standing Way East	C - Buckingham Road	D - A421 Standing Way West
From	A - Snelshall Street	0.00	0.20	0.37	0.43
	B - A421 Standing Way East	0.09	0.00	0.13	0.78
	C - Buckingham Road	0.39	0.44	0.00	0.17
	D - A421 Standing Way West	0.17	0.77	0.06	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Snelshall Street	B - A421 Standing Way East	C - Buckingham Road	D - A421 Standing Way West
From	A - Snelshall Street	0	5	1	3
	B - A421 Standing Way East	9	0	3	6
	C - Buckingham Road	0	2	0	2
	D - A421 Standing Way West	2	5	2	0

Average PCU Per Veh

	To				
		A - Snelshall Street	B - A421 Standing Way East	C - Buckingham Road	D - A421 Standing Way West
From	A - Snelshall Street	1.000	1.049	1.013	1.035
	B - A421 Standing Way East	1.088	1.000	1.026	1.063
	C - Buckingham Road	1.005	1.022	1.000	1.018
	D - A421 Standing Way West	1.018	1.050	1.021	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Snelshall Street	07:30-07:45	664	684
	07:45-08:00	793	817
	08:00-08:15	972	1000
	08:15-08:30	972	1000
	08:30-08:45	793	817
	08:45-09:00	664	684
B - A421 Standing Way East	07:30-07:45	920	975
	07:45-08:00	1098	1165
	08:00-08:15	1345	1426
	08:15-08:30	1345	1426
	08:30-08:45	1098	1165
	08:45-09:00	920	975

C - Buckingham Road	07:30-07:45	618	627
	07:45-08:00	738	749
	08:00-08:15	904	917
	08:15-08:30	904	917
	08:30-08:45	738	749
	08:45-09:00	618	627
D - A421 Standing Way West	07:30-07:45	1255	1308
	07:45-08:00	1499	1562
	08:00-08:15	1835	1913
	08:15-08:30	1835	1913
	08:30-08:45	1499	1562
	08:45-09:00	1255	1308

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Snelshall Street	1.76	1177.03	252.1	F	810	1215
B - A421 Standing Way East	0.62	4.42	1.6	A	1121	1681
C - Buckingham Road	1.04	115.43	30.2	F	753	1130
D - A421 Standing Way West	0.94	25.40	12.2	D	1530	2294

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	664	166	1311	886	0.750	653	530	0.0	2.8	14.824	B
B - A421 Standing Way East	920	230	605	2132	0.431	917	1359	0.0	0.8	2.954	A
C - Buckingham Road	618	154	1088	1098	0.563	613	434	0.0	1.3	7.349	A
D - A421 Standing Way West	1255	314	592	2143	0.586	1249	1109	0.0	1.4	4.004	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	793	198	1567	742	1.069	717	633	2.8	21.9	79.810	F
B - A421 Standing Way East	1098	275	673	2080	0.528	1097	1611	0.8	1.1	3.656	A

C - Buckingham Road	738	184	1274	974	0.758	731	496	1.3	2.9	14.444	B
D - A421 Standing Way West	1499	375	706	2056	0.729	1494	1299	1.4	2.6	6.349	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	972	243	1873	569	1.707	569	748	21.9	122.7	475.424	F
B - A421 Standing Way East	1345	336	575	2156	0.624	1343	1867	1.1	1.6	4.417	A
C - Buckingham Road	904	226	1426	871	1.038	837	492	2.9	19.7	62.944	F
D - A421 Standing Way West	1835	459	816	1972	0.931	1805	1447	2.6	10.2	18.915	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	972	243	1902	552	1.759	552	761	122.7	227.5	999.403	F
B - A421 Standing Way East	1345	336	563	2164	0.621	1345	1891	1.6	1.6	4.392	A
C - Buckingham Road	904	226	1421	874	1.034	861	487	19.7	30.2	115.431	F
D - A421 Standing Way West	1835	459	836	1956	0.938	1827	1446	10.2	12.2	25.395	D

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	793	198	1651	695	1.142	695	684	227.5	252.1	1177.032	F
B - A421 Standing Way East	1098	275	658	2092	0.525	1100	1688	1.6	1.1	3.640	A
C - Buckingham Road	738	184	1267	978	0.754	845	491	30.2	3.4	43.017	E
D - A421 Standing Way West	1499	375	801	1984	0.755	1534	1312	12.2	3.2	8.604	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	664	166	1327	877	0.758	874	537	252.1	199.8	931.955	F
B - A421 Standing Way East	920	230	782	1996	0.461	921	1418	1.1	0.9	3.351	A
C - Buckingham Road	618	154	1186	1034	0.598	625	517	3.4	1.5	8.973	A

D - A421 Standing Way West	1255	314	603	2135	0.58 8	1262	1209	3.2	1.4	4.157	A
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2026 Base + CD + D with TP, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J5	Tattenhoe Roundabout	Standard Roundabout		A, B, C, D	68.94	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	2026 Base + CD + D with TP	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Snelshall Street		ONE HOUR	✓	806	100.000
B - A421 Standing Way East		ONE HOUR	✓	1419	100.000
C - Buckingham Road		ONE HOUR	✓	806	100.000
D - A421 Standing Way West		ONE HOUR	✓	1474	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Snelshall Street	B - A421 Standing Way East	C - Buckingham Road	D - A421 Standing Way West
From	A - Snelshall Street	0	89	394	323
	B - A421 Standing Way East	100	2	259	1058
	C - Buckingham Road	348	290	1	168
	D - A421 Standing Way West	364	1006	99	4

Proportions

	To				
		A - Snelshall Street	B - A421 Standing Way East	C - Buckingham Road	D - A421 Standing Way West
From	A - Snelshall Street	0.00	0.11	0.49	0.40
	B - A421 Standing Way East	0.07	0.00	0.18	0.75
	C - Buckingham Road	0.43	0.36	0.00	0.21
	D - A421 Standing Way West	0.25	0.68	0.07	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Snelshall Street	B - A421 Standing Way East	C - Buckingham Road	D - A421 Standing Way West
From	A - Snelshall Street	0	4	0	0
	B - A421 Standing Way East	4	0	3	3
	C - Buckingham Road	0	0	0	0
	D - A421 Standing Way West	0	3	1	0

Average PCU Per Veh

	To				
		A - Snelshall Street	B - A421 Standing Way East	C - Buckingham Road	D - A421 Standing Way West
From	A - Snelshall Street	1.000	1.037	1.004	1.004
	B - A421 Standing Way East	1.043	1.000	1.028	1.026
	C - Buckingham Road	1.000	1.000	1.000	1.000
	D - A421 Standing Way West	1.003	1.028	1.012	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Snelshall Street	16:45-17:00	607	611
	17:00-17:15	725	730
	17:15-17:30	887	894
	17:30-17:45	887	894
	17:45-18:00	725	730
	18:00-18:15	607	611
B - A421 Standing Way East	16:45-17:00	1068	1097
	17:00-17:15	1275	1310
	17:15-17:30	1562	1605
	17:30-17:45	1562	1605
	17:45-18:00	1275	1310
	18:00-18:15	1068	1097

C - Buckingham Road	16:45-17:00	607	607
	17:00-17:15	725	725
	17:15-17:30	888	888
	17:30-17:45	888	888
	17:45-18:00	725	725
	18:00-18:15	607	607
D - A421 Standing Way West	16:45-17:00	1110	1133
	17:00-17:15	1325	1353
	17:15-17:30	1623	1657
	17:30-17:45	1623	1657
	17:45-18:00	1325	1353
	18:00-18:15	1110	1133

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Snelshall Street	1.10	178.19	48.2	F	740	1109
B - A421 Standing Way East	0.77	7.59	3.2	A	1302	1953
C - Buckingham Road	1.11	183.84	50.1	F	740	1110
D - A421 Standing Way West	0.78	7.86	3.5	A	1353	2029

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	607	152	1051	1068	0.568	602	608	0.0	1.3	7.644	A
B - A421 Standing Way East	1068	267	614	2204	0.485	1064	1039	0.0	0.9	3.149	A
C - Buckingham Road	607	152	1114	1121	0.541	602	564	0.0	1.2	6.876	A
D - A421 Standing Way West	1110	277	553	2226	0.499	1106	1163	0.0	1.0	3.203	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	725	181	1257	952	0.761	718	726	1.3	3.0	14.981	B
B - A421 Standing Way East	1275	319	733	2111	0.604	1273	1242	0.9	1.5	4.284	A

C - Buckingham Road	725	181	1332	979	0.740	719	674	1.2	2.7	13.501	B
D - A421 Standing Way West	1325	331	660	2145	0.618	1323	1391	1.0	1.6	4.368	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	887	222	1503	812	1.092	791	848	3.0	27.1	83.295	F
B - A421 Standing Way East	1562	391	819	2044	0.764	1556	1475	1.5	3.1	7.274	A
C - Buckingham Road	888	222	1593	809	1.098	787	781	2.7	27.8	84.285	F
D - A421 Standing Way West	1623	406	735	2087	0.778	1616	1646	1.6	3.4	7.532	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	887	222	1512	807	1.099	803	855	27.1	48.2	178.185	F
B - A421 Standing Way East	1562	391	830	2035	0.768	1562	1485	3.1	3.2	7.591	A
C - Buckingham Road	888	222	1603	802	1.107	798	788	27.8	50.1	183.843	F
D - A421 Standing Way West	1623	406	744	2080	0.780	1623	1657	3.4	3.5	7.858	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	725	181	1331	911	0.796	892	809	48.2	6.3	117.509	F
B - A421 Standing Way East	1275	319	889	1989	0.641	1281	1334	3.2	1.8	5.125	A
C - Buckingham Road	725	181	1409	930	0.779	905	761	50.1	5.0	113.552	F
D - A421 Standing Way West	1325	331	808	2032	0.652	1332	1505	3.5	1.9	5.185	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	607	152	1064	1060	0.572	626	619	6.3	1.4	8.653	A
B - A421 Standing Way East	1068	267	637	2186	0.489	1072	1054	1.8	1.0	3.239	A
C - Buckingham Road	607	152	1130	1111	0.546	622	578	5.0	1.2	7.583	A

D - A421 Standing Way West	1110	277	569	2214	0.50 1	1114	1183	1.9	1.0	3.28 0	A
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2026 Base + CD + D - ST, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J5	Tattenhoe Roundabout	Standard Roundabout		A, B, C, D	271.80	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	2026 Base + CD + D - ST	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Snelshall Street		ONE HOUR	✓	801	100.000
B - A421 Standing Way East		ONE HOUR	✓	1276	100.000
C - Buckingham Road		ONE HOUR	✓	917	100.000
D - A421 Standing Way West		ONE HOUR	✓	1689	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	1	177	329	293
	B - A421 Standing Way East	110	2	166	998
	C - Buckingham Road	331	410	1	175
	D - A421 Standing Way West	204	1312	167	6

Proportions

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	0.00	0.22	0.41	0.37
	B - A421 Standing Way East	0.09	0.00	0.13	0.78
	C - Buckingham Road	0.36	0.45	0.00	0.19
	D - A421 Standing Way West	0.12	0.78	0.10	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	0	5	1	3
	B - A421 Standing Way East	9	0	3	6
	C - Buckingham Road	0	2	0	2
	D - A421 Standing Way West	2	5	2	0

Average PCU Per Veh

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	1.000	1.049	1.013	1.035
	B - A421 Standing Way East	1.088	1.000	1.026	1.063
	C - Buckingham Road	1.005	1.022	1.000	1.018
	D - A421 Standing Way West	1.018	1.050	1.021	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Snelshall Street	07:30-07:45	603	620
	07:45-08:00	720	741
	08:00-08:15	882	907
	08:15-08:30	882	907
	08:30-08:45	720	741
	08:45-09:00	603	620
B - A421 Standing Way East	07:30-07:45	961	1019
	07:45-08:00	1147	1217
	08:00-08:15	1405	1490
	08:15-08:30	1405	1490
	08:30-08:45	1147	1217
	08:45-09:00	961	1019

C - Buckingham Road	07:30-07:45	691	701
	07:45-08:00	825	837
	08:00-08:15	1010	1025
	08:15-08:30	1010	1025
	08:30-08:45	825	837
	08:45-09:00	691	701
D - A421 Standing Way West	07:30-07:45	1272	1326
	07:45-08:00	1518	1584
	08:00-08:15	1860	1940
	08:15-08:30	1860	1940
	08:30-08:45	1518	1584
	08:45-09:00	1272	1326

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Snelshall Street	1.82	1268.20	244.5	F	735	1103
B - A421 Standing Way East	0.65	4.77	1.9	A	1171	1757
C - Buckingham Road	1.15	235.87	72.7	F	842	1262
D - A421 Standing Way West	0.95	29.80	14.5	D	1550	2325

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	603	151	1421	825	0.731	593	483	0.0	2.5	14.894	B
B - A421 Standing Way East	961	240	592	2143	0.448	958	1422	0.0	0.8	3.029	A
C - Buckingham Road	691	173	1056	1118	0.618	684	494	0.0	1.6	8.185	A
D - A421 Standing Way West	1272	318	639	2106	0.604	1266	1101	0.0	1.5	4.256	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	720	180	1697	670	1.075	646	576	2.5	21.0	84.562	F
B - A421 Standing Way East	1147	287	659	2092	0.548	1146	1684	0.8	1.2	3.798	A

C - Buckingham Road	825	206	1240	995	0.829	814	565	1.6	4.3	18.807	C
D - A421 Standing Way West	1518	380	760	2014	0.754	1512	1293	1.5	3.0	7.097	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	882	220	1994	502	1.757	502	655	21.0	116.1	512.260	F
B - A421 Standing Way East	1405	351	578	2154	0.652	1403	1917	1.2	1.8	4.774	A
C - Buckingham Road	1010	252	1411	879	1.149	866	570	4.3	40.2	105.969	F
D - A421 Standing Way West	1860	465	825	1964	0.947	1823	1452	3.0	12.0	21.621	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	882	220	2023	485	1.817	485	663	116.1	215.2	1071.175	F
B - A421 Standing Way East	1405	351	569	2162	0.650	1405	1940	1.8	1.9	4.758	A
C - Buckingham Road	1010	252	1408	882	1.146	880	566	40.2	72.7	235.867	F
D - A421 Standing Way West	1860	465	836	1955	0.951	1850	1451	12.0	14.5	29.802	D

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	720	180	1817	603	1.194	603	645	215.2	244.5	1268.199	F
B - A421 Standing Way East	1147	287	631	2114	0.543	1150	1789	1.9	1.2	3.743	A
C - Buckingham Road	825	206	1228	1003	0.822	989	553	72.7	31.6	192.516	F
D - A421 Standing Way West	1518	380	903	1906	0.796	1560	1314	14.5	4.1	11.505	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	603	151	1491	787	0.767	783	531	244.5	199.4	1020.553	F
B - A421 Standing Way East	961	240	742	2028	0.474	962	1532	1.2	0.9	3.380	A
C - Buckingham Road	691	173	1130	1070	0.645	809	575	31.6	1.9	21.261	C

D - A421 Standing Way West	1272	318	741	2029	0.62 7	1281	1198	4.1	1.7	4.871	A
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2026 Base + CD + D - ST, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J5	Tattenhoe Roundabout	Standard Roundabout		A, B, C, D	87.25	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	2026 Base + CD + D - ST	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Snelshall Street		ONE HOUR	✓	721	100.000
B - A421 Standing Way East		ONE HOUR	✓	1509	100.000
C - Buckingham Road		ONE HOUR	✓	916	100.000
D - A421 Standing Way West		ONE HOUR	✓	1408	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Snelshall Street	B - A421 Standing Way East	C - Buckingham Road	D - A421 Standing Way West
From	A - Snelshall Street	0	89	415	218
	B - A421 Standing Way East	100	2	288	1119
	C - Buckingham Road	363	334	1	217
	D - A421 Standing Way West	255	1022	126	4

Proportions

	To				
		A - Snelshall Street	B - A421 Standing Way East	C - Buckingham Road	D - A421 Standing Way West
From	A - Snelshall Street	0.00	0.12	0.58	0.30
	B - A421 Standing Way East	0.07	0.00	0.19	0.74
	C - Buckingham Road	0.40	0.36	0.00	0.24
	D - A421 Standing Way West	0.18	0.73	0.09	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Snelshall Street	B - A421 Standing Way East	C - Buckingham Road	D - A421 Standing Way West
From	A - Snelshall Street	0	4	0	0
	B - A421 Standing Way East	4	0	3	3
	C - Buckingham Road	0	0	0	0
	D - A421 Standing Way West	0	3	1	0

Average PCU Per Veh

	To				
		A - Snelshall Street	B - A421 Standing Way East	C - Buckingham Road	D - A421 Standing Way West
From	A - Snelshall Street	1.000	1.037	1.004	1.004
	B - A421 Standing Way East	1.043	1.000	1.028	1.026
	C - Buckingham Road	1.000	1.000	1.000	1.000
	D - A421 Standing Way West	1.003	1.028	1.012	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Snelshall Street	16:45-17:00	543	547
	17:00-17:15	648	653
	17:15-17:30	794	800
	17:30-17:45	794	800
	17:45-18:00	648	653
	18:00-18:15	543	547
B - A421 Standing Way East	16:45-17:00	1136	1167
	17:00-17:15	1356	1393
	17:15-17:30	1661	1706
	17:30-17:45	1661	1706
	17:45-18:00	1356	1393
	18:00-18:15	1136	1167

C - Buckingham Road	16:45-17:00	690	690
	17:00-17:15	823	823
	17:15-17:30	1008	1008
	17:30-17:45	1008	1008
	17:45-18:00	823	823
	18:00-18:15	690	690
D - A421 Standing Way West	16:45-17:00	1060	1083
	17:00-17:15	1265	1293
	17:15-17:30	1550	1584
	17:30-17:45	1550	1584
	17:45-18:00	1265	1293
	18:00-18:15	1060	1083

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Snelshall Street	1.02	109.01	24.7	F	662	992
B - A421 Standing Way East	0.81	9.19	4.1	A	1384	2077
C - Buckingham Road	1.23	328.56	99.7	F	840	1261
D - A421 Standing Way West	0.74	6.73	2.9	A	1292	1937

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	543	136	1116	1031	0.526	538	538	0.0	1.1	7.245	A
B - A421 Standing Way East	1136	284	571	2237	0.508	1132	1084	0.0	1.0	3.244	A
C - Buckingham Road	690	172	1082	1142	0.604	684	621	0.0	1.5	7.759	A
D - A421 Standing Way West	1060	265	598	2190	0.484	1056	1167	0.0	0.9	3.164	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	648	162	1333	909	0.713	643	641	1.1	2.4	13.307	B
B - A421 Standing Way East	1356	339	682	2151	0.631	1354	1295	1.0	1.7	4.500	A

C - Buckingham Road	823	206	1293	1003	0.82 1	813	742	1.5	4.1	17.98 1	C
D - A421 Standing Way West	1265	316	711	2103	0.60 2	1263	1395	0.9	1.5	4.274	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	794	198	1566	777	1.02 2	739	714	2.4	16.2	60.150	F
B - A421 Standing Way East	1661	415	792	2065	0.80 4	1652	1513	1.7	3.9	8.538	A
C - Buckingham Road	1008	252	1565	826	1.22 1	817	879	4.1	51.9	136.33 1	F
D - A421 Standing Way West	1550	387	735	2085	0.74 3	1544	1647	1.5	2.8	6.600	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	794	198	1570	774	1.02 5	759	715	16.2	24.7	109.00 7	F
B - A421 Standing Way East	1661	415	810	2050	0.81 0	1660	1519	3.9	4.1	9.189	A
C - Buckingham Road	1008	252	1578	818	1.23 3	817	893	51.9	99.7	328.56 4	F
D - A421 Standing Way West	1550	387	735	2084	0.74 3	1550	1659	2.8	2.9	6.726	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	648	162	1396	874	0.74 2	734	705	24.7	3.1	38.309	E
B - A421 Standing Way East	1356	339	763	2088	0.65 0	1365	1368	4.1	1.9	5.045	A
C - Buckingham Road	823	206	1330	980	0.84 1	970	798	99.7	63.1	298.96 9	F
D - A421 Standing Way West	1265	316	832	2012	0.62 9	1270	1468	2.9	1.7	4.882	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	543	136	1213	977	0.55 5	550	639	3.1	1.3	8.575	A
B - A421 Standing Way East	1136	284	582	2229	0.51 0	1139	1182	1.9	1.0	3.316	A
C - Buckingham Road	690	172	1091	1135	0.60 7	936	630	63.1	1.6	53.32 8	F

D - A421 Standing Way West	1060	265	790	2044	0.51 9	1062	1236	1.7	1.1	3.679	A
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2026 Base + CD + SP (ST), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J5	Tattenhoe Roundabout	Standard Roundabout		A, B, C, D	39.79	E

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
D11	2026 Base + CD + SP (ST)	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Snelshall Street		ONE HOUR	✓	693	100.000
B - A421 Standing Way East		ONE HOUR	✓	996	100.000
C - Buckingham Road		ONE HOUR	✓	483	100.000
D - A421 Standing Way West		ONE HOUR	✓	1581	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	1	177	299	215
	B - A421 Standing Way East	110	2	84	799
	C - Buckingham Road	232	97	1	152
	D - A421 Standing Way West	176	1235	164	6

Proportions

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	0.00	0.26	0.43	0.31
	B - A421 Standing Way East	0.11	0.00	0.08	0.80
	C - Buckingham Road	0.48	0.20	0.00	0.32
	D - A421 Standing Way West	0.11	0.78	0.10	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	0	5	1	3
	B - A421 Standing Way East	9	0	3	6
	C - Buckingham Road	0	2	0	2
	D - A421 Standing Way West	2	5	2	0

Average PCU Per Veh

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	1.000	1.049	1.013	1.035
	B - A421 Standing Way East	1.088	1.000	1.026	1.063
	C - Buckingham Road	1.005	1.022	1.000	1.018
	D - A421 Standing Way West	1.018	1.050	1.021	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Snelshall Street	07:30-07:45	522	537
	07:45-08:00	623	641
	08:00-08:15	763	785
	08:15-08:30	763	785
	08:30-08:45	623	641
	08:45-09:00	522	537
B - A421 Standing Way East	07:30-07:45	750	797
	07:45-08:00	895	951
	08:00-08:15	1096	1165
	08:15-08:30	1096	1165
	08:30-08:45	895	951
	08:45-09:00	750	797

C - Buckingham Road	07:30-07:45	363	368
	07:45-08:00	434	439
	08:00-08:15	531	538
	08:15-08:30	531	538
	08:30-08:45	434	439
	08:45-09:00	363	368
D - A421 Standing Way West	07:30-07:45	1190	1241
	07:45-08:00	1421	1482
	08:00-08:15	1740	1816
	08:15-08:30	1740	1816
	08:30-08:45	1421	1482
	08:45-09:00	1190	1241

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Snelshall Street	1.11	190.09	44.4	F	636	954
B - A421 Standing Way East	0.53	3.74	1.1	A	914	1370
C - Buckingham Road	0.53	7.56	1.1	A	443	664
D - A421 Standing Way West	0.78	7.52	3.6	A	1451	2176

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	522	130	1130	988	0.528	517	389	0.0	1.1	7.583	A
B - A421 Standing Way East	750	187	513	2200	0.341	748	1133	0.0	0.5	2.476	A
C - Buckingham Road	363	91	851	1257	0.289	362	410	0.0	0.4	4.012	A
D - A421 Standing Way West	1190	298	333	2337	0.509	1186	880	0.0	1.0	3.114	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	623	156	1351	862	0.722	617	466	1.1	2.5	14.389	B
B - A421 Standing Way East	895	224	613	2123	0.422	894	1355	0.5	0.7	2.928	A

C - Buckingham Road	434	108	1017	1146	0.379	433	490	0.4	0.6	5.045	A
D - A421 Standing Way West	1421	355	398	2287	0.621	1419	1052	1.0	1.6	4.132	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	763	191	1651	693	1.101	673	569	2.5	25.0	89.549	F
B - A421 Standing Way East	1096	274	688	2065	0.531	1095	1635	0.7	1.1	3.701	A
C - Buckingham Road	531	133	1219	1011	0.526	529	564	0.6	1.1	7.453	A
D - A421 Standing Way West	1740	435	487	2219	0.784	1733	1262	1.6	3.5	7.290	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	763	191	1658	689	1.107	685	571	25.0	44.4	190.090	F
B - A421 Standing Way East	1096	274	699	2058	0.533	1096	1644	1.1	1.1	3.743	A
C - Buckingham Road	531	133	1225	1007	0.528	531	570	1.1	1.1	7.564	A
D - A421 Standing Way West	1740	435	489	2218	0.785	1740	1267	3.5	3.6	7.519	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	623	156	1361	857	0.727	788	469	44.4	3.1	89.082	F
B - A421 Standing Way East	895	224	741	2025	0.442	896	1407	1.1	0.8	3.196	A
C - Buckingham Road	434	108	1073	1110	0.391	436	565	1.1	0.6	5.354	A
D - A421 Standing Way West	1421	355	401	2286	0.622	1429	1108	3.6	1.7	4.238	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	522	130	1136	984	0.530	529	392	3.1	1.1	8.051	A
B - A421 Standing Way East	750	187	523	2192	0.342	751	1142	0.8	0.5	2.501	A
C - Buckingham Road	363	91	858	1253	0.290	364	416	0.6	0.4	4.055	A

D - A421 Standing Way West	1190	298	335	2336	0.51 0	1193	887	1.7	1.0	3.15 7	A
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2026 Base + CD + SP (ST), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J5	Tattenhoe Roundabout	Standard Roundabout		A, B, C, D	6.50	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
D12	2026 Base + CD + SP (ST)	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Snelshall Street		ONE HOUR	✓	596	100.000
B - A421 Standing Way East		ONE HOUR	✓	1078	100.000
C - Buckingham Road		ONE HOUR	✓	563	100.000
D - A421 Standing Way West		ONE HOUR	✓	1334	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	0	89	294	213
	B - A421 Standing Way East	100	2	118	858
	C - Buckingham Road	274	79	1	208
	D - A421 Standing Way West	240	979	112	4

Proportions

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	0.00	0.15	0.49	0.36
	B - A421 Standing Way East	0.09	0.00	0.11	0.80
	C - Buckingham Road	0.49	0.14	0.00	0.37
	D - A421 Standing Way West	0.18	0.73	0.08	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	0	4	0	0
	B - A421 Standing Way East	4	0	3	3
	C - Buckingham Road	0	0	0	0
	D - A421 Standing Way West	0	3	1	0

Average PCU Per Veh

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	1.000	1.037	1.004	1.004
	B - A421 Standing Way East	1.043	1.000	1.028	1.026
	C - Buckingham Road	1.000	1.000	1.000	1.000
	D - A421 Standing Way West	1.003	1.028	1.012	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Snelshall Street	16:45-17:00	448	452
	17:00-17:15	536	540
	17:15-17:30	656	662
	17:30-17:45	656	662
	17:45-18:00	536	540
	18:00-18:15	448	452
B - A421 Standing Way East	16:45-17:00	811	834
	17:00-17:15	969	996
	17:15-17:30	1187	1219
	17:30-17:45	1187	1219
	17:45-18:00	969	996
	18:00-18:15	811	834

C - Buckingham Road	16:45-17:00	424	424
	17:00-17:15	506	506
	17:15-17:30	619	619
	17:30-17:45	619	619
	17:45-18:00	506	506
	18:00-18:15	424	424
D - A421 Standing Way West	16:45-17:00	1005	1027
	17:00-17:15	1200	1226
	17:15-17:30	1469	1502
	17:30-17:45	1469	1502
	17:45-18:00	1200	1226
	18:00-18:15	1005	1027

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Snelshall Street	0.71	13.29	2.4	B	547	820
B - A421 Standing Way East	0.55	3.75	1.2	A	989	1484
C - Buckingham Road	0.62	9.39	1.6	A	516	774
D - A421 Standing Way West	0.65	4.55	1.8	A	1224	1837

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	448	112	884	1159	0.387	446	460	0.0	0.6	5.031	A
B - A421 Standing Way East	811	203	467	2317	0.350	809	862	0.0	0.5	2.384	A
C - Buckingham Road	424	106	883	1272	0.333	422	394	0.0	0.5	4.226	A
D - A421 Standing Way West	1005	251	342	2384	0.421	1002	963	0.0	0.7	2.599	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	536	134	1057	1061	0.505	534	550	0.6	1.0	6.811	A
B - A421 Standing Way East	969	242	560	2245	0.432	968	1031	0.5	0.8	2.817	A

C - Buckingham Road	506	126	1057	1158	0.437	505	471	0.5	0.8	5.498	A
D - A421 Standing Way West	1200	300	409	2332	0.514	1198	1152	0.7	1.1	3.172	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	656	164	1293	928	0.707	651	673	1.0	2.3	12.768	B
B - A421 Standing Way East	1187	297	682	2149	0.552	1185	1261	0.8	1.2	3.726	A
C - Buckingham Road	619	155	1292	1005	0.617	616	575	0.8	1.6	9.195	A
D - A421 Standing Way West	1469	367	500	2263	0.649	1466	1409	1.1	1.8	4.502	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	656	164	1296	926	0.708	656	675	2.3	2.4	13.286	B
B - A421 Standing Way East	1187	297	687	2146	0.553	1187	1265	1.2	1.2	3.752	A
C - Buckingham Road	619	155	1296	1002	0.618	619	578	1.6	1.6	9.391	A
D - A421 Standing Way West	1469	367	502	2261	0.650	1469	1413	1.8	1.8	4.545	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	536	134	1061	1059	0.506	541	554	2.4	1.0	7.019	A
B - A421 Standing Way East	969	242	566	2240	0.433	971	1036	1.2	0.8	2.841	A
C - Buckingham Road	506	126	1062	1155	0.438	509	475	1.6	0.8	5.599	A
D - A421 Standing Way West	1200	300	412	2330	0.515	1203	1158	1.8	1.1	3.204	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	448	112	887	1157	0.388	450	463	1.0	0.6	5.103	A
B - A421 Standing Way East	811	203	471	2314	0.351	812	866	0.8	0.5	2.400	A
C - Buckingham Road	424	106	887	1269	0.334	425	396	0.8	0.5	4.269	A

D - A421 Standing Way West	1005	251	344	2382	0.42 2	1006	968	1.1	0.7	2.61 8	A
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2033 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J5	Tattenhoe Roundabout	Standard Roundabout		A, B, C, D	108.40	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
D13	2033 Base	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Snelshall Street		ONE HOUR	✓	849	100.000
B - A421 Standing Way East		ONE HOUR	✓	1044	100.000
C - Buckingham Road		ONE HOUR	✓	484	100.000
D - A421 Standing Way West		ONE HOUR	✓	1676	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	1	188	323	337
	B - A421 Standing Way East	117	2	89	835
	C - Buckingham Road	248	103	1	131
	D - A421 Standing Way West	274	1287	108	7

Proportions

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	0.00	0.22	0.38	0.40
	B - A421 Standing Way East	0.11	0.00	0.09	0.80
	C - Buckingham Road	0.51	0.21	0.00	0.27
	D - A421 Standing Way West	0.16	0.77	0.06	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	0	5	1	3
	B - A421 Standing Way East	9	0	3	6
	C - Buckingham Road	0	2	0	2
	D - A421 Standing Way West	2	5	2	0

Average PCU Per Veh

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	1.000	1.049	1.013	1.035
	B - A421 Standing Way East	1.088	1.000	1.026	1.063
	C - Buckingham Road	1.005	1.022	1.000	1.018
	D - A421 Standing Way West	1.018	1.050	1.021	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Snelshall Street	07:30-07:45	639	658
	07:45-08:00	763	786
	08:00-08:15	935	962
	08:15-08:30	935	962
	08:30-08:45	763	786
	08:45-09:00	639	658
B - A421 Standing Way East	07:30-07:45	786	835
	07:45-08:00	938	997
	08:00-08:15	1149	1221
	08:15-08:30	1149	1221
	08:30-08:45	938	997
	08:45-09:00	786	835

C - Buckingham Road	07:30-07:45	364	368
	07:45-08:00	435	440
	08:00-08:15	532	539
	08:15-08:30	532	539
	08:30-08:45	435	440
	08:45-09:00	364	368
D - A421 Standing Way West	07:30-07:45	1262	1316
	07:45-08:00	1507	1571
	08:00-08:15	1845	1924
	08:15-08:30	1845	1924
	08:30-08:45	1507	1571
	08:45-09:00	1262	1316

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Snelshall Street	1.36	493.03	130.1	F	779	1169
B - A421 Standing Way East	0.55	3.85	1.2	A	958	1437
C - Buckingham Road	0.57	8.89	1.3	A	444	666
D - A421 Standing Way West	0.84	10.23	5.1	B	1538	2307

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	639	160	1131	985	0.649	632	481	0.0	1.8	9.998	A
B - A421 Standing Way East	786	196	579	2149	0.366	784	1184	0.0	0.6	2.632	A
C - Buckingham Road	364	91	973	1177	0.309	362	390	0.0	0.4	4.407	A
D - A421 Standing Way West	1262	315	355	2322	0.543	1257	980	0.0	1.2	3.365	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	763	191	1353	860	0.888	746	575	1.8	6.1	28.129	D
B - A421 Standing Way East	938	235	685	2067	0.454	937	1414	0.6	0.8	3.182	A

C - Buckingham Road	435	109	1160	1053	0.41 3	434	462	0.4	0.7	5.807	A
D - A421 Standing Way West	1507	377	425	2269	0.66 4	1504	1169	1.2	1.9	4.688	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	935	234	1650	692	1.35 1	688	702	6.1	67.9	207.05 7	F
B - A421 Standing Way East	1149	287	662	2085	0.55 1	1148	1676	0.8	1.2	3.836	A
C - Buckingham Road	532	133	1330	938	0.56 8	530	480	0.7	1.3	8.785	A
D - A421 Standing Way West	1845	461	519	2196	0.84 0	1833	1342	1.9	4.9	9.619	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	935	234	1660	686	1.36 2	686	705	67.9	130.1	490.81 6	F
B - A421 Standing Way East	1149	287	662	2085	0.55 1	1149	1685	1.2	1.2	3.845	A
C - Buckingham Road	532	133	1331	937	0.56 8	532	480	1.3	1.3	8.893	A
D - A421 Standing Way West	1845	461	521	2195	0.84 1	1845	1343	4.9	5.1	10.229	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	763	191	1367	852	0.89 6	846	580	130.1	109.5	493.03 2	F
B - A421 Standing Way East	938	235	763	2007	0.46 8	940	1449	1.2	0.9	3.379	A
C - Buckingham Road	435	109	1202	1025	0.42 4	437	501	1.3	0.7	6.141	A
D - A421 Standing Way West	1507	377	427	2266	0.66 5	1519	1211	5.1	2.0	4.896	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	639	160	1138	981	0.65 1	972	484	109.5	26.2	254.98 4	F
B - A421 Standing Way East	786	196	844	1945	0.40 4	787	1266	0.9	0.7	3.110	A
C - Buckingham Road	364	91	1111	1087	0.33 5	365	520	0.7	0.5	4.993	A

D - A421 Standing Way West	1262	315	358	2320	0.54 4	1265	1119	2.0	1.2	3.425	A
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2033 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J5	Tattenhoe Roundabout	Standard Roundabout		A, B, C, D	13.63	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
D14	2033 Base	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Snelshall Street		ONE HOUR	✓	753	100.000
B - A421 Standing Way East		ONE HOUR	✓	1133	100.000
C - Buckingham Road		ONE HOUR	✓	553	100.000
D - A421 Standing Way West		ONE HOUR	✓	1511	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	0	95	316	343
	B - A421 Standing Way East	106	2	126	899
	C - Buckingham Road	297	84	1	171
	D - A421 Standing Way West	378	1035	93	5

Proportions

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	0.00	0.13	0.42	0.45
	B - A421 Standing Way East	0.09	0.00	0.11	0.79
	C - Buckingham Road	0.54	0.15	0.00	0.31
	D - A421 Standing Way West	0.25	0.68	0.06	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	0	4	0	0
	B - A421 Standing Way East	4	0	3	3
	C - Buckingham Road	0	0	0	0
	D - A421 Standing Way West	0	3	1	0

Average PCU Per Veh

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	1.000	1.037	1.004	1.004
	B - A421 Standing Way East	1.043	1.000	1.028	1.026
	C - Buckingham Road	1.000	1.000	1.000	1.000
	D - A421 Standing Way West	1.003	1.028	1.012	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Snelshall Street	16:45-17:00	567	572
	17:00-17:15	677	683
	17:15-17:30	830	836
	17:30-17:45	830	836
	17:45-18:00	677	683
	18:00-18:15	567	572
B - A421 Standing Way East	16:45-17:00	853	877
	17:00-17:15	1019	1047
	17:15-17:30	1248	1282
	17:30-17:45	1248	1282
	17:45-18:00	1019	1047
	18:00-18:15	853	877

C - Buckingham Road	16:45-17:00	417	417
	17:00-17:15	497	497
	17:15-17:30	609	609
	17:30-17:45	609	609
	17:45-18:00	497	497
	18:00-18:15	417	417
D - A421 Standing Way West	16:45-17:00	1138	1161
	17:00-17:15	1359	1387
	17:15-17:30	1664	1698
	17:30-17:45	1664	1698
	17:45-18:00	1359	1387
	18:00-18:15	1138	1161

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Snelshall Street	0.92	42.61	9.2	E	691	1037
B - A421 Standing Way East	0.61	4.57	1.6	A	1040	1560
C - Buckingham Road	0.69	13.35	2.2	B	508	762
D - A421 Standing Way West	0.74	6.30	2.9	A	1387	2080

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	567	142	916	1142	0.497	563	586	0.0	1.0	6.186	A
B - A421 Standing Way East	853	213	567	2240	0.381	851	912	0.0	0.6	2.587	A
C - Buckingham Road	417	104	1016	1186	0.351	414	402	0.0	0.5	4.652	A
D - A421 Standing Way West	1138	284	368	2367	0.481	1134	1062	0.0	0.9	2.912	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	677	169	1096	1040	0.651	674	701	1.0	1.8	9.752	A
B - A421 Standing Way East	1019	255	678	2153	0.473	1018	1091	0.6	0.9	3.168	A

C - Buckingham Road	497	124	1215	1056	0.471	496	481	0.5	0.9	6.413	A
D - A421 Standing Way West	1359	340	440	2311	0.588	1357	1271	0.9	1.4	3.762	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	830	207	1339	902	0.920	806	856	1.8	7.8	31.731	D
B - A421 Standing Way East	1248	312	813	2048	0.609	1245	1332	0.9	1.5	4.472	A
C - Buckingham Road	609	152	1478	884	0.689	604	580	0.9	2.1	12.628	B
D - A421 Standing Way West	1664	416	537	2237	0.744	1658	1546	1.4	2.8	6.157	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	830	207	1344	899	0.923	824	860	7.8	9.2	42.611	E
B - A421 Standing Way East	1248	312	830	2035	0.613	1248	1338	1.5	1.6	4.571	A
C - Buckingham Road	609	152	1489	878	0.694	609	588	2.1	2.2	13.354	B
D - A421 Standing Way West	1664	416	540	2235	0.745	1664	1557	2.8	2.9	6.301	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	677	169	1103	1036	0.654	706	707	9.2	2.0	11.824	B
B - A421 Standing Way East	1019	255	707	2130	0.478	1021	1102	1.6	0.9	3.255	A
C - Buckingham Road	497	124	1233	1044	0.476	503	495	2.2	0.9	6.705	A
D - A421 Standing Way West	1359	340	445	2308	0.589	1364	1291	2.9	1.4	3.840	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	567	142	921	1139	0.498	571	590	2.0	1.0	6.381	A
B - A421 Standing Way East	853	213	574	2234	0.382	854	918	0.9	0.6	2.610	A
C - Buckingham Road	417	104	1023	1182	0.353	418	406	0.9	0.5	4.725	A

D - A421 Standing Way West	1138	284	371	2365	0.48 1	1140	1070	1.4	0.9	2.94 5	A
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2033 Base + CD + D, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J5	Tattenhoe Roundabout	Standard Roundabout		A, B, C, D	448.23	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
D15	2033 Base + CD + D	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Snelshall Street		ONE HOUR	✓	957	100.000
B - A421 Standing Way East		ONE HOUR	✓	1324	100.000
C - Buckingham Road		ONE HOUR	✓	918	100.000
D - A421 Standing Way West		ONE HOUR	✓	1784	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Snelshall Street	B - A421 Standing Way East	C - Buckingham Road	D - A421 Standing Way West
From	A - Snelshall Street	1	188	354	414
	B - A421 Standing Way East	117	2	171	1034
	C - Buckingham Road	347	416	1	154
	D - A421 Standing Way West	303	1364	111	7

Proportions

	To				
		A - Snelshall Street	B - A421 Standing Way East	C - Buckingham Road	D - A421 Standing Way West
From	A - Snelshall Street	0.00	0.20	0.37	0.43
	B - A421 Standing Way East	0.09	0.00	0.13	0.78
	C - Buckingham Road	0.38	0.45	0.00	0.17
	D - A421 Standing Way West	0.17	0.76	0.06	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Snelshall Street	B - A421 Standing Way East	C - Buckingham Road	D - A421 Standing Way West
From	A - Snelshall Street	0	5	1	3
	B - A421 Standing Way East	9	0	3	6
	C - Buckingham Road	0	2	0	2
	D - A421 Standing Way West	2	5	2	0

Average PCU Per Veh

	To				
		A - Snelshall Street	B - A421 Standing Way East	C - Buckingham Road	D - A421 Standing Way West
From	A - Snelshall Street	1.000	1.049	1.013	1.035
	B - A421 Standing Way East	1.088	1.000	1.026	1.063
	C - Buckingham Road	1.005	1.022	1.000	1.018
	D - A421 Standing Way West	1.018	1.050	1.021	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Snelshall Street	07:30-07:45	721	742
	07:45-08:00	861	886
	08:00-08:15	1054	1085
	08:15-08:30	1054	1085
	08:30-08:45	861	886
	08:45-09:00	721	742
B - A421 Standing Way East	07:30-07:45	997	1057
	07:45-08:00	1191	1263
	08:00-08:15	1458	1546
	08:15-08:30	1458	1546
	08:30-08:45	1191	1263
	08:45-09:00	997	1057

C - Buckingham Road	07:30-07:45	691	702
	07:45-08:00	825	838
	08:00-08:15	1011	1026
	08:15-08:30	1011	1026
	08:30-08:45	825	838
	08:45-09:00	691	702
D - A421 Standing Way West	07:30-07:45	1343	1400
	07:45-08:00	1604	1672
	08:00-08:15	1965	2048
	08:15-08:30	1965	2048
	08:30-08:45	1604	1672
	08:45-09:00	1343	1400

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Snelshall Street	2.07	1923.96	390.8	F	879	1318
B - A421 Standing Way East	0.67	4.98	2.0	A	1215	1823
C - Buckingham Road	1.23	343.72	103.0	F	843	1264
D - A421 Standing Way West	1.00	53.36	29.1	F	1637	2456

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	721	180	1422	824	0.875	698	574	0.0	5.6	25.408	D
B - A421 Standing Way East	997	249	650	2098	0.475	993	1470	0.0	0.9	3.248	A
C - Buckingham Road	691	173	1173	1041	0.664	684	470	0.0	1.9	9.871	A
D - A421 Standing Way West	1343	336	660	2091	0.642	1336	1197	0.0	1.8	4.725	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	861	215	1695	670	1.284	665	683	5.6	54.5	187.648	F
B - A421 Standing Way East	1191	298	640	2106	0.565	1189	1719	0.9	1.3	3.921	A

C - Buckingham Road	825	206	1330	936	0.88 2	809	499	1.9	6.0	25.629	D
D - A421 Standing Way West	1604	401	782	1998	0.80 3	1596	1357	1.8	3.9	8.758	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	1054	264	1947	527	2.00 1	527	759	54.5	186.3	842.46 0	F
B - A421 Standing Way East	1458	365	549	2176	0.67 0	1455	1925	1.3	2.0	4.976	A
C - Buckingham Road	1011	253	1503	819	1.23 5	812	502	6.0	55.7	149.48 7	F
D - A421 Standing Way West	1965	491	808	1977	0.99 4	1898	1507	3.9	20.6	31.807	D

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	1054	264	1979	509	2.07 0	509	768	186.3	322.6	1808.00 4	F
B - A421 Standing Way East	1458	365	537	2185	0.66 7	1458	1951	2.0	2.0	4.951	A
C - Buckingham Road	1011	253	1498	822	1.23 0	821	497	55.7	103.0	343.717	F
D - A421 Standing Way West	1965	491	816	1971	0.99 7	1931	1503	20.6	29.1	53.362	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	861	215	1841	588	1.46 4	588	752	322.6	390.8	1923.96 0	F
B - A421 Standing Way East	1191	298	585	2148	0.55 4	1194	1844	2.0	1.3	3.782	A
C - Buckingham Road	825	206	1301	955	0.86 5	946	478	103.0	73.0	332.948	F
D - A421 Standing Way West	1604	401	896	1912	0.83 9	1697	1351	29.1	5.7	22.197	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	721	180	1570	742	0.97 2	740	688	390.8	386.0	1890.39 7	F
B - A421 Standing Way East	997	249	685	2071	0.48 1	998	1625	1.3	0.9	3.358	A
C - Buckingham Road	691	173	1195	1027	0.67 3	973	488	73.0	2.4	125.131	F

D - A421 Standing Way West	1343	336	901	1909	0.70 4	1356	1267	5.7	2.4	6.666	A
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2033 Base + CD + D, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J5	Tattenhoe Roundabout	Standard Roundabout		A, B, C, D	174.25	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
D16	2033 Base + CD + D	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Snelshall Street		ONE HOUR	✓	879	100.000
B - A421 Standing Way East		ONE HOUR	✓	1564	100.000
C - Buckingham Road		ONE HOUR	✓	907	100.000
D - A421 Standing Way West		ONE HOUR	✓	1585	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	0	95	436	348
	B - A421 Standing Way East	106	2	296	1160
	C - Buckingham Road	386	339	1	180
	D - A421 Standing Way West	394	1078	108	5

Proportions

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	0.00	0.11	0.50	0.40
	B - A421 Standing Way East	0.07	0.00	0.19	0.74
	C - Buckingham Road	0.43	0.37	0.00	0.20
	D - A421 Standing Way West	0.25	0.68	0.07	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	0	4	0	0
	B - A421 Standing Way East	4	0	3	3
	C - Buckingham Road	0	0	0	0
	D - A421 Standing Way West	0	3	1	0

Average PCU Per Veh

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	1.000	1.037	1.004	1.004
	B - A421 Standing Way East	1.043	1.000	1.028	1.026
	C - Buckingham Road	1.000	1.000	1.000	1.000
	D - A421 Standing Way West	1.003	1.028	1.012	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Snelshall Street	16:45-17:00	662	666
	17:00-17:15	790	796
	17:15-17:30	967	975
	17:30-17:45	967	975
	17:45-18:00	790	796
	18:00-18:15	662	666
B - A421 Standing Way East	16:45-17:00	1177	1209
	17:00-17:15	1406	1444
	17:15-17:30	1722	1769
	17:30-17:45	1722	1769
	17:45-18:00	1406	1444
	18:00-18:15	1177	1209

C - Buckingham Road	16:45-17:00	683	683
	17:00-17:15	815	815
	17:15-17:30	998	998
	17:30-17:45	998	998
	17:45-18:00	815	815
	18:00-18:15	683	683
D - A421 Standing Way West	16:45-17:00	1193	1218
	17:00-17:15	1424	1454
	17:15-17:30	1745	1781
	17:30-17:45	1745	1781
	17:45-18:00	1424	1454
	18:00-18:15	1193	1218

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Snelshall Street	1.27	412.50	109.0	F	806	1210
B - A421 Standing Way East	0.84	10.74	5.0	B	1435	2153
C - Buckingham Road	1.36	524.54	137.1	F	832	1248
D - A421 Standing Way West	0.83	9.91	4.7	A	1454	2181

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	662	165	1148	1013	0.653	654	663	0.0	1.8	9.835	A
B - A421 Standing Way East	1177	294	669	2161	0.545	1173	1134	0.0	1.2	3.625	A
C - Buckingham Road	683	171	1213	1057	0.646	675	628	0.0	1.8	9.279	A
D - A421 Standing Way West	1193	298	623	2173	0.549	1188	1266	0.0	1.2	3.636	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	790	197	1368	889	0.888	772	787	1.8	6.2	27.498	D
B - A421 Standing Way East	1406	352	791	2066	0.681	1402	1350	1.2	2.1	5.398	A

C - Buckingham Road	815	204	1447	904	0.90 1	795	746	1.8	6.8	28.80 1	D
D - A421 Standing Way West	1424	356	735	2088	0.68 2	1421	1507	1.2	2.1	5.367	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	967	242	1583	767	1.26 2	761	862	6.2	57.8	164.78 3	F
B - A421 Standing Way East	1722	431	803	2056	0.83 7	1711	1542	2.1	4.8	10.121	B
C - Buckingham Road	998	250	1694	742	1.34 4	739	820	6.8	71.7	204.00 3	F
D - A421 Standing Way West	1745	436	711	2105	0.82 9	1735	1722	2.1	4.6	9.471	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	967	242	1590	763	1.26 8	763	864	57.8	109.0	388.61 8	F
B - A421 Standing Way East	1722	431	805	2055	0.83 8	1721	1547	4.8	5.0	10.743	B
C - Buckingham Road	998	250	1703	737	1.35 5	736	823	71.7	137.1	489.34 6	F
D - A421 Standing Way West	1745	436	710	2106	0.82 8	1744	1729	4.6	4.7	9.905	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	790	197	1405	868	0.91 0	860	823	109.0	91.4	412.50 1	F
B - A421 Standing Way East	1406	352	870	2004	0.70 2	1416	1395	5.0	2.4	6.234	A
C - Buckingham Road	815	204	1493	875	0.93 2	868	794	137.1	123.8	524.54 3	F
D - A421 Standing Way West	1424	356	794	2043	0.69 7	1434	1567	4.7	2.4	6.002	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	662	165	1266	948	0.69 8	938	792	91.4	22.3	222.44 6	F
B - A421 Standing Way East	1177	294	923	1963	0.60 0	1181	1281	2.4	1.5	4.623	A
C - Buckingham Road	683	171	1332	980	0.69 6	973	771	123.8	51.3	326.61 7	F

D - A421 Standing Way West	1193	298	862	1992	0.59 9	1196	1443	2.4	1.5	4.545	A
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2033 Base + CD + D with TP, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J5	Tattenhoe Roundabout	Standard Roundabout		A, B, C, D	372.47	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
D17	2033 Base + CD + D with TP	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Snelshall Street		ONE HOUR	✓	942	100.000
B - A421 Standing Way East		ONE HOUR	✓	1283	100.000
C - Buckingham Road		ONE HOUR	✓	851	100.000
D - A421 Standing Way West		ONE HOUR	✓	1766	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Snelshall Street	B - A421 Standing Way East	C - Buckingham Road	D - A421 Standing Way West
From	A - Snelshall Street	1	188	349	403
	B - A421 Standing Way East	117	2	159	1005
	C - Buckingham Road	332	367	1	150
	D - A421 Standing Way West	298	1351	110	7

Proportions

	To				
		A - Snelshall Street	B - A421 Standing Way East	C - Buckingham Road	D - A421 Standing Way West
From	A - Snelshall Street	0.00	0.20	0.37	0.43
	B - A421 Standing Way East	0.09	0.00	0.12	0.78
	C - Buckingham Road	0.39	0.43	0.00	0.18
	D - A421 Standing Way West	0.17	0.77	0.06	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Snelshall Street	B - A421 Standing Way East	C - Buckingham Road	D - A421 Standing Way West
From	A - Snelshall Street	0	5	1	3
	B - A421 Standing Way East	9	0	3	6
	C - Buckingham Road	0	2	0	2
	D - A421 Standing Way West	2	5	2	0

Average PCU Per Veh

	To				
		A - Snelshall Street	B - A421 Standing Way East	C - Buckingham Road	D - A421 Standing Way West
From	A - Snelshall Street	1.000	1.049	1.013	1.035
	B - A421 Standing Way East	1.088	1.000	1.026	1.063
	C - Buckingham Road	1.005	1.022	1.000	1.018
	D - A421 Standing Way West	1.018	1.050	1.021	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Snelshall Street	07:30-07:45	709	730
	07:45-08:00	847	871
	08:00-08:15	1037	1067
	08:15-08:30	1037	1067
	08:30-08:45	847	871
	08:45-09:00	709	730
B - A421 Standing Way East	07:30-07:45	966	1024
	07:45-08:00	1153	1223
	08:00-08:15	1412	1498
	08:15-08:30	1412	1498
	08:30-08:45	1153	1223
	08:45-09:00	966	1024

C - Buckingham Road	07:30-07:45	640	650
	07:45-08:00	765	776
	08:00-08:15	937	950
	08:15-08:30	937	950
	08:30-08:45	765	776
	08:45-09:00	640	650
D - A421 Standing Way West	07:30-07:45	1330	1386
	07:45-08:00	1588	1655
	08:00-08:15	1945	2027
	08:15-08:30	1945	2027
	08:30-08:45	1588	1655
	08:45-09:00	1330	1386

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Snelshall Street	1.99	1659.88	356.1	F	864	1296
B - A421 Standing Way East	0.65	4.72	1.8	A	1177	1765
C - Buckingham Road	1.12	199.09	56.9	F	781	1171
D - A421 Standing Way West	0.99	47.66	25.3	E	1621	2431

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	709	177	1376	849	0.835	691	560	0.0	4.4	20.950	C
B - A421 Standing Way East	966	241	642	2104	0.459	962	1426	0.0	0.8	3.144	A
C - Buckingham Road	640	160	1145	1060	0.604	635	459	0.0	1.5	8.350	A
D - A421 Standing Way West	1330	332	613	2127	0.625	1323	1167	0.0	1.6	4.444	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	847	212	1643	699	1.212	690	668	4.4	43.5	146.992	F
B - A421 Standing Way East	1153	288	658	2092	0.551	1151	1675	0.8	1.2	3.822	A

C - Buckingham Road	765	191	1311	949	0.806	756	498	1.5	3.8	17.869	C
D - A421 Standing Way West	1588	397	730	2037	0.779	1581	1337	1.6	3.4	7.769	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	1037	259	1926	539	1.923	539	768	43.5	168.0	726.854	F
B - A421 Standing Way East	1412	353	557	2169	0.651	1410	1907	1.2	1.8	4.724	A
C - Buckingham Road	937	234	1474	838	1.117	822	493	3.8	32.5	93.807	F
D - A421 Standing Way West	1945	486	809	1977	0.984	1885	1487	3.4	18.2	28.966	D

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	1037	259	1959	520	1.992	520	781	168.0	297.1	1617.245	F
B - A421 Standing Way East	1412	353	544	2179	0.648	1412	1935	1.8	1.8	4.693	A
C - Buckingham Road	937	234	1468	842	1.112	839	488	32.5	56.9	199.091	F
D - A421 Standing Way West	1945	486	823	1966	0.989	1916	1484	18.2	25.3	47.662	E

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	847	212	1801	611	1.386	611	759	297.1	356.1	1659.884	F
B - A421 Standing Way East	1153	288	600	2136	0.540	1156	1811	1.8	1.2	3.681	A
C - Buckingham Road	765	191	1281	968	0.790	951	475	56.9	10.3	133.359	F
D - A421 Standing Way West	1588	397	892	1915	0.829	1668	1341	25.3	5.2	18.432	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	709	177	1411	830	0.854	828	579	356.1	326.4	1484.501	F
B - A421 Standing Way East	966	241	752	2019	0.478	967	1486	1.2	0.9	3.423	A
C - Buckingham Road	640	160	1208	1019	0.628	675	511	10.3	1.7	11.447	B

D - A421 Standing Way West	1330	332	647	2101	0.63 3	1344	1236	5.2	1.7	4.836	A
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2033 Base + CD + D with TP, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J5	Tattenhoe Roundabout	Standard Roundabout		A, B, C, D	118.86	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
D18	2033 Base + CD + D with TP	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Snelshall Street		ONE HOUR	✓	857	100.000
B - A421 Standing Way East		ONE HOUR	✓	1490	100.000
C - Buckingham Road		ONE HOUR	✓	845	100.000
D - A421 Standing Way West		ONE HOUR	✓	1572	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	0	95	416	346
	B - A421 Standing Way East	106	2	267	1114
	C - Buckingham Road	371	295	1	178
	D - A421 Standing Way West	391	1071	105	5

Proportions

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	0.00	0.11	0.49	0.40
	B - A421 Standing Way East	0.07	0.00	0.18	0.75
	C - Buckingham Road	0.44	0.35	0.00	0.21
	D - A421 Standing Way West	0.25	0.68	0.07	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	0	4	0	0
	B - A421 Standing Way East	4	0	3	3
	C - Buckingham Road	0	0	0	0
	D - A421 Standing Way West	0	3	1	0

Average PCU Per Veh

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	1.000	1.037	1.004	1.004
	B - A421 Standing Way East	1.043	1.000	1.028	1.026
	C - Buckingham Road	1.000	1.000	1.000	1.000
	D - A421 Standing Way West	1.003	1.028	1.012	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Snelshall Street	16:45-17:00	645	650
	17:00-17:15	770	776
	17:15-17:30	943	950
	17:30-17:45	943	950
	17:45-18:00	770	776
	18:00-18:15	645	650
B - A421 Standing Way East	16:45-17:00	1121	1152
	17:00-17:15	1339	1376
	17:15-17:30	1640	1685
	17:30-17:45	1640	1685
	17:45-18:00	1339	1376
	18:00-18:15	1121	1152

C - Buckingham Road	16:45-17:00	636	636
	17:00-17:15	760	760
	17:15-17:30	930	930
	17:30-17:45	930	930
	17:45-18:00	760	760
	18:00-18:15	636	636
D - A421 Standing Way West	16:45-17:00	1183	1208
	17:00-17:15	1413	1442
	17:15-17:30	1731	1767
	17:30-17:45	1731	1767
	17:45-18:00	1413	1442
	18:00-18:15	1183	1208

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Snelshall Street	1.22	320.51	90.1	F	786	1179
B - A421 Standing Way East	0.80	8.74	3.9	A	1367	2050
C - Buckingham Road	1.22	319.51	89.2	F	775	1163
D - A421 Standing Way West	0.82	9.75	4.6	A	1443	2164

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	645	161	1108	1036	0.623	638	650	0.0	1.6	8.930	A
B - A421 Standing Way East	1121	280	651	2175	0.516	1117	1095	0.0	1.1	3.390	A
C - Buckingham Road	636	159	1178	1080	0.589	631	590	0.0	1.4	7.924	A
D - A421 Standing Way West	1183	296	579	2207	0.536	1179	1230	0.0	1.1	3.486	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	770	193	1324	914	0.843	758	775	1.6	4.6	21.592	C
B - A421 Standing Way East	1339	335	774	2079	0.644	1336	1308	1.1	1.8	4.826	A

C - Buckingham Road	760	190	1407	931	0.816	749	703	1.4	4.0	18.889	C
D - A421 Standing Way West	1413	353	688	2123	0.666	1410	1468	1.1	2.0	5.025	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	943	236	1561	779	1.210	771	877	4.6	47.7	136.169	F
B - A421 Standing Way East	1640	410	807	2053	0.799	1632	1525	1.8	3.8	8.390	A
C - Buckingham Road	930	233	1656	767	1.212	758	783	4.0	47.0	134.803	F
D - A421 Standing Way West	1731	433	717	2101	0.824	1721	1697	2.0	4.4	9.249	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	943	236	1569	775	1.218	774	882	47.7	90.1	320.505	F
B - A421 Standing Way East	1640	410	810	2050	0.800	1640	1532	3.8	3.9	8.741	A
C - Buckingham Road	930	233	1663	763	1.220	762	786	47.0	89.2	319.506	F
D - A421 Standing Way West	1731	433	720	2098	0.825	1730	1705	4.4	4.6	9.746	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	770	193	1380	882	0.873	873	838	90.1	64.5	315.458	F
B - A421 Standing Way East	1339	335	877	1999	0.670	1346	1376	3.9	2.1	5.578	A
C - Buckingham Road	760	190	1462	895	0.848	885	761	89.2	57.7	296.350	F
D - A421 Standing Way West	1413	353	797	2041	0.692	1422	1551	4.6	2.3	5.904	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	645	161	1195	988	0.653	894	753	64.5	2.1	99.097	F
B - A421 Standing Way East	1121	280	880	1997	0.562	1124	1209	2.1	1.3	4.142	A
C - Buckingham Road	636	159	1288	1010	0.630	860	717	57.7	1.8	66.993	F

D - A421 Standing Way West	1183	296	760	2069	0.57 2	1187	1387	2.3	1.4	4.100	A
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2033 Base + CD + D - ST, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J5	Tattenhoe Roundabout	Standard Roundabout		A, B, C, D	379.43	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
D19	2033 Base + CD + D - ST	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Snelshall Street		ONE HOUR	✓	846	100.000
B - A421 Standing Way East		ONE HOUR	✓	1337	100.000
C - Buckingham Road		ONE HOUR	✓	947	100.000
D - A421 Standing Way West		ONE HOUR	✓	1775	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Snelshall Street	B - A421 Standing Way East	C - Buckingham Road	D - A421 Standing Way West
From	A - Snelshall Street	1	188	354	303
	B - A421 Standing Way East	117	2	171	1046
	C - Buckingham Road	347	416	1	183
	D - A421 Standing Way West	209	1387	173	7

Proportions

	To				
		A - Snelshall Street	B - A421 Standing Way East	C - Buckingham Road	D - A421 Standing Way West
From	A - Snelshall Street	0.00	0.22	0.42	0.36
	B - A421 Standing Way East	0.09	0.00	0.13	0.78
	C - Buckingham Road	0.37	0.44	0.00	0.19
	D - A421 Standing Way West	0.12	0.78	0.10	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Snelshall Street	B - A421 Standing Way East	C - Buckingham Road	D - A421 Standing Way West
From	A - Snelshall Street	0	5	1	3
	B - A421 Standing Way East	9	0	3	6
	C - Buckingham Road	0	2	0	2
	D - A421 Standing Way West	2	5	2	0

Average PCU Per Veh

	To				
		A - Snelshall Street	B - A421 Standing Way East	C - Buckingham Road	D - A421 Standing Way West
From	A - Snelshall Street	1.000	1.049	1.013	1.035
	B - A421 Standing Way East	1.088	1.000	1.026	1.063
	C - Buckingham Road	1.005	1.022	1.000	1.018
	D - A421 Standing Way West	1.018	1.050	1.021	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Snelshall Street	07:30-07:45	637	655
	07:45-08:00	760	782
	08:00-08:15	931	958
	08:15-08:30	931	958
	08:30-08:45	760	782
	08:45-09:00	637	655
B - A421 Standing Way East	07:30-07:45	1007	1068
	07:45-08:00	1202	1275
	08:00-08:15	1472	1561
	08:15-08:30	1472	1561
	08:30-08:45	1202	1275
	08:45-09:00	1007	1068

C - Buckingham Road	07:30-07:45	713	724
	07:45-08:00	851	864
	08:00-08:15	1043	1058
	08:15-08:30	1043	1058
	08:30-08:45	851	864
	08:45-09:00	713	724
D - A421 Standing Way West	07:30-07:45	1337	1394
	07:45-08:00	1596	1665
	08:00-08:15	1955	2039
	08:15-08:30	1955	2039
	08:30-08:45	1596	1665
	08:45-09:00	1337	1394

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Snelshall Street	2.04	1734.15	325.9	F	776	1164
B - A421 Standing Way East	0.68	5.14	2.1	A	1227	1841
C - Buckingham Road	1.23	338.25	104.9	F	869	1304
D - A421 Standing Way West	0.99	50.92	27.4	F	1629	2444

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	637	159	1486	789	0.807	622	504	0.0	3.7	20.099	C
B - A421 Standing Way East	1007	252	619	2123	0.474	1003	1489	0.0	0.9	3.205	A
C - Buckingham Road	713	178	1103	1086	0.656	706	519	0.0	1.9	9.285	A
D - A421 Standing Way West	1337	334	660	2090	0.640	1330	1149	0.0	1.7	4.694	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	760	190	1772	628	1.211	619	599	3.7	39.2	148.729	F
B - A421 Standing Way East	1202	301	643	2104	0.571	1200	1747	0.9	1.3	3.975	A

C - Buckingham Road	851	213	1275	971	0.87 7	836	568	1.9	5.8	24.150	C
D - A421 Standing Way West	1596	399	782	1996	0.80 0	1588	1328	1.7	3.8	8.642	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	931	233	2042	475	1.96 2	474	660	39.2	153.4	753.55 6	F
B - A421 Standing Way East	1472	368	561	2167	0.67 9	1469	1955	1.3	2.1	5.136	A
C - Buckingham Road	1043	261	1459	847	1.23 1	840	572	5.8	56.4	145.92 2	F
D - A421 Standing Way West	1955	489	810	1974	0.99 0	1891	1489	3.8	19.7	30.902	D

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	931	233	2075	456	2.04 3	456	667	153.4	272.2	1690.30 4	F
B - A421 Standing Way East	1472	368	550	2176	0.67 7	1472	1980	2.1	2.1	5.118	A
C - Buckingham Road	1043	261	1455	850	1.22 7	849	568	56.4	104.9	338.247	F
D - A421 Standing Way West	1955	489	817	1969	0.99 3	1924	1487	19.7	27.4	50.917	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	760	190	1918	546	1.39 3	546	662	272.2	325.9	1734.14 8	F
B - A421 Standing Way East	1202	301	596	2140	0.56 2	1205	1867	2.1	1.3	3.863	A
C - Buckingham Road	851	213	1253	985	0.86 4	976	548	104.9	73.8	327.282	F
D - A421 Standing Way West	1596	399	896	1911	0.83 5	1683	1333	27.4	5.5	20.568	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	637	159	1633	707	0.90 0	705	614	325.9	308.8	1620.19 5	F
B - A421 Standing Way East	1007	252	686	2071	0.48 6	1008	1652	1.3	1.0	3.393	A
C - Buckingham Road	713	178	1138	1064	0.67 0	999	557	73.8	2.3	117.551	F

D - A421 Standing Way West	1337	334	897	1911	0.70 0	1349	1239	5.5	2.4	6.550	A
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2033 Base + CD + D - ST, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J5	Tattenhoe Roundabout	Standard Roundabout		A, B, C, D	137.74	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
D20	2033 Base + CD + D - ST	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Snelshall Street		ONE HOUR	✓	755	100.000
B - A421 Standing Way East		ONE HOUR	✓	1579	100.000
C - Buckingham Road		ONE HOUR	✓	955	100.000
D - A421 Standing Way West		ONE HOUR	✓	1488	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Snelshall Street	B - A421 Standing Way East	C - Buckingham Road	D - A421 Standing Way West
From	A - Snelshall Street	0	95	436	224
	B - A421 Standing Way East	106	2	296	1175
	C - Buckingham Road	386	339	1	228
	D - A421 Standing Way West	265	1087	132	5

Proportions

	To				
		A - Snelshall Street	B - A421 Standing Way East	C - Buckingham Road	D - A421 Standing Way West
From	A - Snelshall Street	0.00	0.13	0.58	0.30
	B - A421 Standing Way East	0.07	0.00	0.19	0.74
	C - Buckingham Road	0.40	0.36	0.00	0.24
	D - A421 Standing Way West	0.18	0.73	0.09	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Snelshall Street	B - A421 Standing Way East	C - Buckingham Road	D - A421 Standing Way West
From	A - Snelshall Street	0	4	0	0
	B - A421 Standing Way East	4	0	3	3
	C - Buckingham Road	0	0	0	0
	D - A421 Standing Way West	0	3	1	0

Average PCU Per Veh

	To				
		A - Snelshall Street	B - A421 Standing Way East	C - Buckingham Road	D - A421 Standing Way West
From	A - Snelshall Street	1.000	1.037	1.004	1.004
	B - A421 Standing Way East	1.043	1.000	1.028	1.026
	C - Buckingham Road	1.000	1.000	1.000	1.000
	D - A421 Standing Way West	1.003	1.028	1.012	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Snelshall Street	16:45-17:00	568	573
	17:00-17:15	679	684
	17:15-17:30	831	838
	17:30-17:45	831	838
	17:45-18:00	679	684
	18:00-18:15	568	573
B - A421 Standing Way East	16:45-17:00	1189	1221
	17:00-17:15	1420	1458
	17:15-17:30	1739	1786
	17:30-17:45	1739	1786
	17:45-18:00	1420	1458
	18:00-18:15	1189	1221

C - Buckingham Road	16:45-17:00	719	719
	17:00-17:15	858	858
	17:15-17:30	1051	1051
	17:30-17:45	1051	1051
	17:45-18:00	858	858
	18:00-18:15	719	719
D - A421 Standing Way West	16:45-17:00	1120	1145
	17:00-17:15	1337	1367
	17:15-17:30	1638	1674
	17:30-17:45	1638	1674
	17:45-18:00	1337	1367
	18:00-18:15	1120	1145

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Snelshall Street	1.12	207.05	52.4	F	693	1039
B - A421 Standing Way East	0.84	11.08	5.2	B	1449	2174
C - Buckingham Road	1.35	504.73	141.8	F	876	1314
D - A421 Standing Way West	0.78	7.75	3.5	A	1365	2048

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	568	142	1173	999	0.569	563	566	0.0	1.3	8.172	A
B - A421 Standing Way East	1189	297	596	2218	0.536	1184	1140	0.0	1.1	3.468	A
C - Buckingham Road	719	180	1133	1108	0.649	712	647	0.0	1.8	8.932	A
D - A421 Standing Way West	1120	280	623	2170	0.516	1116	1222	0.0	1.1	3.400	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	679	170	1399	871	0.779	671	673	1.3	3.2	17.320	C
B - A421 Standing Way East	1420	355	710	2128	0.667	1417	1359	1.1	2.0	5.034	A

C - Buckingham Road	858	215	1355	963	0.89 1	840	772	1.8	6.4	26.02 6	D
D - A421 Standing Way West	1337	334	737	2084	0.64 2	1335	1458	1.1	1.8	4.788	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	831	208	1623	744	1.11 7	727	723	3.2	29.3	95.995	F
B - A421 Standing Way East	1739	435	786	2069	0.84 0	1727	1563	2.0	4.9	10.194	B
C - Buckingham Road	1051	263	1625	787	1.33 6	783	889	6.4	73.6	196.37 8	F
D - A421 Standing Way West	1638	410	714	2100	0.78 0	1631	1693	1.8	3.4	7.581	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	831	208	1626	742	1.12 0	739	723	29.3	52.4	207.05 2	F
B - A421 Standing Way East	1739	435	797	2060	0.84 4	1738	1568	4.9	5.2	11.084	B
C - Buckingham Road	1051	263	1637	779	1.35 0	778	898	73.6	141.8	477.94 0	F
D - A421 Standing Way West	1638	410	712	2102	0.77 9	1638	1703	3.4	3.5	7.751	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	679	170	1434	852	0.79 7	836	707	52.4	13.1	146.95 6	F
B - A421 Standing Way East	1420	355	855	2015	0.70 5	1431	1414	5.2	2.4	6.269	A
C - Buckingham Road	858	215	1415	924	0.92 9	918	871	141.8	126.9	504.72 8	F
D - A421 Standing Way West	1337	334	797	2038	0.65 6	1344	1536	3.5	1.9	5.232	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	568	142	1311	922	0.61 6	614	719	13.1	1.7	13.414	B
B - A421 Standing Way East	1189	297	641	2182	0.54 5	1194	1284	2.4	1.2	3.660	A
C - Buckingham Road	719	180	1156	1093	0.65 8	1085	679	126.9	35.5	272.65 9	F

D - A421 Standing Way West	1120	280	908	1954	0.57 3	1122	1333	1.9	1.4	4.339	A
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2033 Base + CD + SP (ST), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J5	Tattenhoe Roundabout	Standard Roundabout		A, B, C, D	77.13	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
D21	2033 Base + CD + SP (ST)	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Snelshall Street		ONE HOUR	✓	738	100.000
B - A421 Standing Way East		ONE HOUR	✓	1057	100.000
C - Buckingham Road		ONE HOUR	✓	513	100.000
D - A421 Standing Way West		ONE HOUR	✓	1667	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	1	188	323	225
	B - A421 Standing Way East	117	2	89	848
	C - Buckingham Road	248	103	1	160
	D - A421 Standing Way West	180	1310	170	7

Proportions

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	0.00	0.26	0.44	0.31
	B - A421 Standing Way East	0.11	0.00	0.08	0.80
	C - Buckingham Road	0.48	0.20	0.00	0.31
	D - A421 Standing Way West	0.11	0.79	0.10	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	0	5	1	3
	B - A421 Standing Way East	9	0	3	6
	C - Buckingham Road	0	2	0	2
	D - A421 Standing Way West	2	5	2	0

Average PCU Per Veh

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	1.000	1.049	1.013	1.035
	B - A421 Standing Way East	1.088	1.000	1.026	1.063
	C - Buckingham Road	1.005	1.022	1.000	1.018
	D - A421 Standing Way West	1.018	1.050	1.021	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Snelshall Street	07:30-07:45	555	571
	07:45-08:00	663	682
	08:00-08:15	812	835
	08:15-08:30	812	835
	08:30-08:45	663	682
	08:45-09:00	555	571
B - A421 Standing Way East	07:30-07:45	795	845
	07:45-08:00	950	1009
	08:00-08:15	1163	1236
	08:15-08:30	1163	1236
	08:30-08:45	950	1009
	08:45-09:00	795	845

C - Buckingham Road	07:30-07:45	386	391
	07:45-08:00	461	467
	08:00-08:15	564	571
	08:15-08:30	564	571
	08:30-08:45	461	467
	08:45-09:00	386	391
D - A421 Standing Way West	07:30-07:45	1255	1310
	07:45-08:00	1499	1564
	08:00-08:15	1836	1915
	08:15-08:30	1836	1915
	08:30-08:45	1499	1564
	08:45-09:00	1255	1310

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Snelshall Street	1.28	386.18	93.1	F	677	1015
B - A421 Standing Way East	0.56	3.92	1.3	A	970	1454
C - Buckingham Road	0.58	8.69	1.3	A	470	706
D - A421 Standing Way West	0.84	10.00	5.0	B	1530	2295

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	555	139	1195	951	0.584	550	410	0.0	1.4	8.869	A
B - A421 Standing Way East	795	199	543	2177	0.365	793	1202	0.0	0.6	2.597	A
C - Buckingham Road	386	96	900	1225	0.315	384	437	0.0	0.5	4.274	A
D - A421 Standing Way West	1255	314	355	2320	0.541	1251	929	0.0	1.2	3.350	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	663	166	1430	818	0.811	653	491	1.4	3.8	20.756	C
B - A421 Standing Way East	950	237	647	2098	0.453	949	1437	0.6	0.8	3.130	A

C - Buckingham Road	461	115	1075	1107	0.416	460	520	0.5	0.7	5.551	A
D - A421 Standing Way West	1499	375	425	2267	0.661	1496	1110	1.2	1.9	4.650	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	812	203	1744	640	1.269	633	599	3.8	48.6	163.844	F
B - A421 Standing Way East	1163	291	667	2082	0.559	1162	1711	0.8	1.3	3.903	A
C - Buckingham Road	564	141	1265	980	0.576	562	563	0.7	1.3	8.566	A
D - A421 Standing Way West	1836	459	519	2195	0.836	1824	1308	1.9	4.8	9.433	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	812	203	1754	634	1.280	634	602	48.6	93.1	386.179	F
B - A421 Standing Way East	1163	291	668	2081	0.559	1163	1720	1.3	1.3	3.922	A
C - Buckingham Road	564	141	1267	979	0.577	564	565	1.3	1.3	8.688	A
D - A421 Standing Way West	1836	459	521	2193	0.837	1835	1310	4.8	5.0	10.003	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	663	166	1444	810	0.819	801	494	93.1	58.6	336.007	F
B - A421 Standing Way East	950	237	758	2012	0.472	951	1487	1.3	0.9	3.400	A
C - Buckingham Road	461	115	1123	1076	0.428	463	587	1.3	0.8	5.893	A
D - A421 Standing Way West	1499	375	427	2265	0.662	1511	1158	5.0	2.0	4.847	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	555	139	1203	946	0.587	784	413	58.6	1.5	66.586	F
B - A421 Standing Way East	795	199	718	2043	0.389	796	1268	0.9	0.6	2.893	A
C - Buckingham Road	386	96	975	1176	0.328	387	540	0.8	0.5	4.570	A

D - A421 Standing Way West	1255	314	358	2318	0.54 1	1258	1004	2.0	1.2	3.408	A
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2033 Base + CD + SP (ST), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J5	Tattenhoe Roundabout	Standard Roundabout		A, B, C, D	8.38	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D22	2033 Base + CD + SP (ST)	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Snelshall Street		ONE HOUR	✓	630	100.000
B - A421 Standing Way East		ONE HOUR	✓	1149	100.000
C - Buckingham Road		ONE HOUR	✓	601	100.000
D - A421 Standing Way West		ONE HOUR	✓	1415	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	0	95	316	219
	B - A421 Standing Way East	106	2	126	914
	C - Buckingham Road	297	84	1	219
	D - A421 Standing Way West	249	1043	118	5

Proportions

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	0.00	0.15	0.50	0.35
	B - A421 Standing Way East	0.09	0.00	0.11	0.80
	C - Buckingham Road	0.49	0.14	0.00	0.36
	D - A421 Standing Way West	0.18	0.74	0.08	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	0	4	0	0
	B - A421 Standing Way East	4	0	3	3
	C - Buckingham Road	0	0	0	0
	D - A421 Standing Way West	0	3	1	0

Average PCU Per Veh

	To				
		A - Snelsh hall Street	B - A421 Stand ing Way East	C - Bucking ham Road	D - A421 Stand ing Way West
From	A - Snelshall Street	1.000	1.037	1.004	1.004
	B - A421 Standing Way East	1.043	1.000	1.028	1.026
	C - Buckingham Road	1.000	1.000	1.000	1.000
	D - A421 Standing Way West	1.003	1.028	1.012	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Snelshall Street	16:45-17:00	474	478
	17:00-17:15	566	571
	17:15-17:30	693	699
	17:30-17:45	693	699
	17:45-18:00	566	571
	18:00-18:15	474	478
B - A421 Standing Way East	16:45-17:00	865	888
	17:00-17:15	1033	1061
	17:15-17:30	1265	1299
	17:30-17:45	1265	1299
	17:45-18:00	1033	1061
	18:00-18:15	865	888

C - Buckingham Road	16:45-17:00	453	453
	17:00-17:15	541	541
	17:15-17:30	662	662
	17:30-17:45	662	662
	17:45-18:00	541	541
	18:00-18:15	453	453
D - A421 Standing Way West	16:45-17:00	1065	1089
	17:00-17:15	1272	1300
	17:15-17:30	1557	1592
	17:30-17:45	1557	1592
	17:45-18:00	1272	1300
	18:00-18:15	1065	1089

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Snelshall Street	0.79	19.22	3.6	C	578	867
B - A421 Standing Way East	0.60	4.22	1.5	A	1054	1581
C - Buckingham Road	0.70	12.37	2.2	B	552	828
D - A421 Standing Way West	0.70	5.34	2.3	A	1298	1947

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	474	119	941	1127	0.421	471	489	0.0	0.7	5.467	A
B - A421 Standing Way East	865	216	493	2297	0.376	862	919	0.0	0.6	2.504	A
C - Buckingham Road	453	113	935	1238	0.366	451	420	0.0	0.6	4.562	A
D - A421 Standing Way West	1065	266	368	2364	0.451	1062	1018	0.0	0.8	2.758	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	566	142	1125	1022	0.554	564	585	0.7	1.2	7.822	A
B - A421 Standing Way East	1033	258	590	2221	0.465	1032	1099	0.6	0.9	3.022	A

C - Buckingham Road	541	135	1119	1118	0.484	539	503	0.6	0.9	6.210	A
D - A421 Standing Way West	1272	318	440	2308	0.551	1270	1218	0.8	1.2	3.464	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	693	173	1376	881	0.787	685	715	1.2	3.4	17.645	C
B - A421 Standing Way East	1265	316	717	2122	0.596	1262	1343	0.9	1.5	4.174	A
C - Buckingham Road	662	166	1367	955	0.693	657	612	0.9	2.2	11.881	B
D - A421 Standing Way West	1557	389	537	2234	0.697	1553	1487	1.2	2.3	5.256	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	693	173	1380	878	0.789	693	718	3.4	3.6	19.216	C
B - A421 Standing Way East	1265	316	725	2117	0.597	1265	1348	1.5	1.5	4.224	A
C - Buckingham Road	662	166	1372	952	0.695	662	617	2.2	2.2	12.373	B
D - A421 Standing Way West	1557	389	540	2231	0.698	1557	1494	2.3	2.3	5.338	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	566	142	1131	1019	0.556	575	590	3.6	1.3	8.272	A
B - A421 Standing Way East	1033	258	600	2214	0.466	1035	1106	1.5	0.9	3.059	A
C - Buckingham Road	541	135	1126	1113	0.486	546	509	2.2	1.0	6.402	A
D - A421 Standing Way West	1272	318	445	2305	0.552	1276	1227	2.3	1.2	3.512	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Snelshall Street	474	119	945	1124	0.422	476	492	1.3	0.7	5.573	A
B - A421 Standing Way East	865	216	498	2294	0.377	866	924	0.9	0.6	2.524	A
C - Buckingham Road	453	113	940	1234	0.367	454	423	1.0	0.6	4.623	A

D - A421 Standing Way West	1065	266	371	2361	0.45 1	1067	1024	1.2	0.8	2.78 3	A
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Report generation date: 07/05/2020 12:37:42

- »2020 Base, AM
- »2020 Base, PM
- »2026 Base, AM
- »2026 Base, PM
- »2026 Base + CD + D, AM
- »2026 Base + CD + D, PM
- »2026 Base + CD + D with TP, AM
- »2026 Base + CD + D with TP, PM
- »2026 Base + CD + D - ST, AM
- »2026 Base + CD + D - ST, PM
- »2026 Base + CD + SP (ST), AM
- »2026 Base + CD + SP (ST), PM
- »2033 Base, AM
- »2033 Base, PM
- »2033 Base + CD + D, AM
- »2033 Base + CD + D, PM
- »2033 Base + CD + D with TP, AM
- »2033 Base + CD + D with TP, PM
- »2033 Base + CD + D - ST, AM
- »2033 Base + CD + D - ST, PM
- »2033 Base + CD + SP (ST), AM
- »2033 Base + CD + SP (ST), PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	[Lane Simulation] - 2020 Base							
A - Standing Way (E)	4.4	11.47		B	9.7	24.41		C
B - Whaddon Road	0.8	6.27		A	0.6	6.20		A
C - Standing Way (W)	4.7	10.68		B	2.8	7.32		A
	[Lane Simulation] - 2026 Base							

A - Standing Way (E)	6.7	17.10		C	20.5	43.13		E
B - Whaddon Road	0.8	6.94		A	0.7	7.01		A
C - Standing Way (W)	7.1	15.12		C	3.8	9.10		A
[Lane Simulation] - 2026 Base + CD + D								
A - Standing Way (E)	8.3	20.18		C	27.8	60.70		F
B - Whaddon Road	1.5	8.42		A	1.1	7.74		A
C - Standing Way (W)	9.5	20.67		C	5.2	11.26		B
[Lane Simulation] - 2026 Base + CD + D with TP								
A - Standing Way (E)	8.6	21.54		C	31.0	65.47		F
B - Whaddon Road	1.3	7.84		A	1.0	7.38		A
C - Standing Way (W)	12.2	23.90		C	4.6	11.12		B
[Lane Simulation] - 2026 Base + CD + D - ST								
A - Standing Way (E)	7.0	16.49		C	21.5	49.35		E
B - Whaddon Road	1.4	7.95		A	1.0	7.48		A
C - Standing Way (W)	14.6	28.19		D	3.8	9.68		A
[Lane Simulation] - 2026 Base + CD + SP (ST)								
A - Standing Way (E)	5.1	13.28		B	14.8	34.72		D
B - Whaddon Road	0.9	6.71		A	0.7	6.86		A
C - Standing Way (W)	7.6	16.55		C	3.2	7.86		A
[Lane Simulation] - 2033 Base								
A - Standing Way (E)	10.0	25.43		D	52.9	99.69		F
B - Whaddon Road	1.0	7.51		A	0.7	7.42		A
C - Standing Way (W)	12.9	24.86		C	4.9	10.76		B
[Lane Simulation] - 2033 Base + CD + D								
A - Standing Way (E)	15.6	33.86		D	68.0	129.94		F
B - Whaddon Road	1.7	8.97		A	1.1	7.89		A
C - Standing Way (W)	24.4	44.54		E	6.9	15.17		C
[Lane Simulation] - 2033 Base + CD + D with TP								
A - Standing Way (E)	13.9	32.04		D	63.6	119.75		F
B - Whaddon Road	1.7	8.88		A	1.0	7.69		A
C - Standing Way (W)	24.3	43.56		E	7.0	14.58		B
[Lane Simulation] - 2033 Base + CD + D - ST								
A - Standing Way (E)	9.0	23.46		C	43.7	84.53		F
B - Whaddon Road	1.9	8.75		A	1.1	7.70		A
C - Standing Way (W)	30.6	54.70		F	5.8	11.55		B
[Lane Simulation] - 2033 Base + CD + SP (ST)								
A - Standing Way (E)	7.9	18.09		C	28.2	57.90		F
B - Whaddon Road	1.1	7.27		A	0.9	7.27		A
C - Standing Way (W)	13.0	23.94		C	4.2	9.07		A

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Arm and junction delays are averages for all movements, including movements with zero delay.

File summary

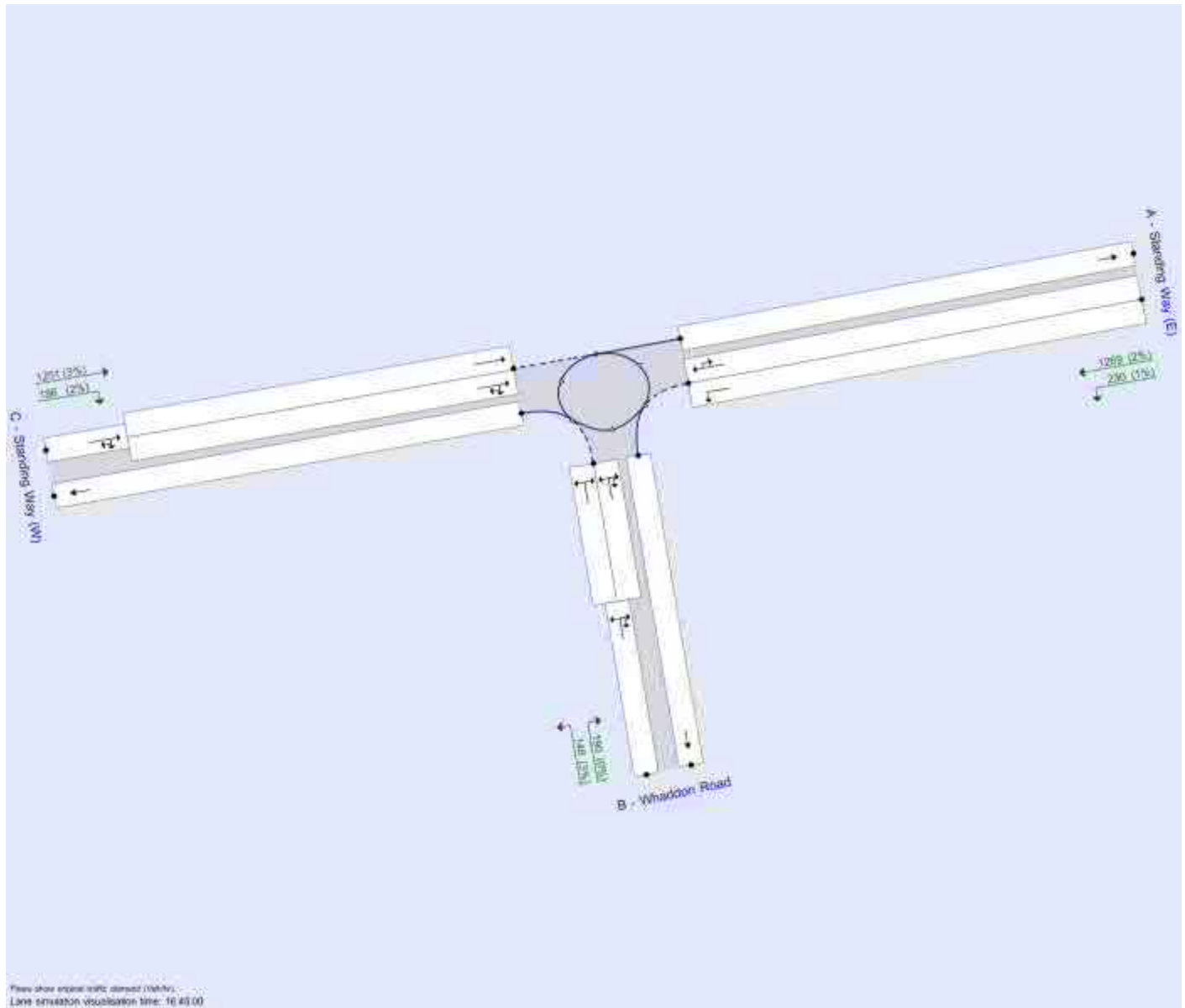
File Description

Title	Bottledump Roundabout
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Location	51°59'11.04"N, 0°48'13.16"W
Site number	6
Date	09/04/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\INVN01911
Description	

Units

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



The junction diagram reflects the last run of Junctions.

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

Lane Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Random seed	Results refresh speed (s)	Individual vehicle animation number of trials	Average animation capture interval (s)	Use quick response	Do flow sampling	Suppress automatic lane creation	Last run random seed	Last run number of trials	Last run time taken (s)
Delay	1.00	100000	100000	-1	3	1	60	✓			1755182905	117	10.23

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	2020 Base	AM	ONE HOUR	07:30	09:00	15	✓
D2	2020 Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2026 Base	AM	ONE HOUR	07:30	09:00	15	✓
D4	2026 Base	PM	ONE HOUR	16:45	18:15	15	✓
D5	2026 Base + CD + D	AM	ONE HOUR	07:30	09:00	15	✓
D6	2026 Base + CD + D	PM	ONE HOUR	16:45	18:15	15	✓
D7	2026 Base + CD + D with TP	AM	ONE HOUR	07:30	09:00	15	✓
D8	2026 Base + CD + D with TP	PM	ONE HOUR	16:45	18:15	15	✓
D9	2026 Base + CD + D - ST	AM	ONE HOUR	07:30	09:00	15	✓
D10	2026 Base + CD + D - ST	PM	ONE HOUR	16:45	18:15	15	✓
D11	2026 Base + CD + SP (ST)	AM	ONE HOUR	07:30	09:00	15	✓
D12	2026 Base + CD + SP (ST)	PM	ONE HOUR	16:45	18:15	15	✓
D13	2033 Base	AM	ONE HOUR	07:30	09:00	15	✓
D14	2033 Base	PM	ONE HOUR	16:45	18:15	15	✓
D15	2033 Base + CD + D	AM	ONE HOUR	07:30	09:00	15	✓
D16	2033 Base + CD + D	PM	ONE HOUR	16:45	18:15	15	✓
D17	2033 Base + CD + D with TP	AM	ONE HOUR	07:30	09:00	15	✓
D18	2033 Base + CD + D with TP	PM	ONE HOUR	16:45	18:15	15	✓
D19	2033 Base + CD + D - ST	AM	ONE HOUR	07:30	09:00	15	✓
D20	2033 Base + CD + D - ST	PM	ONE HOUR	16:45	18:15	15	✓
D21	2033 Base + CD + SP (ST)	AM	ONE HOUR	07:30	09:00	15	✓
D22	2033 Base + CD + SP (ST)	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2020 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Geometry	C - Standing Way (W) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J6	Bottledump Roundabout	Standard Roundabout		A, B, C	10.42	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	Standing Way (E)	
B	Whaddon Road	
C	Standing Way (W)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - Standing Way (E)	7.50	7.50	0.0	37.2	56.3	27.0	
B - Whaddon Road	4.20	7.40	19.4	50.0	56.3	11.5	
C - Standing Way (W)	3.70	7.40	89.1	38.6	56.3	27.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - Standing Way (E)	0.703	2348
B - Whaddon Road	0.672	2086
C - Standing Way (W)	0.673	2182

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

Lane Simulation: Arm options

Arm	Lane capacity source	Traffic considering secondary lanes (%)
A - Standing Way (E)	Apportion from lane geometry	10.00
B - Whaddon Road	Evenly split	10.00
C - Standing Way (W)	Evenly split	10.00

Lanes

Arm	Side	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Has bottleneck	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)	Signalised
A - Standing Way (E)	Entry	1	1	B		Infinity		0	99999	
			2	A, C		Infinity		0	99999	
	Exit	1	1			Infinity				
B - Whaddon Road	Entry	1	1	A, C	✓	5.00		0	99999	
			2	A, B, C	✓	5.00		0	99999	
		2	1	(A, B, C)		Infinity				
	Exit	1	1			Infinity				
C - Standing Way (W)	Entry	1	1	A	✓	14.00		0	99999	
			2	A, B, C	✓	14.00		0	99999	
		2	1	(A, B, C)		Infinity				
	Exit	1	1			Infinity				

Entry Lane Geometry

Arm	Side	Lane level	Lane	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)
A - Standing Way (E)	Entry	1	1	3.00	3.00	0.0	3.0	13.0	0.0
			2	3.75	4.00	1.0	40.0	56.3	27.0

Entry Lane slope and intercept

Arm	Side	Lane level	Lane	Final slope	Final intercept (PCU/hr)
A - Standing Way (E)	Entry	1	1	0.268	895
			2	0.435	1452
B - Whaddon Road	Entry	1	1	0.336	1043
			2	0.336	1043
C - Standing Way (W)	Entry	1	1	0.337	1091
			2	0.337	1091

Summary of Entry Lane allowed movements

Arm	Lane Level	Lane	Destination arm		
			Standing Way (E)	Whaddon Road	Standing Way (W)
A - Standing Way (E)	1	1		✓	
		2	✓		✓
B - Whaddon Road	1	1	✓		✓
		2	✓	✓	✓
	2	1	✓	✓	✓
C - Standing Way (W)	1	1	✓		
		2	✓	✓	✓
	2	1	✓	✓	✓

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	2020 Base	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Standing Way (E)		ONE HOUR	✓	1104	100.000
B - Whaddon Road		ONE HOUR	✓	374	100.000
C - Standing Way (W)		ONE HOUR	✓	1389	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	3	181	920
	B - Whaddon Road	183	0	191
	C - Standing Way (W)	1281	108	0

Proportions

	To			
From		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	0.00	0.16	0.83
	B - Whaddon Road	0.49	0.00	0.51
	C - Standing Way (W)	0.92	0.08	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	33	2	6
	B - Whaddon Road	2	0	3
	C - Standing Way (W)	4	6	0

Average PCU Per Veh

	To			
From		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	1.330	1.020	1.060
	B - Whaddon Road	1.020	1.000	1.030
	C - Standing Way (W)	1.040	1.060	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Standing Way (E)	07:30-07:45	831	876
	07:45-08:00	992	1046
	08:00-08:15	1216	1281
	08:15-08:30	1216	1281
	08:30-08:45	992	1046
	08:45-09:00	831	876
B - Whaddon Road	07:30-07:45	282	289
	07:45-08:00	336	345
	08:00-08:15	412	422
	08:15-08:30	412	422
	08:30-08:45	336	345
	08:45-09:00	282	289
C - Standing Way (W)	07:30-07:45	1046	1089
	07:45-08:00	1249	1301
	08:00-08:15	1529	1593
	08:15-08:30	1529	1593
	08:30-08:45	1249	1301
	08:45-09:00	1046	1089

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Standing Way (E)	11.47	4.4	B	1005	1508
B - Whaddon Road	6.27	0.8	A	341	511
C - Standing Way (W)	10.68	4.7	B	1281	1922

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	818	204	79	817	856	1090	0.0	1.1	5.442	A
B - Whaddon Road	275	69	679	275	290	217	0.0	0.4	4.851	A
C - Standing Way (W)	1040	260	133	1037	1085	822	0.0	1.7	5.457	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	986	247	94	989	1039	1324	1.1	2.0	6.845	A
B - Whaddon Road	332	83	828	333	345	256	0.4	0.5	5.314	A
C - Standing Way (W)	1250	312	166	1253	1307	994	1.7	2.3	6.623	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1212	303	125	1220	1271	1624	2.0	3.0	10.296	B
B - Whaddon Road	413	103	1018	413	415	328	0.5	0.7	6.150	A
C - Standing Way (W)	1542	385	206	1543	1584	1224	2.3	4.7	10.425	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1190	298	121	1189	1258	1630	3.0	4.3	11.468	B
B - Whaddon Road	408	102	1000	405	422	309	0.7	0.8	6.265	A
C - Standing Way (W)	1559	390	200	1551	1606	1206	4.7	4.6	10.681	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	985	246	100	986	1057	1314	4.3	2.0	7.517	A
B - Whaddon Road	329	82	827	331	345	259	0.8	0.4	5.565	A
C - Standing Way (W)	1249	312	167	1247	1320	991	4.6	2.5	6.692	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	840	210	78	839	881	1103	2.0	1.2	5.557	A
B - Whaddon Road	288	72	705	287	291	213	0.4	0.4	4.927	A
C - Standing Way (W)	1051	263	134	1048	1089	858	2.5	1.7	5.378	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:30 - 07:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	138	856	0.161	138	139	0.0	0.2	5.061	A
			2	A, C	680	1336	0.509	679	718	0.0	1.0	5.518	A
	Exit	1	1		1090			1090	1143	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	133	778	0.170	133	143	0.0	0.2	4.904	A
			2	A, B, C	142	783	0.182	142	146	0.0	0.2	4.799	A
		2	1	(A, B, C)	275			275	292	0.0	0.0	0.000	A
	Exit	1	1		217			217	223	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	508	1005	0.506	507	527	0.0	0.8	5.373	A
			2	A, B, C	532	1004	0.531	530	559	0.0	0.9	5.537	A
		2	1	(A, B, C)	1040			1040	1093	0.0	0.0	0.000	A
	Exit	1	1		822			822	866	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	162	852	0.190	162	165	0.2	0.2	5.078	A
			2	A, C	825	1332	0.619	828	874	1.0	1.7	7.193	A
	Exit	1	1		1324			1324	1377	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	168	730	0.230	168	174	0.2	0.3	5.290	A
			2	A, B, C	165	730	0.225	165	172	0.2	0.2	5.337	A

		2	1	(A, B, C)	332			332	346	0.0	0.0	0.000	A
	Exit	1	1		256			256	268	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	613	995	0.616	614	637	0.8	1.1	6.496	A
			2	A, B, C	637	987	0.645	638	669	0.9	1.2	6.745	A
		2	1	(A, B, C)	1250			1250	1309	0.0	0.0	0.000	A
	Exit	1	1		994			994	1047	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	202	839	0.241	202	208	0.2	0.3	5.507	A
			2	A, C	1010	1316	0.767	1018	1063	1.7	2.7	11.266	B
	Exit	1	1		1624			1624	1667	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	205	665	0.308	205	208	0.3	0.3	6.101	A
			2	A, B, C	208	665	0.312	207	207	0.2	0.4	6.198	A
		2	1	(A, B, C)	413			413	416	0.0	0.0	0.000	A
	Exit	1	1		328			328	333	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	763	980	0.778	762	780	1.1	2.4	10.193	B
			2	A, B, C	780	979	0.796	782	803	1.2	2.3	10.529	B
		2	1	(A, B, C)	1542			1543	1594	0.0	0.0	0.061	A
	Exit	1	1		1224			1224	1270	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	189	841	0.225	188	197	0.3	0.3	5.608	A
			2	A, C	1001	1323	0.757	1000	1061	2.7	4.0	12.594	B
	Exit	1	1		1630			1630	1686	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	204	674	0.302	204	212	0.3	0.4	6.235	A
			2	A, B, C	204	670	0.305	202	210	0.4	0.4	6.295	A
		2	1	(A, B, C)	408			408	423	0.0	0.0	0.000	A
	Exit	1	1		309			309	325	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	767	984	0.780	766	790	2.4	2.1	10.496	B
			2	A, B, C	792	983	0.804	785	816	2.3	2.5	10.799	B
		2	1	(A, B, C)	1559			1559	1606	0.0	0.0	0.031	A

	Exit	1	1		1206			1206	1276	0.0	0.0	0.000	A
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08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	159	850	0.187	159	167	0.3	0.2	5.359	A
			2	A, C	826	1323	0.624	827	891	4.0	1.8	7.939	A
	Exit	1	1		1314			1314	1384	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	169	735	0.231	170	174	0.4	0.2	5.548	A
			2	A, B, C	160	724	0.221	161	171	0.4	0.2	5.583	A
		2	1	(A, B, C)	329			329	343	0.0	0.0	0.000	A
	Exit	1	1		259			259	273	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	608	996	0.611	607	643	2.1	1.1	6.542	A
			2	A, B, C	640	989	0.648	640	676	2.5	1.3	6.835	A
		2	1	(A, B, C)	1249			1249	1311	0.0	0.0	0.000	A
	Exit	1	1		991			991	1065	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	134	858	0.156	134	139	0.2	0.2	4.989	A
			2	A, C	706	1331	0.530	705	742	1.8	1.1	5.669	A
	Exit	1	1		1103			1103	1142	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	148	771	0.191	147	147	0.2	0.2	4.934	A
			2	A, B, C	140	771	0.182	141	144	0.2	0.2	4.919	A
		2	1	(A, B, C)	288			288	291	0.0	0.0	0.000	A
	Exit	1	1		213			213	227	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	505	1005	0.502	503	524	1.1	0.9	5.297	A
			2	A, B, C	546	1005	0.544	545	564	1.3	0.9	5.454	A
		2	1	(A, B, C)	1051			1051	1085	0.0	0.0	0.000	A
	Exit	1	1		858			858	892	0.0	0.0	0.000	A

2020 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Geometry	C - Standing Way (W) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J6	Bottledump Roundabout	Standard Roundabout		A, B, C	15.02	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2020 Base	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Standing Way (E)		ONE HOUR	✓	1287	100.000
B - Whaddon Road		ONE HOUR	✓	281	100.000
C - Standing Way (W)		ONE HOUR	✓	1227	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	2	194	1091
	B - Whaddon Road	153	0	128
	C - Standing Way (W)	1066	161	0

Proportions

	To			
From		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	0.00	0.15	0.85
	B - Whaddon Road	0.54	0.00	0.46
	C - Standing Way (W)	0.87	0.13	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	50	1	2
	B - Whaddon Road	0	0	3
	C - Standing Way (W)	3	2	0

Average PCU Per Veh

	To			
From		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	1.500	1.010	1.020
	B - Whaddon Road	1.000	1.000	1.030
	C - Standing Way (W)	1.030	1.020	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Standing Way (E)	16:45-17:00	969	988
	17:00-17:15	1157	1179
	17:15-17:30	1417	1444
	17:30-17:45	1417	1444
	17:45-18:00	1157	1179
	18:00-18:15	969	988
B - Whaddon Road	16:45-17:00	212	214
	17:00-17:15	253	256
	17:15-17:30	309	314
	17:30-17:45	309	314
	17:45-18:00	253	256
	18:00-18:15	212	214
C - Standing Way (W)	16:45-17:00	924	950
	17:00-17:15	1103	1135
	17:15-17:30	1351	1390
	17:30-17:45	1351	1390
	17:45-18:00	1103	1135
	18:00-18:15	924	950

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Standing Way (E)	24.41	9.7	C	1179	1769
B - Whaddon Road	6.20	0.6	A	261	391
C - Standing Way (W)	7.32	2.8	A	1129	1693

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	948	237	122	952	973	916	0.0	1.6	6.413	A
B - Whaddon Road	218	55	809	217	218	264	0.0	0.4	5.036	A
C - Standing Way (W)	922	230	119	919	946	907	0.0	1.4	4.921	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1159	290	141	1166	1177	1119	1.6	2.1	9.233	A
B - Whaddon Road	257	64	987	259	256	320	0.4	0.3	5.275	A
C - Standing Way (W)	1116	279	145	1115	1144	1101	1.4	1.7	5.525	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1417	354	181	1411	1412	1334	2.1	8.8	18.015	C
B - Whaddon Road	303	76	1192	304	310	400	0.3	0.6	6.187	A
C - Standing Way (W)	1349	337	168	1348	1392	1329	1.7	2.8	7.318	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1414	354	172	1409	1440	1351	8.8	9.7	24.412	C
B - Whaddon Road	314	79	1207	316	315	374	0.6	0.5	6.203	A
C - Standing Way (W)	1351	338	177	1346	1387	1346	2.8	2.8	6.959	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1158	289	143	1153	1207	1119	9.7	3.2	11.825	B
B - Whaddon Road	254	63	980	255	258	315	0.5	0.3	5.651	A
C - Standing Way (W)	1114	278	145	1116	1152	1090	2.8	1.7	5.757	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	977	244	115	977	1000	927	3.2	1.7	6.573	A
B - Whaddon Road	217	54	827	216	217	265	0.3	0.4	5.075	A
C - Standing Way (W)	921	230	121	922	953	922	1.7	1.1	4.877	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	142	853	0.167	142	145	0.0	0.2	5.101	A
			2	A, C	806	1367	0.589	809	828	0.0	1.4	6.645	A
	Exit	1	1		916			916	943	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	112	750	0.150	111	110	0.0	0.2	4.885	A
			2	A, B, C	106	754	0.140	106	109	0.0	0.2	5.189	A
		2	1	(A, B, C)	218			218	220	0.0	0.0	0.000	A
	Exit	1	1		264			264	267	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	431	1022	0.423	430	445	0.0	0.7	4.685	A
			2	A, B, C	491	1019	0.482	489	501	0.0	0.7	5.131	A
		2	1	(A, B, C)	922			922	952	0.0	0.0	0.000	A
	Exit	1	1		907			907	927	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	180	844	0.214	179	174	0.2	0.4	5.420	A
			2	A, C	979	1362	0.719	987	1003	1.4	1.7	9.905	A
	Exit	1	1		1119			1119	1136	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	125	695	0.181	126	126	0.2	0.1	5.319	A
			2	A, B, C	132	693	0.190	132	130	0.2	0.2	5.232	A

		2	1	(A, B, C)	257			257	255	0.0	0.0	0.000	A
	Exit	1	1		320			320	323	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	528	1011	0.522	528	541	0.7	0.8	5.335	A
			2	A, B, C	588	1014	0.580	587	603	0.7	0.9	5.696	A
		2	1	(A, B, C)	1116			1116	1146	0.0	0.0	0.000	A
	Exit	1	1		1101			1101	1118	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	218	836	0.261	219	219	0.4	0.3	5.948	A
			2	A, C	1199	1344	0.892	1192	1194	1.7	8.5	20.190	C
	Exit	1	1		1334			1334	1381	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	155	622	0.249	156	157	0.1	0.3	6.102	A
			2	A, B, C	149	624	0.238	148	153	0.2	0.3	6.274	A
		2	1	(A, B, C)	303			303	311	0.0	0.0	0.000	A
	Exit	1	1		400			400	398	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	637	1005	0.634	635	667	0.8	1.4	7.093	A
			2	A, B, C	711	1006	0.707	713	725	0.9	1.4	7.524	A
		2	1	(A, B, C)	1349			1349	1397	0.0	0.0	0.000	A
	Exit	1	1		1329			1329	1335	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	203	841	0.242	202	211	0.3	0.3	5.725	A
			2	A, C	1211	1350	0.897	1207	1230	8.5	9.3	27.638	D
	Exit	1	1		1351			1351	1378	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	160	621	0.258	161	159	0.3	0.3	6.153	A
			2	A, B, C	154	618	0.250	155	157	0.3	0.2	6.252	A
		2	1	(A, B, C)	314			314	315	0.0	0.0	0.000	A
	Exit	1	1		374			374	394	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	648	1007	0.644	645	663	1.4	1.3	6.758	A
			2	A, B, C	703	1003	0.701	700	724	1.4	1.6	7.144	A
		2	1	(A, B, C)	1351			1351	1387	0.0	0.0	0.000	A

	Exit	1	1		1346			1346	1371	0.0	0.0	0.000	A
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17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	172	848	0.202	173	175	0.3	0.2	5.430	A
			2	A, C	986	1362	0.724	980	1032	9.3	3.0	12.946	B
	Exit	1	1		1119			1119	1148	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	126	700	0.179	126	129	0.3	0.2	5.708	A
			2	A, B, C	128	697	0.184	129	129	0.2	0.2	5.595	A
		2	1	(A, B, C)	254			254	257	0.0	0.0	0.000	A
	Exit	1	1		315			315	322	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	529	1011	0.523	531	546	1.3	0.8	5.581	A
			2	A, B, C	585	1017	0.575	585	607	1.6	0.9	5.916	A
		2	1	(A, B, C)	1114			1114	1148	0.0	0.0	0.000	A
	Exit	1	1		1090			1090	1147	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	149	854	0.175	150	150	0.2	0.1	5.045	A
			2	A, C	828	1373	0.603	827	850	3.0	1.6	6.847	A
	Exit	1	1		927			927	951	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	111	747	0.148	109	108	0.2	0.2	5.095	A
			2	A, B, C	107	745	0.144	106	109	0.2	0.1	5.055	A
		2	1	(A, B, C)	217			217	217	0.0	0.0	0.000	A
	Exit	1	1		265			265	272	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	428	1020	0.419	428	448	0.8	0.5	4.670	A
			2	A, B, C	493	1024	0.481	494	505	0.9	0.6	5.062	A
		2	1	(A, B, C)	921			921	951	0.0	0.0	0.000	A
	Exit	1	1		922			922	948	0.0	0.0	0.000	A

2026 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Geometry	C - Standing Way (W) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J6	Bottledump Roundabout	Standard Roundabout		A, B, C	14.85	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026 Base	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Standing Way (E)		ONE HOUR	✓	1226	100.000
B - Whaddon Road		ONE HOUR	✓	408	100.000
C - Standing Way (W)		ONE HOUR	✓	1507	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	3	209	1014
	B - Whaddon Road	202	0	206
	C - Standing Way (W)	1390	117	0

Proportions

	To			
From		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	0.00	0.17	0.83
	B - Whaddon Road	0.49	0.00	0.51
	C - Standing Way (W)	0.92	0.08	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	33	2	6
	B - Whaddon Road	2	0	3
	C - Standing Way (W)	4	6	0

Average PCU Per Veh

From	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	1.333	1.022	1.057
	B - Whaddon Road	1.022	1.000	1.026
	C - Standing Way (W)	1.042	1.056	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Standing Way (E)	07:30-07:45	923	971
	07:45-08:00	1102	1159
	08:00-08:15	1350	1420
	08:15-08:30	1350	1420
	08:30-08:45	1102	1159
	08:45-09:00	923	971
B - Whaddon Road	07:30-07:45	307	315
	07:45-08:00	367	376
	08:00-08:15	449	460
	08:15-08:30	449	460
	08:30-08:45	367	376
	08:45-09:00	307	315
C - Standing Way (W)	07:30-07:45	1134	1183
	07:45-08:00	1355	1413
	08:00-08:15	1659	1731
	08:15-08:30	1659	1731
	08:30-08:45	1355	1413
	08:45-09:00	1134	1183

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Standing Way (E)	17.10	6.7	C	1123	1685
B - Whaddon Road	6.94	0.8	A	376	563
C - Standing Way (W)	15.12	7.1	C	1378	2066

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	924	231	87	928	967	1203	0.0	1.5	6.148	A
B - Whaddon Road	299	75	766	300	316	249	0.0	0.3	5.090	A
C - Standing Way (W)	1145	286	149	1141	1185	917	0.0	2.2	6.088	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1094	274	100	1097	1151	1426	1.5	2.6	8.363	A
B - Whaddon Road	379	95	913	377	377	284	0.3	0.7	5.601	A
C - Standing Way (W)	1345	336	181	1344	1408	1109	2.2	2.7	7.398	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1360	340	120	1354	1401	1728	2.6	6.5	15.527	C
B - Whaddon Road	448	112	1121	448	467	353	0.7	0.8	6.591	A
C - Standing Way (W)	1628	407	226	1623	1706	1344	2.7	7.1	14.090	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1339	335	127	1342	1429	1765	6.5	6.3	17.105	C
B - Whaddon Road	454	114	1110	455	459	359	0.8	0.8	6.943	A
C - Standing Way (W)	1658	414	226	1666	1722	1339	7.1	6.4	15.120	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1099	275	101	1103	1174	1441	6.3	2.3	9.324	A
B - Whaddon Road	375	94	925	375	381	279	0.8	0.6	5.980	A
C - Standing Way (W)	1353	338	188	1353	1408	1112	6.4	3.3	7.901	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	923	231	86	923	970	1196	2.3	1.4	6.150	A
B - Whaddon Road	297	74	768	299	310	241	0.6	0.3	5.147	A
C - Standing Way (W)	1138	284	148	1134	1189	919	3.3	2.1	5.826	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:30 - 07:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	161	849	0.190	162	163	0.0	0.2	5.205	A
			2	A, C	763	1342	0.569	766	805	0.0	1.3	6.344	A
	Exit	1	1		1203			1203	1249	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	149	754	0.199	149	157	0.0	0.2	5.104	A
			2	A, B, C	150	754	0.199	151	159	0.0	0.2	5.077	A
		2	1	(A, B, C)	299			299	317	0.0	0.0	0.000	A
	Exit	1	1		249			249	256	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	562	995	0.564	559	574	0.0	1.1	6.011	A
			2	A, B, C	583	995	0.586	582	611	0.0	1.1	6.161	A
		2	1	(A, B, C)	1145			1145	1194	0.0	0.0	0.000	A
	Exit	1	1		917			917	963	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	184	850	0.217	184	193	0.2	0.3	5.532	A
			2	A, C	911	1332	0.683	913	958	1.3	2.3	8.949	A
	Exit	1	1		1426			1426	1485	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	188	700	0.269	187	188	0.2	0.4	5.662	A
			2	A, B, C	191	700	0.273	190	189	0.2	0.3	5.540	A
		2	1	(A, B, C)	379			379	378	0.0	0.0	0.000	A
	Exit	1	1		284			284	303	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	656	982	0.669	656	691	1.1	1.3	7.245	A
			2	A, B, C	689	984	0.701	688	717	1.1	1.5	7.538	A
		2	1	(A, B, C)	1345			1345	1411	0.0	0.0	0.003	A
	Exit	1	1		1109			1109	1149	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	233	844	0.276	233	235	0.3	0.3	5.813	A
			2	A, C	1127	1319	0.856	1121	1165	2.3	6.2	17.537	C
	Exit	1	1		1728			1728	1809	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	222	627	0.355	222	233	0.4	0.4	6.699	A
			2	A, B, C	226	628	0.359	226	234	0.3	0.4	6.484	A
		2	1	(A, B, C)	448			448	467	0.0	0.0	0.000	A
	Exit	1	1		353			353	367	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	801	973	0.822	800	848	1.3	3.3	13.478	B
			2	A, B, C	829	969	0.855	823	857	1.5	3.7	14.097	B
		2	1	(A, B, C)	1628			1629	1723	0.0	0.2	0.290	A
	Exit	1	1		1344			1344	1397	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	231	839	0.276	232	235	0.3	0.4	5.786	A
			2	A, C	1108	1320	0.839	1110	1194	6.2	5.9	19.415	C
	Exit	1	1		1765			1765	1817	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	228	636	0.358	228	230	0.4	0.4	6.922	A
			2	A, B, C	227	634	0.358	227	229	0.4	0.4	6.964	A
		2	1	(A, B, C)	454			454	459	0.0	0.0	0.000	A
	Exit	1	1		359			359	368	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	816	971	0.841	821	850	3.3	2.9	14.449	B
			2	A, B, C	840	967	0.868	846	873	3.7	3.1	14.679	B
		2	1	(A, B, C)	1658			1656	1718	0.2	0.4	0.562	A
	Exit	1	1		1339			1339	1424	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	177	851	0.208	178	188	0.4	0.1	5.559	A
			2	A, C	922	1326	0.695	925	986	5.9	2.2	10.070	B
	Exit	1	1		1441			1441	1491	0.0	0.0	0.000	A

B - Whaddon Road	Entr y	1	1	A, C	193	696	0.27 8	192	193	0.4	0.3	5.912	A
			2	A, B, C	182	696	0.26 1	183	188	0.4	0.2	6.049	A
	Exit	1	1	(A, B, C)	375			375	380	0.0	0.0	0.000	A
			1		279			279	296	0.0	0.0	0.000	A
C - Standing Way (W)	Entr y	1	1	A	658	988	0.66 5	660	683	2.9	1.5	7.806	A
			2	A, B, C	695	981	0.70 8	694	726	3.1	1.8	7.792	A
	Exit	1	1	(A, B, C)	1353			1353	1397	0.4	0.0	0.115	A
			1		1112			1112	1176	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entr y	1	1	B	155	855	0.18 1	155	156	0.1	0.2	5.22 3	A
			2	A, C	768	1342	0.57 2	768	814	2.2	1.2	6.33 6	A
	Exit	1	1		1196			1196	1255	0.0	0.0	0.00 0	A
B - Whaddon Road	Entr y	1	1	A, C	146	751	0.19 5	148	154	0.3	0.1	5.19 2	A
			2	A, B, C	151	750	0.20 2	151	156	0.2	0.2	5.10 3	A
	Exit	1	1	(A, B, C)	297			297	309	0.0	0.0	0.00 0	A
			1		241			241	246	0.0	0.0	0.00 0	A
C - Standing Way (W)	Entr y	1	1	A	557	1000	0.55 6	554	582	1.5	1.0	5.68 1	A
			2	A, B, C	581	992	0.58 5	580	608	1.8	1.1	5.96 6	A
	Exit	1	1	(A, B, C)	1138			1138	1185	0.0	0.0	0.00 0	A
			1		919			919	968	0.0	0.0	0.00 0	A

2026 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Geometry	C - Standing Way (W) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J6	Bottledump Roundabout	Standard Roundabout		A, B, C	24.40	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2026 Base	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Standing Way (E)		ONE HOUR	✓	1406	100.000
B - Whaddon Road		ONE HOUR	✓	315	100.000
C - Standing Way (W)		ONE HOUR	✓	1345	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
From				
	A - Standing Way (E)	2	215	1189
	B - Whaddon Road	177	0	138
	C - Standing Way (W)	1171	174	0

Proportions

	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
From				
	A - Standing Way (E)	0.00	0.15	0.85
	B - Whaddon Road	0.56	0.00	0.44
	C - Standing Way (W)	0.87	0.13	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	50	1	2
	B - Whaddon Road	0	0	3
	C - Standing Way (W)	3	2	0

Average PCU Per Veh

From	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	1.500	1.010	1.018
	B - Whaddon Road	1.000	1.000	1.031
	C - Standing Way (W)	1.025	1.019	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Standing Way (E)	16:45-17:00	1058	1077
	17:00-17:15	1264	1287
	17:15-17:30	1548	1576
	17:30-17:45	1548	1576
	17:45-18:00	1264	1287
	18:00-18:15	1058	1077
B - Whaddon Road	16:45-17:00	237	241
	17:00-17:15	283	287
	17:15-17:30	347	352
	17:30-17:45	347	352
	17:45-18:00	283	287
	18:00-18:15	237	241
C - Standing Way (W)	16:45-17:00	1013	1037
	17:00-17:15	1209	1239
	17:15-17:30	1481	1517
	17:30-17:45	1481	1517
	17:45-18:00	1209	1239
	18:00-18:15	1013	1037

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Standing Way (E)	43.13	20.5	E	1283	1924
B - Whaddon Road	7.01	0.7	A	290	434
C - Standing Way (W)	9.10	3.8	A	1234	1851

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1051	263	132	1058	1071	1031	0.0	1.9	7.164	A
B - Whaddon Road	240	60	896	240	241	294	0.0	0.4	5.079	A
C - Standing Way (W)	1026	256	137	1026	1034	999	0.0	1.5	5.158	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1257	314	153	1263	1276	1213	1.9	3.6	11.157	B
B - Whaddon Road	292	73	1068	290	290	348	0.4	0.5	5.887	A
C - Standing Way (W)	1198	300	168	1198	1228	1191	1.5	2.0	6.101	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1523	381	182	1499	1516	1492	3.6	15.8	28.587	D
B - Whaddon Road	353	88	1263	353	349	418	0.5	0.7	6.691	A
C - Standing Way (W)	1482	371	199	1475	1510	1417	2.0	3.8	8.473	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1553	388	193	1529	1558	1496	15.8	20.4	43.130	E
B - Whaddon Road	348	87	1281	349	349	441	0.7	0.6	7.005	A
C - Standing Way (W)	1478	369	202	1487	1511	1428	3.8	3.3	9.105	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1256	314	161	1265	1338	1213	20.4	4.4	20.443	C
B - Whaddon Road	273	68	1078	274	289	348	0.6	0.4	6.300	A
C - Standing Way (W)	1215	304	161	1213	1255	1192	3.3	1.9	6.281	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1057	264	132	1058	1097	1009	4.4	2.3	7.759	A
B - Whaddon Road	232	58	897	231	238	293	0.4	0.3	5.237	A
C - Standing Way (W)	1007	252	138	1003	1042	991	1.9	1.6	5.245	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	161	852	0.189	163	164	0.0	0.2	5.397	A
			2	A, C	891	1371	0.650	896	907	0.0	1.7	7.483	A
	Exit	1	1		1031			1031	1040	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	120	728	0.165	120	121	0.0	0.2	4.967	A
			2	A, B, C	120	724	0.166	120	120	0.0	0.2	5.192	A
		2	1	(A, B, C)	240			240	242	0.0	0.0	0.000	A
	Exit	1	1		294			294	295	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	476	1018	0.467	477	484	0.0	0.7	5.018	A
			2	A, B, C	550	1023	0.537	549	550	0.0	0.9	5.282	A
		2	1	(A, B, C)	1026			1026	1041	0.0	0.0	0.000	A
	Exit	1	1		999			999	1011	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	196	845	0.231	195	193	0.2	0.4	5.656	A
			2	A, C	1061	1359	0.781	1068	1083	1.7	3.2	12.147	B
	Exit	1	1		1213			1213	1236	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	146	668	0.219	146	146	0.2	0.2	5.862	A
			2	A, B, C	146	670	0.217	144	144	0.2	0.3	5.912	A
		2	1	(A, B, C)	292			292	291	0.0	0.0	0.000	A
	Exit	1	1		348			348	350	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	572	1008	0.568	572	586	0.7	1.0	5.874	A
			2	A, B, C	626	1013	0.619	626	642	0.9	1.0	6.310	A
		2	1	(A, B, C)	1198			1198	1230	0.0	0.0	0.000	A
	Exit	1	1		1191			1191	1209	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	235	837	0.281	235	240	0.4	0.3	5.792	A

			2	A, C	1288	1345	0.958	1263	1276	3.2	15.5	32.750	D
	Exit	1	1		1492			1492	1518	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	174	600	0.290	174	174	0.2	0.3	6.717	A
			2	A, B, C	179	604	0.296	179	175	0.3	0.4	6.665	A
		2	1	(A, B, C)	353			353	350	0.0	0.0	0.000	A
	Exit	1	1		418			418	432	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	723	996	0.726	719	735	1.0	1.8	8.161	A
			2	A, B, C	759	999	0.760	755	775	1.0	2.0	8.770	A
		2	1	(A, B, C)	1482			1482	1517	0.0	0.0	0.000	A
	Exit	1	1		1417			1417	1425	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	248	835	0.297	248	243	0.3	0.4	6.053	A
			2	A, C	1305	1341	0.974	1281	1314	15.5	20.0	49.969	E
	Exit	1	1		1496			1496	1511	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	175	595	0.294	175	175	0.3	0.3	6.906	A
			2	A, B, C	173	597	0.289	174	174	0.4	0.3	7.105	A
		2	1	(A, B, C)	348			348	349	0.0	0.0	0.000	A
	Exit	1	1		441			441	442	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	720	999	0.721	724	732	1.8	1.5	8.828	A
			2	A, B, C	758	998	0.759	762	779	2.0	1.8	9.362	A
		2	1	(A, B, C)	1478			1478	1509	0.0	0.0	0.002	A
	Exit	1	1		1428			1428	1465	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	186	843	0.221	186	194	0.4	0.2	5.479	A
			2	A, C	1070	1353	0.790	1078	1144	20.0	4.2	23.158	C
	Exit	1	1		1213			1213	1255	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	139	661	0.211	139	144	0.3	0.2	6.384	A
			2	A, B, C	134	664	0.202	135	145	0.3	0.1	6.218	A
		2	1	(A, B, C)	273			273	288	0.0	0.0	0.000	A
	Exit	1	1		348			348	358	0.0	0.0	0.000	A

C - Standing Way (W)	Entry	1	1	A	571	1007	0.567	570	596	1.5	0.8	6.120	A
			2	A, B, C	644	1014	0.635	642	659	1.8	1.0	6.427	A
	Exit	1	1	(A, B, C)	1215			1215	1249	0.0	0.0	0.000	A
			1		1192			1192	1268	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	161	849	0.190	160	163	0.2	0.3	5.234	A
			2	A, C	896	1369	0.654	897	934	4.2	2.0	8.208	A
	Exit	1	1		1009			1009	1042	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	114	729	0.156	113	119	0.2	0.2	5.301	A
			2	A, B, C	118	726	0.162	118	119	0.1	0.2	5.173	A
		2	1	(A, B, C)	232			232	238	0.0	0.0	0.000	A
	Exit	1	1		293			293	298	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	469	1019	0.460	467	489	0.8	0.7	5.048	A
			2	A, B, C	538	1019	0.528	536	552	1.0	0.9	5.419	A
		2	1	(A, B, C)	1007			1007	1041	0.0	0.0	0.000	A
	Exit	1	1		991			991	1037	0.0	0.0	0.000	A

2026 Base + CD + D, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Geometry	C - Standing Way (W) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J6	Bottledump Roundabout	Standard Roundabout		A, B, C	18.50	C

Junction Network Options

Driving side	Lighting
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Left	Normal/unknown
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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 Base + CD + D	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Standing Way (E)		ONE HOUR	✓	1249	100.000
B - Whaddon Road		ONE HOUR	✓	556	100.000
C - Standing Way (W)		ONE HOUR	✓	1552	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	3	209	1037
	B - Whaddon Road	307	0	250
	C - Standing Way (W)	1393	159	0

Proportions

	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	0.00	0.17	0.83
	B - Whaddon Road	0.55	0.00	0.45
	C - Standing Way (W)	0.90	0.10	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	33	2	6
	B - Whaddon Road	2	0	3
	C - Standing Way (W)	4	6	0

Average PCU Per Veh

	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	1.333	1.022	1.057
	B - Whaddon Road	1.022	1.000	1.026
	C - Standing Way (W)	1.042	1.056	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Standing Way (E)	07:30-07:45	940	989
	07:45-08:00	1123	1181
	08:00-08:15	1375	1446
	08:15-08:30	1375	1446
	08:30-08:45	1123	1181
	08:45-09:00	940	989
B - Whaddon Road	07:30-07:45	419	429
	07:45-08:00	500	512
	08:00-08:15	613	627
	08:15-08:30	613	627
	08:30-08:45	500	512
	08:45-09:00	419	429
C - Standing Way (W)	07:30-07:45	1168	1219
	07:45-08:00	1395	1456
	08:00-08:15	1708	1783
	08:15-08:30	1708	1783
	08:30-08:45	1395	1456
	08:45-09:00	1168	1219

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Standing Way (E)	20.18	8.3	C	1149	1724
B - Whaddon Road	8.42	1.5	A	507	760
C - Standing Way (W)	20.67	9.5	C	1418	2126

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	944	236	124	941	982	1272	0.0	1.9	6.479	A
B - Whaddon Road	419	105	786	420	428	279	0.0	0.6	5.544	A
C - Standing Way (W)	1170	292	230	1166	1213	976	0.0	2.1	6.417	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1123	281	145	1126	1179	1510	1.9	2.8	9.268	A
B - Whaddon Road	500	125	942	502	510	328	0.6	0.8	6.168	A
C - Standing Way (W)	1377	344	278	1377	1443	1165	2.1	3.3	8.598	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1375	344	169	1376	1420	1871	2.8	7.5	17.582	C
B - Whaddon Road	601	150	1151	599	620	394	0.8	1.2	7.974	A
C - Standing Way (W)	1714	428	337	1703	1755	1413	3.3	9.5	17.750	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1383	346	179	1379	1436	1858	7.5	8.2	20.182	C
B - Whaddon Road	624	156	1150	622	628	408	1.2	1.5	8.425	A
C - Standing Way (W)	1686	422	341	1696	1764	1432	9.5	9.5	20.667	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1132	283	143	1134	1212	1529	8.2	2.9	10.636	B
B - Whaddon Road	487	122	934	487	512	342	1.5	0.8	6.545	A
C - Standing Way (W)	1395	349	272	1399	1475	1150	9.5	3.1	9.681	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	939	235	122	939	989	1268	2.9	1.7	6.612	A
B - Whaddon Road	410	103	778	411	432	283	0.8	0.7	5.529	A
C - Standing Way (W)	1166	291	225	1164	1222	964	3.1	2.2	6.559	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:30 - 07:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	155	836	0.185	155	160	0.0	0.2	5.293	A
			2	A, C	789	1323	0.596	786	822	0.0	1.7	6.717	A
	Exit	1	1		1272			1272	1323	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	208	747	0.278	208	214	0.0	0.3	5.565	A
			2	A, B, C	211	748	0.282	211	214	0.0	0.3	5.522	A
		2	1	(A, B, C)	419			419	431	0.0	0.0	0.000	A
	Exit	1	1		279			279	289	0.0	0.0	0.000	A

C - Standing Way (W)	Entry	1	1	A	557	971	0.574	556	582	0.0	0.9	6.254	A
			2	A, B, C	613	973	0.630	610	631	0.0	1.2	6.567	A
		2	1	(A, B, C)	1170			1170	1222	0.0	0.0	0.000	A
	Exit	1	1		976			976	1012	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	183	836	0.219	184	189	0.2	0.3	5.302	A
			2	A, C	940	1315	0.714	942	990	1.7	2.5	10.051	B
	Exit	1	1		1510			1510	1577	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	248	692	0.359	250	256	0.3	0.4	6.164	A
			2	A, B, C	251	695	0.362	252	255	0.3	0.4	6.173	A
		2	1	(A, B, C)	500			500	511	0.0	0.0	0.000	A
	Exit	1	1		328			328	341	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	667	952	0.701	666	700	0.9	1.7	8.383	A
			2	A, B, C	710	953	0.745	711	743	1.2	1.6	8.799	A
		2	1	(A, B, C)	1377			1377	1448	0.0	0.0	0.001	A
	Exit	1	1		1165			1165	1214	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	227	831	0.273	225	229	0.3	0.5	6.190	A
			2	A, C	1149	1299	0.884	1151	1191	2.5	7.1	19.823	C
	Exit	1	1		1871			1871	1923	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	300	616	0.486	299	311	0.4	0.6	7.858	A
			2	A, B, C	301	619	0.486	300	308	0.4	0.6	8.080	A
		2	1	(A, B, C)	601			601	621	0.0	0.0	0.005	A
	Exit	1	1		394			394	408	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	850	934	0.909	846	872	1.7	4.4	16.699	C
			2	A, B, C	861	935	0.921	858	884	1.6	4.5	17.458	C
		2	1	(A, B, C)	1714			1711	1778	0.0	0.6	0.625	A
	Exit	1	1		1413			1413	1464	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	228	826	0.276	229	235	0.5	0.4	6.133	A
			2	A, C	1155	1299	0.890	1150	1201	7.1	7.8	23.006	C
	Exit	1	1		1858			1858	1932	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	315	619	0.508	314	314	0.6	0.7	8.442	A
			2	A, B, C	309	619	0.499	309	314	0.6	0.7	8.367	A
		2	1	(A, B, C)	624			624	629	0.0	0.0	0.020	A
	Exit	1	1		408			408	415	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	834	935	0.892	836	870	4.4	4.3	18.590	C
			2	A, B, C	856	929	0.921	860	894	4.5	4.5	19.178	C
		2	1	(A, B, C)	1686			1690	1764	0.6	0.7	1.789	A
	Exit	1	1		1432			1432	1482	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	200	831	0.241	199	196	0.4	0.3	5.685	A
			2	A, C	932	1313	0.709	934	1016	7.8	2.6	11.638	B
	Exit	1	1		1529			1529	1609	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	242	694	0.349	242	254	0.7	0.4	6.630	A
			2	A, B, C	245	700	0.351	246	257	0.7	0.4	6.460	A
		2	1	(A, B, C)	487			487	509	0.0	0.0	0.001	A
	Exit	1	1		342			342	348	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	689	959	0.719	691	726	4.3	1.5	9.322	A
			2	A, B, C	705	957	0.737	708	750	4.5	1.6	9.869	A
		2	1	(A, B, C)	1395			1395	1452	0.7	0.0	0.138	A
	Exit	1	1		1150			1150	1243	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	161	844	0.191	161	161	0.3	0.2	5.278	A
			2	A, C	779	1326	0.588	778	829	2.6	1.4	6.880	A
	Exit	1	1		1268			1268	1335	0.0	0.0	0.000	A

B - Whaddon Road	Entry	1	1	A, C	206	748	0.27 6	206	217	0.4	0.4	5.44 1	A
			2	A, B, C	204	749	0.27 3	206	215	0.4	0.3	5.61 9	A
		2	1	(A, B, C)	410			410	431	0.0	0.0	0.00 0	A
	Exit	1	1		283			283	288	0.0	0.0	0.00 0	A
C - Standing Way (W)	Entry	1	1	A	558	972	0.57 4	557	585	1.5	1.0	6.43 7	A
			2	A, B, C	608	967	0.62 8	607	638	1.6	1.2	6.67 1	A
		2	1	(A, B, C)	1166			1166	1218	0.0	0.0	0.00 0	A
	Exit	1	1		964			964	1020	0.0	0.0	0.00 0	A

2026 Base + CD + D, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Geometry	C - Standing Way (W) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J6	Bottledump Roundabout	Standard Roundabout		A, B, C	32.29	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
D6	2026 Base + CD + D	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Standing Way (E)		ONE HOUR	✓	1415	100.000

B - Whaddon Road		ONE HOUR	✓	414	100.000
C - Standing Way (W)		ONE HOUR	✓	1418	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	2	215	1198
	B - Whaddon Road	235	0	179
	C - Standing Way (W)	1185	233	0

Proportions

From	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	0.00	0.15	0.85
	B - Whaddon Road	0.57	0.00	0.43
	C - Standing Way (W)	0.84	0.16	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	50	1	2
	B - Whaddon Road	0	0	3
	C - Standing Way (W)	3	2	0

Average PCU Per Veh

From	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	1.500	1.010	1.018
	B - Whaddon Road	1.000	1.000	1.031
	C - Standing Way (W)	1.025	1.019	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Standing Way (E)	16:45-17:00	1065	1084
	17:00-17:15	1272	1295
	17:15-17:30	1558	1586
	17:30-17:45	1558	1586
	17:45-18:00	1272	1295
	18:00-18:15	1065	1084
B - Whaddon Road	16:45-17:00	312	316
	17:00-17:15	373	378
	17:15-17:30	456	463
	17:30-17:45	456	463
	17:45-18:00	373	378
	18:00-18:15	312	316
C - Standing Way (W)	16:45-17:00	1068	1094
	17:00-17:15	1275	1306

	17:15-17:30	1561	1599
	17:30-17:45	1561	1599
	17:45-18:00	1275	1306
	18:00-18:15	1068	1094

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Standing Way (E)	60.70	27.8	F	1289	1933
B - Whaddon Road	7.74	1.1	A	378	567
C - Standing Way (W)	11.26	5.2	B	1295	1942

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1059	265	172	1060	1074	1066	0.0	2.2	7.760	A
B - Whaddon Road	306	77	898	306	314	334	0.0	0.5	5.276	A
C - Standing Way (W)	1055	264	178	1060	1083	1026	0.0	1.4	5.480	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1264	316	201	1270	1284	1276	2.2	4.2	12.118	B
B - Whaddon Road	370	92	1071	368	372	400	0.5	0.7	6.004	A
C - Standing Way (W)	1266	316	213	1264	1301	1227	1.4	2.3	7.004	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1543	386	257	1526	1515	1565	4.2	19.7	37.106	E
B - Whaddon Road	451	113	1289	452	460	493	0.7	1.1	7.140	A
C - Standing Way (W)	1558	390	261	1561	1587	1480	2.3	5.2	11.265	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1540	385	255	1537	1546	1551	19.7	27.7	60.701	F
B - Whaddon Road	457	114	1303	457	469	490	1.1	1.0	7.744	A
C - Standing Way (W)	1543	386	261	1545	1597	1499	5.2	4.8	11.189	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1258	314	208	1290	1375	1283	27.7	7.4	34.766	D
B - Whaddon Road	371	93	1095	373	384	404	1.0	0.5	6.729	A
C - Standing Way (W)	1277	319	216	1276	1312	1252	4.8	2.3	7.151	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1070	267	177	1071	1106	1070	7.4	2.2	9.267	A
B - Whaddon Road	314	79	910	314	315	337	0.5	0.5	5.516	A
C - Standing Way (W)	1070	268	181	1066	1096	1044	2.3	1.9	5.627	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	163	838	0.195	162	163	0.0	0.3	5.320	A
			2	A, C	896	1351	0.663	898	911	0.0	1.9	8.199	A
	Exit	1	1		1066			1066	1088	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	150	729	0.205	149	154	0.0	0.3	5.338	A
			2	A, B, C	157	725	0.216	157	160	0.0	0.2	5.215	A
		2	1	(A, B, C)	306			306	316	0.0	0.0	0.000	A
	Exit	1	1		334			334	336	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	486	1008	0.482	488	502	0.0	0.6	5.257	A
			2	A, B, C	569	1005	0.566	572	581	0.0	0.8	5.674	A
		2	1	(A, B, C)	1055			1055	1089	0.0	0.0	0.000	A
	Exit	1	1		1026			1026	1047	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	198	831	0.239	199	199	0.3	0.3	5.805	A

			2	A, C	1066	1340	0.796	1071	1085	1.9	3.9	13.273	B
	Exit	1	1		1276			1276	1300	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	184	671	0.275	184	184	0.3	0.3	6.039	A
			2	A, B, C	185	668	0.277	185	188	0.2	0.3	5.969	A
		2	1	(A, B, C)	370			370	373	0.0	0.0	0.000	A
	Exit	1	1		400			400	409	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	603	998	0.605	602	620	0.6	1.1	6.606	A
			2	A, B, C	662	998	0.663	662	681	0.8	1.2	7.365	A
		2	1	(A, B, C)	1266			1266	1305	0.0	0.0	0.000	A
	Exit	1	1		1227			1227	1248	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	236	817	0.289	236	237	0.3	0.4	6.074	A
			2	A, C	1307	1313	0.995	1289	1277	3.9	19.2	42.658	E
	Exit	1	1		1565			1565	1592	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	223	595	0.375	224	229	0.3	0.5	7.106	A
			2	A, B, C	228	592	0.385	227	231	0.3	0.6	7.174	A
		2	1	(A, B, C)	451			451	462	0.0	0.0	0.000	A
	Exit	1	1		493			493	495	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	750	979	0.766	751	767	1.1	2.5	10.822	B
			2	A, B, C	808	982	0.823	810	820	1.2	2.7	11.585	B
		2	1	(A, B, C)	1558			1558	1599	0.0	0.0	0.046	A
	Exit	1	1		1480			1480	1476	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	235	816	0.289	235	238	0.4	0.4	6.134	A
			2	A, C	1304	1315	0.992	1303	1309	19.2	27.3	70.439	F
	Exit	1	1		1551			1551	1606	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	227	588	0.387	227	236	0.5	0.5	7.789	A
			2	A, B, C	229	589	0.389	230	234	0.6	0.5	7.695	A
		2	1	(A, B, C)	457			457	469	0.0	0.0	0.002	A
	Exit	1	1		490			490	495	0.0	0.0	0.000	A

C - Standing Way (W)	Entry	1	1	A	756	977	0.774	756	776	2.5	2.2	10.703	B
			2	A, B, C	788	981	0.803	789	821	2.7	2.5	11.625	B
		2	1	(A, B, C)	1543			1544	1595	0.0	0.0	0.012	A
	Exit	1	1		1499			1499	1511	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	194	833	0.232	195	197	0.4	0.2	5.965	A
			2	A, C	1064	1335	0.797	1095	1178	27.3	7.1	39.971	E
	Exit	1	1		1283			1283	1316	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	182	660	0.277	183	190	0.5	0.3	6.846	A
			2	A, B, C	189	661	0.285	190	194	0.5	0.2	6.614	A
		2	1	(A, B, C)	371			371	383	0.0	0.0	0.000	A
	Exit	1	1		404			404	410	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	602	995	0.605	600	619	2.2	1.1	6.871	A
			2	A, B, C	675	993	0.680	676	693	2.5	1.3	7.400	A
		2	1	(A, B, C)	1277			1277	1302	0.0	0.0	0.000	A
	Exit	1	1		1252			1252	1345	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	160	840	0.190	160	163	0.2	0.2	5.428	A
			2	A, C	910	1348	0.675	910	943	7.1	2.0	9.955	A
	Exit	1	1		1070			1070	1095	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	155	723	0.215	156	157	0.3	0.2	5.491	A
			2	A, B, C	159	722	0.220	159	157	0.2	0.2	5.541	A
		2	1	(A, B, C)	314			314	314	0.0	0.0	0.000	A
	Exit	1	1		337			337	344	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	497	1006	0.494	495	509	1.1	0.8	5.347	A
			2	A, B, C	573	1004	0.571	570	587	1.3	1.0	5.870	A
		2	1	(A, B, C)	1070			1070	1094	0.0	0.0	0.000	A
	Exit	1	1		1044			1044	1078	0.0	0.0	0.000	A

2026 Base + CD + D with TP, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Geometry	C - Standing Way (W) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J6	Bottledump Roundabout	Standard Roundabout		A, B, C	20.47	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2026 Base + CD + D with TP	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Standing Way (E)		ONE HOUR	✓	1246	100.000
B - Whaddon Road		ONE HOUR	✓	532	100.000
C - Standing Way (W)		ONE HOUR	✓	1545	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	3	209	1034
	B - Whaddon Road	289	0	243
	C - Standing Way (W)	1392	153	0

Proportions

From	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	0.00	0.17	0.83
	B - Whaddon Road	0.54	0.00	0.46
	C - Standing Way (W)	0.90	0.10	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	33	2	6
	B - Whaddon Road	2	0	3
	C - Standing Way (W)	4	6	0

Average PCU Per Veh

From	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	1.333	1.022	1.057
	B - Whaddon Road	1.022	1.000	1.026
	C - Standing Way (W)	1.042	1.056	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Standing Way (E)	07:30-07:45	938	986
	07:45-08:00	1120	1177
	08:00-08:15	1371	1442
	08:15-08:30	1371	1442
	08:30-08:45	1120	1177
	08:45-09:00	938	986
B - Whaddon Road	07:30-07:45	400	410
	07:45-08:00	478	490
	08:00-08:15	586	600
	08:15-08:30	586	600
	08:30-08:45	478	490
	08:45-09:00	400	410
C - Standing Way (W)	07:30-07:45	1163	1214
	07:45-08:00	1389	1449
	08:00-08:15	1701	1775
	08:15-08:30	1701	1775
	08:30-08:45	1389	1449
	08:45-09:00	1163	1214

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Standing Way (E)	21.54	8.6	C	1145	1717
B - Whaddon Road	7.84	1.3	A	491	736
C - Standing Way (W)	23.90	12.2	C	1410	2115

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	944	236	115	942	976	1261	0.0	1.8	6.296	A
B - Whaddon Road	398	100	783	399	410	274	0.0	0.6	5.362	A
C - Standing Way (W)	1158	289	217	1159	1210	964	0.0	1.8	6.359	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1130	283	136	1125	1173	1514	1.8	3.1	8.774	A
B - Whaddon Road	475	119	941	475	488	320	0.6	0.8	6.097	A
C - Standing Way (W)	1393	348	259	1391	1441	1156	1.8	3.4	8.614	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1353	338	167	1324	1403	1850	3.1	8.5	17.405	C
B - Whaddon Road	590	147	1099	592	601	391	0.8	1.2	7.797	A
C - Standing Way (W)	1688	422	329	1687	1749	1361	3.4	9.4	18.929	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1371	343	167	1372	1444	1855	8.5	8.1	21.542	C
B - Whaddon Road	595	149	1135	597	595	404	1.2	1.2	7.836	A
C - Standing Way (W)	1691	423	325	1696	1770	1407	9.4	12.0	23.900	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1133	283	138	1131	1202	1501	8.1	3.0	10.541	B
B - Whaddon Road	483	121	945	482	492	325	1.2	0.9	6.355	A
C - Standing Way (W)	1365	341	269	1370	1477	1158	12.0	2.9	10.963	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	934	234	112	934	986	1269	3.0	1.7	6.809	A
B - Whaddon Road	406	102	777	408	414	269	0.9	0.6	5.431	A
C - Standing Way (W)	1162	291	223	1157	1220	962	2.9	2.4	6.554	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:30 - 07:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	160	841	0.191	160	160	0.0	0.3	5.251	A
			2	A, C	784	1322	0.593	783	815	0.0	1.5	6.509	A
	Exit	1	1		1261			1261	1312	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	203	749	0.271	203	206	0.0	0.3	5.471	A
			2	A, B, C	195	747	0.261	196	204	0.0	0.3	5.251	A
		2	1	(A, B, C)	398			398	412	0.0	0.0	0.000	A
	Exit	1	1		274			274	282	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	561	977	0.575	563	584	0.0	0.8	6.197	A
			2	A, B, C	596	974	0.613	596	626	0.0	1.0	6.510	A
		2	1	(A, B, C)	1158			1158	1218	0.0	0.0	0.000	A
	Exit	1	1		964			964	1002	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	185	842	0.220	184	188	0.3	0.4	5.543	A
			2	A, C	945	1310	0.721	941	985	1.5	2.8	9.412	A
	Exit	1	1		1514			1514	1565	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	239	692	0.346	239	244	0.3	0.4	6.115	A
			2	A, B, C	236	691	0.341	235	244	0.3	0.4	6.079	A

		2	1	(A, B, C)	475			475	489	0.0	0.0	0.000	A
	Exit	1	1		320			320	333	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	685	955	0.718	684	704	0.8	1.6	8.394	A
			2	A, B, C	708	959	0.739	707	738	1.0	1.8	8.825	A
		2	1	(A, B, C)	1393			1393	1448	0.0	0.0	0.000	A
	Exit	1	1		1156			1156	1205	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	226	830	0.272	225	230	0.4	0.4	5.952	A
			2	A, C	1127	1301	0.867	1099	1173	2.8	8.1	19.685	C
	Exit	1	1		1850			1850	1910	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	298	637	0.467	299	300	0.4	0.6	7.747	A
			2	A, B, C	292	637	0.458	293	302	0.4	0.6	7.832	A
		2	1	(A, B, C)	590			590	603	0.0	0.0	0.008	A
	Exit	1	1		391			391	403	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	832	936	0.889	831	867	1.6	4.2	17.608	C
			2	A, B, C	855	941	0.908	856	882	1.8	4.5	18.345	C
		2	1	(A, B, C)	1688			1687	1771	0.0	0.7	0.901	A
	Exit	1	1		1361			1361	1440	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	236	829	0.285	237	238	0.4	0.4	5.959	A
			2	A, C	1135	1299	0.874	1135	1206	8.1	7.8	24.723	C
	Exit	1	1		1855			1855	1918	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	302	624	0.484	303	298	0.6	0.6	7.801	A
			2	A, B, C	293	624	0.469	294	297	0.6	0.6	7.848	A
		2	1	(A, B, C)	595			595	594	0.0	0.0	0.010	A
	Exit	1	1		404			404	416	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	832	940	0.887	838	876	4.2	4.8	20.284	C
			2	A, B, C	854	934	0.914	858	894	4.5	5.1	20.819	C
		2	1	(A, B, C)	1691			1686	1776	0.7	2.2	3.288	A

	Exit	1	1		1407			1407	1475	0.0	0.0	0.000	A
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08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	184	837	0.219	186	193	0.4	0.2	5.708	A
			2	A, C	950	1312	0.724	945	1009	7.8	2.8	11.514	B
	Exit	1	1		1501			1501	1604	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	243	691	0.351	243	246	0.6	0.4	6.344	A
			2	A, B, C	240	692	0.347	240	245	0.6	0.4	6.370	A
		2	1	(A, B, C)	483			483	490	0.0	0.0	0.000	A
	Exit	1	1		325			325	341	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	665	958	0.694	667	720	4.8	1.4	10.507	B
			2	A, B, C	700	954	0.734	703	757	5.1	1.4	10.760	B
		2	1	(A, B, C)	1365			1365	1447	2.2	0.0	0.515	A
	Exit	1	1		1158			1158	1225	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	157	844	0.187	157	161	0.2	0.3	5.351	A
			2	A, C	777	1325	0.586	777	825	2.8	1.4	7.106	A
	Exit	1	1		1269			1269	1325	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	203	746	0.273	204	209	0.4	0.3	5.464	A
			2	A, B, C	203	749	0.270	204	206	0.4	0.3	5.397	A
		2	1	(A, B, C)	406			406	413	0.0	0.0	0.000	A
	Exit	1	1		269			269	285	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	561	971	0.578	559	590	1.4	1.1	6.368	A
			2	A, B, C	601	970	0.619	599	630	1.4	1.3	6.727	A
		2	1	(A, B, C)	1162			1162	1218	0.0	0.0	0.000	A
	Exit	1	1		962			962	1011	0.0	0.0	0.000	A

2026 Base + CD + D with TP, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Geometry	C - Standing Way (W) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J6	Bottledump Roundabout	Standard Roundabout		A, B, C	34.54	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
D8	2026 Base + CD + D with TP	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Standing Way (E)		ONE HOUR	✓	1414	100.000
B - Whaddon Road		ONE HOUR	✓	397	100.000
C - Standing Way (W)		ONE HOUR	✓	1406	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	2	215	1196
	B - Whaddon Road	225	0	172
	C - Standing Way (W)	1183	223	0

Proportions

From	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	0.00	0.15	0.85
	B - Whaddon Road	0.57	0.00	0.43
	C - Standing Way (W)	0.84	0.16	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	50	1	2
	B - Whaddon Road	0	0	3
	C - Standing Way (W)	3	2	0

Average PCU Per Veh

From	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	1.500	1.010	1.018
	B - Whaddon Road	1.000	1.000	1.031
	C - Standing Way (W)	1.025	1.019	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Standing Way (E)	16:45-17:00	1064	1083
	17:00-17:15	1271	1293
	17:15-17:30	1556	1584
	17:30-17:45	1556	1584
	17:45-18:00	1271	1293
	18:00-18:15	1064	1083
B - Whaddon Road	16:45-17:00	299	303
	17:00-17:15	357	362
	17:15-17:30	437	443
	17:30-17:45	437	443
	17:45-18:00	357	362
	18:00-18:15	299	303
C - Standing Way (W)	16:45-17:00	1058	1084
	17:00-17:15	1264	1294
	17:15-17:30	1548	1585
	17:30-17:45	1548	1585
	17:45-18:00	1264	1294
	18:00-18:15	1058	1084

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Standing Way (E)	65.47	31.0	F	1303	1955
B - Whaddon Road	7.38	1.0	A	363	545
C - Standing Way (W)	11.12	4.6	B	1294	1941

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1066	266	172	1061	1081	1065	0.0	2.5	7.530	A
B - Whaddon Road	301	75	899	300	306	335	0.0	0.4	5.352	A
C - Standing Way (W)	1060	265	173	1064	1086	1027	0.0	1.4	5.590	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1280	320	205	1276	1289	1260	2.5	4.7	11.994	B
B - Whaddon Road	356	89	1082	358	360	399	0.4	0.6	5.956	A
C - Standing Way (W)	1262	316	201	1264	1293	1238	1.4	2.3	6.834	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1564	391	250	1500	1513	1545	4.7	22.7	37.203	E
B - Whaddon Road	432	108	1266	432	437	484	0.6	0.8	7.034	A
C - Standing Way (W)	1548	387	246	1548	1575	1452	2.3	4.5	10.456	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1566	392	247	1532	1553	1564	22.7	30.9	65.471	F
B - Whaddon Road	440	110	1296	438	443	483	0.8	0.9	7.381	A
C - Standing Way (W)	1557	389	252	1560	1592	1482	4.5	4.5	11.123	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1276	319	201	1298	1390	1276	30.9	7.6	36.925	E
B - Whaddon Road	359	90	1105	359	368	395	0.9	0.6	6.513	A
C - Standing Way (W)	1273	318	206	1272	1304	1259	4.5	2.5	7.151	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1068	267	167	1069	1105	1065	7.6	2.4	9.694	A
B - Whaddon Road	293	73	909	294	304	327	0.6	0.4	5.554	A
C - Standing Way (W)	1063	266	168	1064	1092	1035	2.5	1.6	5.516	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	163	840	0.194	163	163	0.0	0.3	5.234	A
			2	A, C	903	1350	0.669	899	917	0.0	2.3	7.941	A
	Exit	1	1		1065			1065	1086	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	151	727	0.208	150	153	0.0	0.2	5.320	A
			2	A, B, C	150	726	0.206	150	152	0.0	0.2	5.383	A
		2	1	(A, B, C)	301			301	307	0.0	0.0	0.000	A
	Exit	1	1		335			335	337	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	495	1009	0.491	497	504	0.0	0.6	5.363	A
			2	A, B, C	565	1009	0.560	567	581	0.0	0.8	5.787	A
		2	1	(A, B, C)	1060			1060	1091	0.0	0.0	0.000	A
	Exit	1	1		1027			1027	1048	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	194	831	0.234	194	197	0.3	0.3	5.577	A
			2	A, C	1086	1335	0.813	1082	1092	2.3	4.4	13.154	B
	Exit	1	1		1260			1260	1291	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	177	663	0.267	178	180	0.2	0.3	5.894	A
			2	A, B, C	179	664	0.269	179	180	0.2	0.3	6.018	A
		2	1	(A, B, C)	356			356	361	0.0	0.0	0.000	A
	Exit	1	1		399			399	403	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	601	998	0.602	602	613	0.6	1.0	6.479	A
			2	A, B, C	661	1000	0.661	662	679	0.8	1.2	7.153	A
		2	1	(A, B, C)	1262			1262	1296	0.0	0.0	0.000	A
	Exit	1	1		1238			1238	1248	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	235	818	0.287	234	237	0.3	0.4	6.097	A

			2	A, C	1330	1317	1.009	1266	1277	4.4	22.3	42.710	E
	Exit	1	1		1545			1545	1573	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	216	601	0.360	216	219	0.3	0.4	7.067	A
			2	A, B, C	216	600	0.359	216	218	0.3	0.4	7.000	A
		2	1	(A, B, C)	432			432	438	0.0	0.0	0.000	A
	Exit	1	1		484			484	486	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	742	982	0.756	742	759	1.0	2.0	10.023	B
			2	A, B, C	806	986	0.817	806	815	1.2	2.5	10.799	B
		2	1	(A, B, C)	1548			1548	1584	0.0	0.0	0.028	A
	Exit	1	1		1452			1452	1467	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	235	819	0.287	236	239	0.4	0.3	6.029	A
			2	A, C	1331	1317	1.011	1296	1314	22.3	30.5	76.116	F
	Exit	1	1		1564			1564	1595	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	220	589	0.373	219	222	0.4	0.4	7.372	A
			2	A, B, C	220	591	0.372	219	221	0.4	0.5	7.390	A
		2	1	(A, B, C)	440			440	444	0.0	0.0	0.000	A
	Exit	1	1		483			483	488	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	744	982	0.759	746	766	2.0	2.0	10.719	B
			2	A, B, C	812	984	0.825	813	826	2.5	2.4	11.345	B
		2	1	(A, B, C)	1557			1556	1592	0.0	0.1	0.077	A
	Exit	1	1		1482			1482	1506	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	194	831	0.233	194	197	0.3	0.4	5.713	A
			2	A, C	1082	1337	0.810	1105	1193	30.5	7.3	42.590	E
	Exit	1	1		1276			1276	1306	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	181	655	0.276	181	185	0.4	0.3	6.509	A
			2	A, B, C	178	657	0.271	178	183	0.5	0.3	6.517	A
		2	1	(A, B, C)	359			359	367	0.0	0.0	0.000	A
	Exit	1	1		395			395	403	0.0	0.0	0.000	A

C - Standing Way (W)	Entry	1	1	A	601	995	0.604	600	619	2.0	1.1	6.818	A
			2	A, B, C	672	997	0.674	672	686	2.4	1.4	7.451	A
	Exit	1	1	(A, B, C)	1273			1273	1297	0.1	0.0	0.006	A
			1		1259			1259	1353	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	160	842	0.189	160	162	0.4	0.3	5.384	A
			2	A, C	908	1353	0.672	909	943	7.3	2.1	10.459	B
	Exit	1	1		1065			1065	1094	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	146	722	0.203	147	151	0.3	0.2	5.574	A
			2	A, B, C	147	721	0.204	148	153	0.3	0.2	5.534	A
		2	1	(A, B, C)	293			293	303	0.0	0.0	0.000	A
	Exit	1	1		327			327	333	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	495	1010	0.490	496	509	1.1	0.7	5.253	A
			2	A, B, C	568	1010	0.562	568	582	1.4	0.9	5.745	A
		2	1	(A, B, C)	1063			1063	1088	0.0	0.0	0.000	A
	Exit	1	1		1035			1035	1074	0.0	0.0	0.000	A

2026 Base + CD + D - ST, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Geometry	C - Standing Way (W) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J6	Bottldump Roundabout	Standard Roundabout		A, B, C	20.59	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2026 Base + CD + D - ST	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Standing Way (E)		ONE HOUR	✓	1194	100.000
B - Whaddon Road		ONE HOUR	✓	567	100.000
C - Standing Way (W)		ONE HOUR	✓	1576	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	3	209	982
	B - Whaddon Road	307	0	260
	C - Standing Way (W)	1397	179	0

Proportions

	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	0.00	0.17	0.82
	B - Whaddon Road	0.54	0.00	0.46
	C - Standing Way (W)	0.89	0.11	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	33	2	6
	B - Whaddon Road	2	0	3
	C - Standing Way (W)	4	6	0

Average PCU Per Veh

	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	1.333	1.022	1.057
	B - Whaddon Road	1.022	1.000	1.026
	C - Standing Way (W)	1.042	1.056	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
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A - Standing Way (E)	07:30-07:45	899	945
	07:45-08:00	1073	1128
	08:00-08:15	1314	1382
	08:15-08:30	1314	1382
	08:30-08:45	1073	1128
	08:45-09:00	899	945
B - Whaddon Road	07:30-07:45	427	437
	07:45-08:00	510	522
	08:00-08:15	624	639
	08:15-08:30	624	639
	08:30-08:45	510	522
	08:45-09:00	427	437
C - Standing Way (W)	07:30-07:45	1186	1238
	07:45-08:00	1417	1478
	08:00-08:15	1735	1811
	08:15-08:30	1735	1811
	08:30-08:45	1417	1478
	08:45-09:00	1186	1238

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Standing Way (E)	16.49	7.0	C	1097	1646
B - Whaddon Road	7.95	1.4	A	522	783
C - Standing Way (W)	28.19	14.6	D	1448	2173

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	907	227	136	904	949	1304	0.0	1.5	6.281	A
B - Whaddon Road	450	113	750	452	450	290	0.0	0.6	5.520	A
C - Standing Way (W)	1190	298	255	1185	1223	947	0.0	2.5	6.638	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1043	261	165	1047	1113	1533	1.5	1.8	7.962	A
B - Whaddon Road	514	128	865	517	523	347	0.6	0.7	6.097	A
C - Standing Way (W)	1406	352	281	1418	1468	1102	2.5	3.5	9.408	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1311	328	186	1316	1357	1874	1.8	6.0	14.785	B
B - Whaddon Road	626	156	1091	627	633	411	0.7	1.4	7.392	A
C - Standing Way (W)	1738	434	345	1716	1769	1373	3.5	14.6	23.242	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1324	331	194	1320	1385	1864	6.0	6.9	16.492	C
B - Whaddon Road	622	155	1096	626	629	418	1.4	1.3	7.950	A
C - Standing Way (W)	1715	429	341	1718	1798	1380	14.6	13.0	28.187	D

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1098	274	159	1093	1155	1578	6.9	2.3	9.834	A
B - Whaddon Road	500	125	902	502	521	349	1.3	0.8	6.395	A
C - Standing Way (W)	1448	362	284	1452	1519	1120	13.0	3.6	11.764	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	904	226	128	905	954	1290	2.3	1.4	6.441	A
B - Whaddon Road	420	105	738	418	435	293	0.8	0.8	5.427	A
C - Standing Way (W)	1195	299	221	1196	1253	936	3.6	2.0	7.011	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:30 - 07:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	155	838	0.185	154	160	0.0	0.2	5.079	A
			2	A, C	752	1319	0.570	750	789	0.0	1.3	6.532	A
	Exit	1	1		1304			1304	1330	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	224	762	0.293	224	223	0.0	0.2	5.446	A
			2	A, B, C	226	756	0.299	227	227	0.0	0.4	5.593	A
		2	1	(A, B, C)	450			450	452	0.0	0.0	0.000	A
	Exit	1	1		290			290	300	0.0	0.0	0.000	A

C - Standing Way (W)	Entry	1	1	A	568	963	0.590	564	590	0.0	1.2	6.395	A
			2	A, B, C	622	965	0.645	621	633	0.0	1.3	6.865	A
		2	1	(A, B, C)	1190			1190	1234	0.0	0.0	0.000	A
	Exit	1	1		947			947	992	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	183	832	0.221	182	188	0.2	0.4	5.708	A
			2	A, C	859	1297	0.663	865	925	1.3	1.4	8.440	A
	Exit	1	1		1533			1533	1584	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	257	716	0.360	259	262	0.2	0.3	6.062	A
			2	A, B, C	257	717	0.358	258	261	0.4	0.3	6.112	A
		2	1	(A, B, C)	514			514	523	0.0	0.0	0.010	A
	Exit	1	1		347			347	359	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	670	954	0.702	676	706	1.2	1.6	9.252	A
			2	A, B, C	736	954	0.772	742	762	1.3	1.9	9.540	A
		2	1	(A, B, C)	1406			1406	1472	0.0	0.0	0.007	A
	Exit	1	1		1102			1102	1161	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	226	825	0.275	225	229	0.4	0.5	6.073	A
			2	A, C	1085	1293	0.839	1091	1127	1.4	5.6	16.594	C
	Exit	1	1		1874			1874	1917	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	314	639	0.491	313	314	0.3	0.7	7.388	A
			2	A, B, C	312	643	0.486	313	319	0.3	0.7	7.390	A
		2	1	(A, B, C)	626			626	635	0.0	0.0	0.003	A
	Exit	1	1		411			411	431	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	854	933	0.913	852	878	1.6	5.5	19.536	C
			2	A, B, C	866	929	0.932	864	891	1.9	5.7	20.445	C
		2	1	(A, B, C)	1738			1719	1801	0.0	3.4	3.069	A

	Exit	1	1		1373			1373	1410	0.0	0.0	0.000	A
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08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	224	821	0.273	224	229	0.5	0.4	6.140	A
			2	A, C	1100	1290	0.852	1096	1156	5.6	6.5	18.599	C
	Exit	1	1		1864			1864	1933	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	312	641	0.486	316	316	0.7	0.6	7.944	A
			2	A, B, C	310	636	0.486	310	313	0.7	0.6	7.944	A
		2	1	(A, B, C)	622			622	629	0.0	0.0	0.005	A
	Exit	1	1		418			418	436	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	869	935	0.929	865	885	5.5	5.7	22.487	C
			2	A, B, C	855	929	0.922	853	913	5.7	5.7	22.920	C
		2	1	(A, B, C)	1715			1725	1799	3.4	1.7	5.577	A
	Exit	1	1		1380			1380	1442	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	194	835	0.232	191	195	0.4	0.4	5.658	A
			2	A, C	904	1300	0.695	902	960	6.5	2.0	10.731	B
	Exit	1	1		1578			1578	1637	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	246	709	0.347	246	260	0.6	0.4	6.508	A
			2	A, B, C	254	707	0.359	255	260	0.6	0.4	6.281	A
		2	1	(A, B, C)	500			500	519	0.0	0.0	0.000	A
	Exit	1	1		349			349	366	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	710	951	0.745	714	739	5.7	1.8	11.308	B
			2	A, B, C	738	947	0.780	738	780	5.7	1.8	11.650	B
		2	1	(A, B, C)	1448			1448	1486	1.7	0.0	0.408	A
	Exit	1	1		1120			1120	1192	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	166	844	0.197	166	160	0.4	0.3	5.073	A

			2	A, C	738	1323	0.55 8	738	793	2.0	1.2	6.72 8	A
	Exit	1	1		1290			1290	1348	0.0	0.0	0.00 0	A
B - Whaddon Road	Entr y	1	1	A, C	209	765	0.27 3	208	217	0.4	0.4	5.44 6	A
			2	A, B, C	212	768	0.27 6	211	218	0.4	0.4	5.40 7	A
		2	1	(A, B, C)	420			420	435	0.0	0.0	0.00 0	A
	Exit	1	1		293			293	301	0.0	0.0	0.00 0	A
C - Standing Way (W)	Entr y	1	1	A	586	977	0.60 0	586	604	1.8	0.9	6.81 0	A
			2	A, B, C	609	972	0.62 7	610	650	1.8	1.1	7.13 4	A
		2	1	(A, B, C)	1195			1195	1247	0.0	0.0	0.03 6	A
	Exit	1	1		936			936	993	0.0	0.0	0.00 0	A

2026 Base + CD + D - ST, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Geometry	C - Standing Way (W) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J6	Bottledump Roundabout	Standard Roundabout		A, B, C	26.68	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
D10	2026 Base + CD + D - ST	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Standing Way (E)		ONE HOUR	✓	1371	100.000
B - Whaddon Road		ONE HOUR	✓	429	100.000
C - Standing Way (W)		ONE HOUR	✓	1347	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
From	A - Standing Way (E)	2	215	1154
	B - Whaddon Road	235	0	193
	C - Standing Way (W)	1106	241	0

Proportions

	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
From	A - Standing Way (E)	0.00	0.16	0.84
	B - Whaddon Road	0.55	0.00	0.45
	C - Standing Way (W)	0.82	0.18	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
From	A - Standing Way (E)	50	1	2
	B - Whaddon Road	0	0	3
	C - Standing Way (W)	3	2	0

Average PCU Per Veh

	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
From	A - Standing Way (E)	1.500	1.010	1.018
	B - Whaddon Road	1.000	1.000	1.031
	C - Standing Way (W)	1.025	1.019	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Standing Way (E)	16:45-17:00	1032	1051
	17:00-17:15	1233	1255
	17:15-17:30	1510	1537
	17:30-17:45	1510	1537
	17:45-18:00	1233	1255
	18:00-18:15	1032	1051
B - Whaddon Road	16:45-17:00	323	327
	17:00-17:15	386	391
	17:15-17:30	472	479
	17:30-17:45	472	479
	17:45-18:00	386	391

	18:00-18:15	323	327
C - Standing Way (W)	16:45-17:00	1014	1038
	17:00-17:15	1211	1240
	17:15-17:30	1483	1518
	17:30-17:45	1483	1518
	17:45-18:00	1211	1240
	18:00-18:15	1014	1038

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Standing Way (E)	49.35	21.5	E	1260	1890
B - Whaddon Road	7.48	1.0	A	390	586
C - Standing Way (W)	9.68	3.8	A	1234	1850

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1033	258	181	1030	1046	1007	0.0	2.3	7.274	A
B - Whaddon Road	320	80	869	320	325	343	0.0	0.4	5.244	A
C - Standing Way (W)	1014	254	175	1014	1036	1014	0.0	1.5	5.343	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1230	307	220	1233	1243	1203	2.3	4.0	10.926	B
B - Whaddon Road	383	96	1037	382	387	415	0.4	0.6	5.924	A
C - Standing Way (W)	1205	301	215	1208	1238	1204	1.5	2.1	6.474	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1524	381	270	1486	1487	1474	4.0	17.7	31.199	D
B - Whaddon Road	464	116	1250	465	471	506	0.6	1.0	7.090	A
C - Standing Way (W)	1481	370	257	1487	1508	1458	2.1	3.8	9.344	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1497	374	266	1492	1520	1485	17.7	21.4	49.348	E

B - Whaddon Road	471	118	1261	471	480	497	1.0	1.0	7.477	A
C - Standing Way (W)	1485	371	256	1494	1521	1475	3.8	3.5	9.684	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1242	311	216	1258	1324	1204	21.4	4.7	23.894	C
B - Whaddon Road	382	95	1065	383	395	409	1.0	0.6	6.508	A
C - Standing Way (W)	1206	301	213	1206	1247	1235	3.5	2.2	6.663	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1036	259	181	1035	1059	1010	4.7	2.2	7.863	A
B - Whaddon Road	322	81	878	322	331	339	0.6	0.4	5.394	A
C - Standing Way (W)	1010	252	177	1013	1043	1022	2.2	1.4	5.379	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	162	837	0.194	162	164	0.0	0.2	5.380	A
			2	A, C	871	1345	0.647	869	882	0.0	2.1	7.628	A
	Exit	1	1		1007			1007	1033	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	160	736	0.218	160	163	0.0	0.2	5.281	A
			2	A, B, C	160	735	0.217	160	162	0.0	0.2	5.206	A
		2	1	(A, B, C)	320			320	327	0.0	0.0	0.000	A
	Exit	1	1		343			343	347	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	463	1006	0.460	463	476	0.0	0.6	5.063	A
			2	A, B, C	551	1009	0.546	551	561	0.0	0.9	5.580	A
		2	1	(A, B, C)	1014			1014	1043	0.0	0.0	0.000	A
	Exit	1	1		1014			1014	1028	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane	Lane	Destination arms	Total Demand	Capacity	RFC	Throughput (Veh/hr)	Average throughput	Start queue	End queue	Delay (s)	Unsignalised level of service
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		level			(Veh/hr)	(Veh/hr)			ut (PCU/hr)	e (Veh)	e (Veh)		
A - Standing Way (E)	Entry	1	1	B	195	827	0.236	196	194	0.2	0.3	5.639	A
			2	A, C	1035	1329	0.778	1037	1049	2.1	3.6	11.909	B
	Exit	1	1		1203			1203	1229	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	191	678	0.282	191	194	0.2	0.3	5.908	A
			2	A, B, C	192	679	0.282	191	193	0.2	0.3	5.939	A
		2	1	(A, B, C)	383			383	388	0.0	0.0	0.000	A
	Exit	1	1		415			415	416	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	564	992	0.569	565	579	0.6	0.9	6.080	A
			2	A, B, C	641	998	0.643	642	659	0.9	1.2	6.819	A
		2	1	(A, B, C)	1205			1205	1241	0.0	0.0	0.000	A
	Exit	1	1		1204			1204	1223	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	236	814	0.290	236	235	0.3	0.4	6.097	A
			2	A, C	1288	1308	0.985	1250	1252	3.6	17.3	35.753	E
	Exit	1	1		1474			1474	1498	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	231	607	0.380	231	235	0.3	0.5	7.096	A
			2	A, B, C	233	607	0.384	234	237	0.3	0.4	7.084	A
		2	1	(A, B, C)	464			464	473	0.0	0.0	0.000	A
	Exit	1	1		506			506	504	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	703	980	0.717	705	719	0.9	1.7	8.910	A
			2	A, B, C	778	982	0.792	781	790	1.2	2.1	9.714	A
		2	1	(A, B, C)	1481			1481	1515	0.0	0.0	0.012	A
	Exit	1	1		1458			1458	1464	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	232	816	0.284	232	239	0.4	0.5	6.269	A
			2	A, C	1265	1307	0.967	1261	1281	17.3	21.0	57.371	F
	Exit	1	1		1485			1485	1511	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	236	602	0.392	236	240	0.5	0.5	7.537	A
			2	A, B, C	235	602	0.390	235	240	0.4	0.5	7.415	A

		2	1	(A, B, C)	471			471	480	0.0	0.0	0.001	A
	Exit	1	1		497			497	510	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	707	980	0.721	711	726	1.7	1.6	9.237	A
			2	A, B, C	779	982	0.793	783	795	2.1	1.9	10.074	B
		2	1	(A, B, C)	1485			1486	1520	0.0	0.0	0.009	A
	Exit	1	1		1475			1475	1499	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	194	830	0.234	193	196	0.5	0.3	5.697	A
			2	A, C	1048	1333	0.786	1065	1128	21.0	4.4	27.276	D
	Exit	1	1		1204			1204	1244	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	192	669	0.287	192	198	0.5	0.3	6.535	A
			2	A, B, C	190	670	0.284	191	197	0.5	0.3	6.480	A
		2	1	(A, B, C)	382			382	393	0.0	0.0	0.000	A
	Exit	1	1		409			409	417	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	563	993	0.567	563	583	1.6	1.0	6.361	A
			2	A, B, C	643	994	0.647	643	664	1.9	1.3	6.927	A
		2	1	(A, B, C)	1206			1206	1242	0.0	0.0	0.000	A
	Exit	1	1		1235			1235	1306	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	158	838	0.189	158	162	0.3	0.3	5.404	A
			2	A, C	878	1349	0.651	878	897	4.4	1.9	8.315	A
	Exit	1	1		1010			1010	1039	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	162	732	0.221	162	165	0.3	0.2	5.421	A
			2	A, B, C	161	733	0.219	160	166	0.3	0.2	5.367	A
		2	1	(A, B, C)	322			322	330	0.0	0.0	0.000	A
	Exit	1	1		339			339	347	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	461	1005	0.459	462	479	1.0	0.6	5.093	A
			2	A, B, C	549	1008	0.545	551	564	1.3	0.8	5.621	A
		2	1	(A, B, C)	1010			1010	1040	0.0	0.0	0.000	A

	Exit	1	1		1022			1022	1047	0.0	0.0	0.00 0	A
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2026 Base + CD + SP (ST), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Geometry	C - Standing Way (W) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J6	Bottledump Roundabout	Standard Roundabout		A, B, C	14.03	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
D11	2026 Base + CD + SP (ST)	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Standing Way (E)		ONE HOUR	✓	1171	100.000
B - Whaddon Road		ONE HOUR	✓	419	100.000
C - Standing Way (W)		ONE HOUR	✓	1531	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	3	209	959
	B - Whaddon Road	202	0	217
	C - Standing Way (W)	1394	137	0

Proportions

	To			
From		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	0.00	0.18	0.82
	B - Whaddon Road	0.48	0.00	0.52
	C - Standing Way (W)	0.91	0.09	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	33	2	6
	B - Whaddon Road	2	0	3
	C - Standing Way (W)	4	6	0

Average PCU Per Veh

	To			
From		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	1.333	1.022	1.057
	B - Whaddon Road	1.022	1.000	1.026
	C - Standing Way (W)	1.042	1.056	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Standing Way (E)	07:30-07:45	882	927
	07:45-08:00	1053	1107
	08:00-08:15	1289	1355
	08:15-08:30	1289	1355
	08:30-08:45	1053	1107
	08:45-09:00	882	927
B - Whaddon Road	07:30-07:45	315	323
	07:45-08:00	377	386
	08:00-08:15	461	472
	08:15-08:30	461	472
	08:30-08:45	377	386
	08:45-09:00	315	323
C - Standing Way (W)	07:30-07:45	1153	1203
	07:45-08:00	1376	1436
	08:00-08:15	1686	1759
	08:15-08:30	1686	1759
	08:30-08:45	1376	1436
	08:45-09:00	1153	1203

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Standing Way (E)	13.28	5.1	B	1071	1606
B - Whaddon Road	6.71	0.9	A	383	575
C - Standing Way (W)	16.55	7.6	C	1407	2111

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	881	220	99	879	920	1209	0.0	1.5	5.880	A
B - Whaddon Road	318	80	720	318	325	258	0.0	0.4	5.010	A
C - Standing Way (W)	1154	288	155	1153	1195	883	0.0	2.0	5.984	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1041	260	122	1038	1099	1441	1.5	2.5	7.572	A
B - Whaddon Road	378	94	851	377	385	309	0.4	0.6	5.551	A
C - Standing Way (W)	1375	344	185	1378	1436	1043	2.0	3.1	7.793	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1300	325	154	1297	1349	1768	2.5	5.1	12.791	B
B - Whaddon Road	460	115	1064	458	468	386	0.6	0.9	6.456	A
C - Standing Way (W)	1696	424	225	1697	1739	1297	3.1	7.4	14.859	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1277	319	152	1272	1353	1767	5.1	4.8	13.283	B
B - Whaddon Road	461	115	1049	461	472	375	0.9	0.9	6.708	A
C - Standing Way (W)	1683	421	227	1692	1759	1283	7.4	7.1	16.553	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1049	262	124	1052	1117	1432	4.8	2.2	8.300	A
B - Whaddon Road	369	92	867	369	384	309	0.9	0.6	5.730	A
C - Standing Way (W)	1380	345	179	1377	1457	1057	7.1	3.2	8.711	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	874	218	105	872	929	1202	2.2	1.5	5.976	A
B - Whaddon Road	314	79	718	313	321	259	0.6	0.5	5.092	A
C - Standing Way (W)	1153	288	156	1151	1208	876	3.2	1.9	6.116	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:30 - 07:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	159	848	0.187	159	159	0.0	0.2	5.215	A
			2	A, C	722	1330	0.543	720	761	0.0	1.3	6.023	A
	Exit	1	1		1209			1209	1249	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	161	768	0.209	160	163	0.0	0.2	5.003	A
			2	A, B, C	158	770	0.205	158	162	0.0	0.2	5.018	A
		2	1	(A, B, C)	318			318	327	0.0	0.0	0.000	A
	Exit	1	1		258			258	266	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	560	997	0.561	560	578	0.0	0.9	5.872	A
			2	A, B, C	594	992	0.600	593	618	0.0	1.1	6.089	A
		2	1	(A, B, C)	1154			1154	1204	0.0	0.0	0.000	A
	Exit	1	1		883			883	926	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	187	841	0.222	187	191	0.2	0.3	5.542	A
			2	A, C	855	1316	0.649	851	909	1.3	2.2	8.011	A
	Exit	1	1		1441			1441	1496	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	187	724	0.258	187	192	0.2	0.3	5.578	A
			2	A, B, C	191	722	0.264	190	193	0.2	0.3	5.524	A

		2	1	(A, B, C)	378			378	386	0.0	0.0	0.000	A
	Exit	1	1		309			309	319	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	673	987	0.682	674	704	0.9	1.5	7.539	A
			2	A, B, C	702	984	0.713	704	732	1.1	1.6	8.038	A
		2	1	(A, B, C)	1375			1375	1441	0.0	0.0	0.000	A
	Exit	1	1		1043			1043	1105	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	233	833	0.279	232	236	0.3	0.4	5.966	A
			2	A, C	1068	1307	0.817	1064	1113	2.2	4.7	14.277	B
	Exit	1	1		1768			1768	1811	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	232	650	0.356	231	234	0.3	0.5	6.474	A
			2	A, B, C	228	647	0.353	227	235	0.3	0.4	6.439	A
		2	1	(A, B, C)	460			460	470	0.0	0.0	0.000	A
	Exit	1	1		386			386	394	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	846	974	0.869	846	858	1.5	3.6	14.328	B
			2	A, B, C	849	970	0.876	851	881	1.6	3.7	14.698	B
		2	1	(A, B, C)	1696			1695	1756	0.0	0.2	0.330	A
	Exit	1	1		1297			1297	1351	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	224	835	0.268	224	231	0.4	0.4	6.010	A
			2	A, C	1053	1306	0.807	1049	1122	4.7	4.5	14.840	B
	Exit	1	1		1767			1767	1835	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	231	652	0.354	230	237	0.5	0.5	6.689	A
			2	A, B, C	230	656	0.351	231	235	0.4	0.4	6.726	A
		2	1	(A, B, C)	461			461	472	0.0	0.0	0.001	A
	Exit	1	1		375			375	387	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	829	971	0.854	836	869	3.6	3.2	15.436	C
			2	A, B, C	849	969	0.876	856	890	3.7	3.3	15.885	C
		2	1	(A, B, C)	1683			1679	1756	0.2	0.6	0.870	A

	Exit	1	1		1283			1283	1362	0.0	0.0	0.000	A
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08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	184	842	0.219	185	189	0.4	0.2	5.573	A
			2	A, C	865	1321	0.655	867	928	4.5	1.9	8.879	A
	Exit	1	1		1432			1432	1511	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	186	721	0.258	186	192	0.5	0.3	5.725	A
			2	A, B, C	184	718	0.256	184	192	0.4	0.3	5.734	A
		2	1	(A, B, C)	369			369	382	0.0	0.0	0.000	A
	Exit	1	1		309			309	323	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	672	989	0.680	670	710	3.2	1.6	8.455	A
			2	A, B, C	708	985	0.719	707	748	3.3	1.7	8.734	A
		2	1	(A, B, C)	1380			1380	1444	0.6	0.0	0.166	A
	Exit	1	1		1057			1057	1125	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	154	845	0.182	154	159	0.2	0.2	5.311	A
			2	A, C	720	1328	0.542	718	770	1.9	1.3	6.119	A
	Exit	1	1		1202			1202	1256	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	153	766	0.200	153	159	0.3	0.2	5.123	A
			2	A, B, C	161	771	0.208	160	163	0.3	0.3	5.062	A
		2	1	(A, B, C)	314			314	321	0.0	0.0	0.000	A
	Exit	1	1		259			259	270	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	560	996	0.562	558	586	1.6	0.9	5.956	A
			2	A, B, C	594	994	0.597	593	622	1.7	1.0	6.266	A
		2	1	(A, B, C)	1153			1153	1202	0.0	0.0	0.000	A
	Exit	1	1		876			876	933	0.0	0.0	0.000	A

2026 Base + CD + SP (ST), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Geometry	C - Standing Way (W) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J6	Bottledump Roundabout	Standard Roundabout		A, B, C	20.05	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2026 Base + CD + SP (ST)	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Standing Way (E)		ONE HOUR	✓	1362	100.000
B - Whaddon Road		ONE HOUR	✓	330	100.000
C - Standing Way (W)		ONE HOUR	✓	1274	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	2	215	1145
	B - Whaddon Road	177	0	153
	C - Standing Way (W)	1092	182	0

Proportions

	To			
From		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	0.00	0.16	0.84
	B - Whaddon Road	0.54	0.00	0.46
	C - Standing Way (W)	0.86	0.14	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	50	1	2
	B - Whaddon Road	0	0	3
	C - Standing Way (W)	3	2	0

Average PCU Per Veh

	To			
From		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	1.500	1.010	1.018
	B - Whaddon Road	1.000	1.000	1.031
	C - Standing Way (W)	1.025	1.019	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Standing Way (E)	16:45-17:00	1026	1044
	17:00-17:15	1225	1247
	17:15-17:30	1500	1527
	17:30-17:45	1500	1527
	17:45-18:00	1225	1247
	18:00-18:15	1026	1044
B - Whaddon Road	16:45-17:00	248	252
	17:00-17:15	296	301
	17:15-17:30	363	368
	17:30-17:45	363	368
	17:45-18:00	296	301
	18:00-18:15	248	252
C - Standing Way (W)	16:45-17:00	959	982
	17:00-17:15	1145	1173
	17:15-17:30	1402	1436
	17:30-17:45	1402	1436
	17:45-18:00	1145	1173
	18:00-18:15	959	982

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Standing Way (E)	34.72	14.8	D	1250	1875
B - Whaddon Road	6.86	0.7	A	305	457
C - Standing Way (W)	7.86	3.2	A	1166	1750

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1031	258	135	1034	1043	986	0.0	1.7	7.113	A
B - Whaddon Road	250	62	868	250	254	302	0.0	0.3	5.222	A
C - Standing Way (W)	985	246	135	986	991	983	0.0	1.3	4.993	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1212	303	161	1208	1236	1135	1.7	3.6	10.360	B
B - Whaddon Road	297	74	1021	299	299	348	0.3	0.4	5.598	A
C - Standing Way (W)	1138	284	159	1137	1163	1160	1.3	1.8	5.822	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1503	376	201	1480	1497	1375	3.6	12.9	24.415	C
B - Whaddon Road	361	90	1243	359	364	438	0.4	0.7	6.654	A
C - Standing Way (W)	1384	346	190	1385	1430	1411	1.8	3.0	7.546	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1508	377	196	1496	1522	1400	12.9	14.8	34.722	D
B - Whaddon Road	369	92	1264	368	371	428	0.7	0.7	6.859	A
C - Standing Way (W)	1397	349	200	1397	1432	1432	3.0	3.1	7.862	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1228	307	168	1228	1296	1131	14.8	3.7	15.668	C
B - Whaddon Road	296	74	1038	296	303	358	0.7	0.5	6.164	A
C - Standing Way (W)	1139	285	158	1141	1179	1176	3.1	1.8	5.914	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1019	255	130	1024	1048	966	3.7	1.9	7.202	A
B - Whaddon Road	255	64	865	256	255	289	0.5	0.3	5.191	A
C - Standing Way (W)	958	239	137	958	980	983	1.8	1.4	4.972	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	166	848	0.196	166	167	0.0	0.3	5.186	A
			2	A, C	865	1371	0.631	868	877	0.0	1.5	7.481	A
	Exit	1	1		986			986	986	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	130	741	0.175	130	128	0.0	0.2	5.142	A
			2	A, B, C	120	737	0.163	121	126	0.0	0.2	5.304	A
		2	1	(A, B, C)	250			250	256	0.0	0.0	0.000	A
	Exit	1	1		302			302	307	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	464	1020	0.454	465	462	0.0	0.5	4.853	A
			2	A, B, C	522	1020	0.511	521	529	0.0	0.8	5.115	A
		2	1	(A, B, C)	985			985	996	0.0	0.0	0.000	A
	Exit	1	1		983			983	995	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	187	846	0.221	187	193	0.3	0.2	5.544	A
			2	A, C	1024	1358	0.754	1021	1043	1.5	3.4	11.253	B
	Exit	1	1		1135			1135	1159	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	145	686	0.211	145	146	0.2	0.2	5.786	A
			2	A, B, C	152	686	0.222	153	153	0.2	0.2	5.419	A
		2	1	(A, B, C)	297			297	299	0.0	0.0	0.000	A

	Exit	1	1		348			348	358	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	532	1013	0.525	532	549	0.5	0.8	5.556	A
			2	A, B, C	605	1014	0.597	605	614	0.8	1.1	6.060	A
		2	1	(A, B, C)	1138			1138	1165	0.0	0.0	0.000	A
	Exit	1	1		1160			1160	1181	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	237	833	0.284	237	238	0.2	0.3	5.869	A
			2	A, C	1266	1342	0.944	1243	1258	3.4	12.6	27.856	D
	Exit	1	1		1375			1375	1420	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	181	610	0.296	180	181	0.2	0.4	6.608	A
			2	A, B, C	180	610	0.295	179	183	0.2	0.4	6.699	A
		2	1	(A, B, C)	361			361	365	0.0	0.0	0.000	A
	Exit	1	1		438			438	443	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	663	997	0.665	663	683	0.8	1.4	7.286	A
			2	A, B, C	721	1003	0.719	722	746	1.1	1.7	7.784	A
		2	1	(A, B, C)	1384			1384	1435	0.0	0.0	0.000	A
	Exit	1	1		1411			1411	1428	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	231	834	0.277	232	241	0.3	0.4	5.985	A
			2	A, C	1277	1342	0.952	1264	1281	12.6	14.4	40.164	E
	Exit	1	1		1400			1400	1433	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	185	604	0.306	184	186	0.4	0.3	6.778	A
			2	A, B, C	184	603	0.306	184	185	0.4	0.3	6.940	A
		2	1	(A, B, C)	369			369	371	0.0	0.0	0.000	A
	Exit	1	1		428			428	443	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	662	997	0.663	663	688	1.4	1.4	7.578	A
			2	A, B, C	735	1000	0.734	733	745	1.7	1.7	8.123	A
		2	1	(A, B, C)	1397			1397	1433	0.0	0.0	0.000	A
	Exit	1	1		1432			1432	1449	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	189	841	0.225	190	193	0.4	0.2	5.536	A
			2	A, C	1039	1349	0.770	1038	1103	14.4	3.5	17.532	C
	Exit	1	1		1131			1131	1170	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	149	678	0.220	150	155	0.3	0.2	6.071	A
			2	A, B, C	147	677	0.217	146	148	0.3	0.3	6.261	A
		2	1	(A, B, C)	296			296	302	0.0	0.0	0.000	A
	Exit	1	1		358			358	364	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	536	1010	0.531	536	553	1.4	0.8	5.728	A
			2	A, B, C	603	1012	0.596	605	626	1.7	1.0	6.078	A
		2	1	(A, B, C)	1139			1139	1174	0.0	0.0	0.000	A
	Exit	1	1		1176			1176	1244	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	159	852	0.187	160	161	0.2	0.2	5.169	A
			2	A, C	860	1371	0.627	865	887	3.5	1.7	7.578	A
	Exit	1	1		966			966	979	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	126	737	0.172	127	127	0.2	0.2	5.180	A
			2	A, B, C	128	737	0.174	129	128	0.3	0.2	5.202	A
		2	1	(A, B, C)	255			255	254	0.0	0.0	0.000	A
	Exit	1	1		289			289	299	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	448	1019	0.439	449	456	0.8	0.6	4.811	A
			2	A, B, C	510	1017	0.501	509	524	1.0	0.8	5.113	A
		2	1	(A, B, C)	958			958	978	0.0	0.0	0.000	A
	Exit	1	1		983			983	1006	0.0	0.0	0.000	A

2033 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
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Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Geometry	C - Standing Way (W) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J6	Bottledump Roundabout	Standard Roundabout		A, B, C	22.87	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2033 Base	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Standing Way (E)		ONE HOUR	✓	1307	100.000
B - Whaddon Road		ONE HOUR	✓	434	100.000
C - Standing Way (W)		ONE HOUR	✓	1601	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
From				
	A - Standing Way (E)	3	223	1080
	B - Whaddon Road	215	0	219
	C - Standing Way (W)	1477	124	0

Proportions

	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
From				
	A - Standing Way (E)	0.00	0.17	0.83
	B - Whaddon Road	0.50	0.00	0.50
	C - Standing Way (W)	0.92	0.08	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	33	2	6
	B - Whaddon Road	2	0	3
	C - Standing Way (W)	4	6	0

Average PCU Per Veh

From	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	1.333	1.022	1.057
	B - Whaddon Road	1.022	1.000	1.026
	C - Standing Way (W)	1.042	1.056	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Standing Way (E)	07:30-07:45	984	1034
	07:45-08:00	1175	1235
	08:00-08:15	1439	1513
	08:15-08:30	1439	1513
	08:30-08:45	1175	1235
	08:45-09:00	984	1034
B - Whaddon Road	07:30-07:45	327	335
	07:45-08:00	390	400
	08:00-08:15	478	489
	08:15-08:30	478	489
	08:30-08:45	390	400
	08:45-09:00	327	335
C - Standing Way (W)	07:30-07:45	1205	1257
	07:45-08:00	1439	1502
	08:00-08:15	1763	1839
	08:15-08:30	1763	1839
	08:30-08:45	1439	1502
	08:45-09:00	1205	1257

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Standing Way (E)	25.43	10.0	D	1201	1801
B - Whaddon Road	7.51	1.0	A	400	600
C - Standing Way (W)	24.86	12.9	C	1475	2213

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	993	248	91	992	1031	1283	0.0	1.9	6.790	A
B - Whaddon Road	335	84	820	334	336	264	0.0	0.5	5.365	A
C - Standing Way (W)	1200	300	172	1203	1247	982	0.0	2.1	6.335	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1175	294	111	1179	1233	1530	1.9	2.9	9.677	A
B - Whaddon Road	388	97	974	387	397	316	0.5	0.7	5.924	A
C - Standing Way (W)	1443	361	195	1446	1502	1167	2.1	3.4	8.679	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1436	359	134	1426	1474	1874	2.9	9.7	19.864	C
B - Whaddon Road	484	121	1180	484	489	380	0.7	0.9	7.164	A
C - Standing Way (W)	1770	443	245	1763	1805	1419	3.4	11.0	19.060	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1434	358	134	1437	1511	1891	9.7	9.9	25.434	D
B - Whaddon Road	480	120	1185	478	491	386	0.9	1.0	7.508	A
C - Standing Way (W)	1783	446	240	1786	1835	1423	11.0	12.8	24.855	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1185	296	110	1184	1267	1524	9.9	3.3	12.090	B
B - Whaddon Road	388	97	980	389	403	314	1.0	0.6	6.314	A
C - Standing Way (W)	1439	360	195	1439	1543	1173	12.8	3.4	11.122	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	982	246	91	983	1041	1294	3.3	1.9	7.052	A
B - Whaddon Road	324	81	820	326	334	255	0.6	0.4	5.395	A
C - Standing Way (W)	1217	304	165	1221	1277	981	3.4	2.0	6.561	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:30 - 07:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	173	852	0.203	173	173	0.0	0.3	5.318	A
			2	A, C	820	1335	0.615	820	858	0.0	1.6	7.096	A
	Exit	1	1		1283			1283	1321	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	168	735	0.228	168	168	0.0	0.3	5.280	A
			2	A, B, C	167	733	0.228	166	168	0.0	0.3	5.450	A
		2	1	(A, B, C)	335			335	338	0.0	0.0	0.000	A
	Exit	1	1		264			264	269	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	587	990	0.593	588	609	0.0	1.0	6.219	A
			2	A, B, C	613	987	0.620	614	638	0.0	1.1	6.445	A
		2	1	(A, B, C)	1200			1200	1256	0.0	0.0	0.000	A
	Exit	1	1		982			982	1024	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	205	845	0.242	205	205	0.3	0.3	5.585	A
			2	A, C	970	1327	0.731	974	1028	1.6	2.6	10.520	B
	Exit	1	1		1530			1530	1585	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	194	679	0.286	194	199	0.3	0.3	5.928	A
			2	A, B, C	193	678	0.285	193	198	0.3	0.4	5.919	A
		2	1	(A, B, C)	388			388	397	0.0	0.0	0.000	A
	Exit	1	1		316			316	321	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	708	981	0.722	710	737	1.0	1.6	8.496	A
			2	A, B, C	735	981	0.749	736	765	1.1	1.8	8.800	A
		2	1	(A, B, C)	1443			1443	1508	0.0	0.0	0.028	A
	Exit	1	1		1167			1167	1226	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	246	841	0.293	246	249	0.3	0.4	6.157	A

			2	A, C	1189	1317	0.904	1180	1226	2.6	9.3	22.686	C
	Exit	1	1		1874			1874	1908	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	244	610	0.400	244	246	0.3	0.5	7.083	A
			2	A, B, C	239	608	0.394	240	243	0.4	0.4	7.246	A
		2	1	(A, B, C)	484			484	490	0.0	0.0	0.000	A
	Exit	1	1		380			380	391	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	873	966	0.904	873	893	1.6	4.7	17.587	C
			2	A, B, C	889	964	0.922	890	912	1.8	4.8	17.931	C
		2	1	(A, B, C)	1770			1762	1831	0.0	1.5	1.230	A
	Exit	1	1		1419			1419	1470	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	251	844	0.298	252	252	0.4	0.4	6.043	A
			2	A, C	1183	1317	0.898	1185	1259	9.3	9.5	29.460	D
	Exit	1	1		1891			1891	1941	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	239	607	0.394	238	245	0.5	0.5	7.536	A
			2	A, B, C	241	607	0.397	240	246	0.4	0.5	7.479	A
		2	1	(A, B, C)	480			480	491	0.0	0.0	0.001	A
	Exit	1	1		386			386	396	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	895	969	0.924	899	913	4.7	4.8	19.913	C
			2	A, B, C	883	967	0.914	887	922	4.8	5.0	20.435	C
		2	1	(A, B, C)	1783			1779	1836	1.5	3.0	4.664	A
	Exit	1	1		1423			1423	1500	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	203	845	0.241	204	207	0.4	0.3	5.717	A
			2	A, C	982	1327	0.740	980	1060	9.5	3.0	13.406	B
	Exit	1	1		1524			1524	1626	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	193	680	0.284	194	201	0.5	0.3	6.330	A
			2	A, B, C	194	681	0.286	195	201	0.5	0.3	6.297	A
		2	1	(A, B, C)	388			388	401	0.0	0.0	0.000	A
	Exit	1	1		314			314	328	0.0	0.0	0.000	A

C - Standing Way (W)	Entr y	1	1	A	714	983	0.727	714	761	4.8	1.7	10.234	B
			2	A, B, C	725	980	0.740	725	782	5.0	1.8	10.634	B
	Exit	2	1	(A, B, C)	1439			1439	1516	3.0	0.0	0.860	A
		1	1		1173			1173	1259	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entr y	1	1	B	163	847	0.192	163	172	0.3	0.2	5.303	A
			2	A, C	820	1331	0.616	820	869	3.0	1.7	7.411	A
	Exit	1	1		1294			1294	1348	0.0	0.0	0.000	A
B - Whaddon Road	Entr y	1	1	A, C	160	735	0.217	160	166	0.3	0.2	5.444	A
			2	A, B, C	165	735	0.224	166	168	0.3	0.2	5.346	A
		2	1	(A, B, C)	324			324	334	0.0	0.0	0.000	A
	Exit	1	1		255			255	269	0.0	0.0	0.000	A
C - Standing Way (W)	Entr y	1	1	A	592	993	0.595	594	622	1.7	0.9	6.447	A
			2	A, B, C	626	994	0.630	627	654	1.8	1.1	6.669	A
		2	1	(A, B, C)	1217			1217	1271	0.0	0.0	0.000	A
	Exit	1	1		981			981	1036	0.0	0.0	0.000	A

2033 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Geometry	C - Standing Way (W) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J6	Bottledump Roundabout	Standard Roundabout		A, B, C	51.05	F

Junction Network Options

Driving side	Lighting
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Left	Normal/unknown
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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
D14	2033 Base	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Standing Way (E)		ONE HOUR	✓	1501	100.000
B - Whaddon Road		ONE HOUR	✓	338	100.000
C - Standing Way (W)		ONE HOUR	✓	1437	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	2	230	1269
	B - Whaddon Road	190	0	148
	C - Standing Way (W)	1251	186	0

Proportions

From	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	0.00	0.15	0.85
	B - Whaddon Road	0.56	0.00	0.44
	C - Standing Way (W)	0.87	0.13	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	50	1	2
	B - Whaddon Road	0	0	3
	C - Standing Way (W)	3	2	0

Average PCU Per Veh

From	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	1.500	1.010	1.018
	B - Whaddon Road	1.000	1.000	1.031
	C - Standing Way (W)	1.025	1.019	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Standing Way (E)	16:45-17:00	1130	1150
	17:00-17:15	1350	1374
	17:15-17:30	1653	1682
	17:30-17:45	1653	1682
	17:45-18:00	1350	1374
	18:00-18:15	1130	1150
B - Whaddon Road	16:45-17:00	254	258
	17:00-17:15	303	308
	17:15-17:30	372	377
	17:30-17:45	372	377
	17:45-18:00	303	308
	18:00-18:15	254	258
C - Standing Way (W)	16:45-17:00	1082	1108
	17:00-17:15	1292	1323
	17:15-17:30	1582	1621
	17:30-17:45	1582	1621
	17:45-18:00	1292	1323
	18:00-18:15	1082	1108

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Standing Way (E)	99.69	52.9	F	1371	2057
B - Whaddon Road	7.42	0.7	A	311	466
C - Standing Way (W)	10.76	4.9	B	1312	1968

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1112	278	135	1110	1138	1088	0.0	2.7	8.239	A
B - Whaddon Road	254	64	947	255	261	299	0.0	0.4	5.431	A
C - Standing Way (W)	1083	271	144	1080	1103	1058	0.0	1.8	5.466	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1338	335	166	1344	1361	1310	2.7	5.3	14.133	B
B - Whaddon Road	308	77	1137	309	306	373	0.4	0.4	6.021	A
C - Standing Way (W)	1293	323	181	1296	1325	1265	1.8	2.4	6.800	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1661	415	203	1561	1577	1586	5.3	33.3	48.656	E
B - Whaddon Road	368	92	1307	369	377	457	0.4	0.7	6.923	A
C - Standing Way (W)	1579	395	211	1578	1613	1466	2.4	4.8	10.367	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1654	413	201	1576	1616	1577	33.3	52.8	99.692	F
B - Whaddon Road	374	94	1324	375	379	453	0.7	0.7	7.416	A
C - Standing Way (W)	1557	389	218	1561	1617	1482	4.8	4.8	10.760	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1353	338	162	1449	1520	1301	52.8	17.2	75.908	F
B - Whaddon Road	308	77	1247	307	306	364	0.7	0.6	6.788	A
C - Standing Way (W)	1286	321	175	1287	1327	1379	4.8	2.2	6.961	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1109	277	140	1112	1195	1075	17.2	2.9	16.275	C
B - Whaddon Road	251	63	941	250	255	311	0.6	0.4	5.678	A
C - Standing Way (W)	1074	269	141	1073	1101	1049	2.2	1.7	5.416	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	164	851	0.193	163	172	0.0	0.2	5.302	A
			2	A, C	949	1368	0.694	947	966	0.0	2.5	8.763	A
	Exit	1	1		1088			1088	1112	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	128	710	0.180	128	131	0.0	0.2	5.410	A
			2	A, B, C	126	710	0.178	127	130	0.0	0.2	5.452	A
		2	1	(A, B, C)	254			254	263	0.0	0.0	0.000	A
	Exit	1	1		299			299	310	0.0	0.0	0.000	A

C - Standing Way (W)	Entry	1	1	A	512	1020	0.502	510	521	0.0	0.8	5.288	A
			2	A, B, C	571	1020	0.560	569	583	0.0	1.0	5.625	A
		2	1	(A, B, C)	1083			1083	1111	0.0	0.0	0.000	A
	Exit	1	1		1058			1058	1080	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	206	843	0.244	206	211	0.2	0.3	5.607	A
			2	A, C	1133	1353	0.837	1137	1150	2.5	5.1	15.696	C
	Exit	1	1		1310			1310	1330	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	151	644	0.235	152	153	0.2	0.2	6.024	A
			2	A, B, C	156	645	0.243	157	153	0.2	0.2	6.018	A
		2	1	(A, B, C)	308			308	307	0.0	0.0	0.000	A
	Exit	1	1		373			373	379	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	618	1002	0.617	620	635	0.8	1.1	6.599	A
			2	A, B, C	675	1006	0.671	676	690	1.0	1.3	6.984	A
		2	1	(A, B, C)	1293			1293	1327	0.0	0.0	0.000	A
	Exit	1	1		1265			1265	1282	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	254	832	0.305	254	253	0.3	0.5	6.152	A
			2	A, C	1407	1335	1.054	1307	1324	5.1	32.9	56.261	F
	Exit	1	1		1586			1586	1620	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	183	588	0.313	184	188	0.2	0.3	7.020	A
			2	A, B, C	185	588	0.314	185	189	0.2	0.4	6.825	A
		2	1	(A, B, C)	368			368	378	0.0	0.0	0.000	A
	Exit	1	1		457			457	460	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	765	995	0.769	765	788	1.1	2.3	9.991	A
			2	A, B, C	814	998	0.816	814	825	1.3	2.6	10.685	B
		2	1	(A, B, C)	1579			1579	1623	0.0	0.0	0.019	A
	Exit	1	1		1466			1466	1486	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	253	832	0.304	251	257	0.5	0.4	6.417	A
			2	A, C	1401	1337	1.048	1324	1359	32.9	52.4	116.539	F
	Exit	1	1		1577			1577	1629	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	189	582	0.325	189	191	0.3	0.4	7.370	A
			2	A, B, C	185	580	0.319	185	188	0.4	0.3	7.464	A
		2	1	(A, B, C)	374			374	380	0.0	0.0	0.000	A
	Exit	1	1		453			453	463	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	751	993	0.756	753	788	2.3	2.3	10.413	B
			2	A, B, C	807	993	0.812	808	829	2.6	2.5	11.033	B
		2	1	(A, B, C)	1557			1557	1617	0.0	0.0	0.031	A
	Exit	1	1		1482			1482	1521	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	203	843	0.241	202	211	0.4	0.3	5.826	A
			2	A, C	1150	1356	0.848	1247	1309	52.4	16.9	88.679	F
	Exit	1	1		1301			1301	1332	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	156	609	0.256	155	154	0.4	0.3	6.740	A
			2	A, B, C	152	608	0.251	152	152	0.3	0.3	6.836	A
		2	1	(A, B, C)	308			308	305	0.0	0.0	0.000	A
	Exit	1	1		364			364	380	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	621	1007	0.616	622	638	2.3	1.0	6.696	A
			2	A, B, C	665	1008	0.660	665	689	2.5	1.3	7.205	A
		2	1	(A, B, C)	1286			1286	1317	0.0	0.0	0.000	A
	Exit	1	1		1379			1379	1441	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	171	848	0.202	171	173	0.3	0.2	5.269	A
			2	A, C	938	1364	0.688	941	1023	16.9	2.7	18.267	C
	Exit	1	1		1075			1075	1101	0.0	0.0	0.000	A

B - Whaddon Road	Entr y	1	1	A, C	125	711	0.17 6	125	126	0.3	0.2	5.712	A
			2	A, B, C	126	711	0.17 6	125	128	0.3	0.2	5.645	A
	Exit	1	1	(A, B, C)	251			251	254	0.0	0.0	0.000	A
			1		311			311	317	0.0	0.0	0.000	A
C - Standing Way (W)	Entr y	1	1	A	507	1018	0.49 8	507	521	1.0	0.8	5.259	A
			2	A, B, C	567	1019	0.55 6	567	580	1.3	0.9	5.557	A
	Exit	1	1	(A, B, C)	1074			1074	1098	0.0	0.0	0.000	A
			1		1049			1049	1133	0.0	0.0	0.000	A

2033 Base + CD + D, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Geometry	C - Standing Way (W) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J6	Bottledump Roundabout	Standard Roundabout		A, B, C	34.82	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
D15	2033 Base + CD + D	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Standing Way (E)		ONE HOUR	✓	1330	100.000
B - Whaddon Road		ONE HOUR	✓	582	100.000
C - Standing Way (W)		ONE HOUR	✓	1646	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
From	A - Standing Way (E)	3	223	1103
	B - Whaddon Road	320	0	262
	C - Standing Way (W)	1480	166	0

Proportions

	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
From	A - Standing Way (E)	0.00	0.17	0.83
	B - Whaddon Road	0.55	0.00	0.45
	C - Standing Way (W)	0.90	0.10	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
From	A - Standing Way (E)	33	2	6
	B - Whaddon Road	2	0	3
	C - Standing Way (W)	4	6	0

Average PCU Per Veh

	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
From	A - Standing Way (E)	1.333	1.022	1.057
	B - Whaddon Road	1.022	1.000	1.026
	C - Standing Way (W)	1.042	1.056	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Standing Way (E)	07:30-07:45	1001	1053
	07:45-08:00	1195	1257
	08:00-08:15	1464	1539
	08:15-08:30	1464	1539
	08:30-08:45	1195	1257
	08:45-09:00	1001	1053
B - Whaddon Road	07:30-07:45	438	449
	07:45-08:00	523	536
	08:00-08:15	641	656
	08:15-08:30	641	656
	08:30-08:45	523	536
	08:45-09:00	438	449
C - Standing Way (W)	07:30-07:45	1239	1293
	07:45-08:00	1480	1544
	08:00-08:15	1812	1891
	08:15-08:30	1812	1891
	08:30-08:45	1480	1544
	08:45-09:00	1239	1293

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Standing Way (E)	33.86	15.6	D	1224	1836
B - Whaddon Road	8.97	1.7	A	533	799
C - Standing Way (W)	44.54	24.4	E	1511	2266

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	998	250	127	997	1041	1354	0.0	2.0	7.004	A
B - Whaddon Road	437	109	829	435	448	295	0.0	0.8	5.554	A
C - Standing Way (W)	1238	310	243	1238	1285	1021	0.0	2.5	7.129	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1203	301	147	1206	1255	1622	2.0	3.6	11.027	B
B - Whaddon Road	524	131	1003	526	534	349	0.8	0.9	6.568	A
C - Standing Way (W)	1485	371	291	1478	1536	1238	2.5	4.7	10.209	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1474	369	175	1443	1501	1962	3.6	12.8	24.472	C
B - Whaddon Road	648	162	1198	648	657	421	0.9	1.6	8.734	A
C - Standing Way (W)	1810	453	363	1775	1827	1483	4.7	18.6	27.697	D

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1478	370	183	1461	1530	1963	12.8	15.4	33.855	D
B - Whaddon Road	637	159	1213	639	658	431	1.6	1.6	8.968	A
C - Standing Way (W)	1815	454	355	1791	1862	1496	18.6	24.4	44.545	E

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1207	302	150	1199	1309	1630	15.4	4.2	15.508	C
B - Whaddon Road	518	129	993	520	539	355	1.6	0.8	7.323	A
C - Standing Way (W)	1475	369	290	1489	1626	1223	24.4	4.1	18.671	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	983	246	128	984	1050	1354	4.2	2.0	7.196	A
B - Whaddon Road	435	109	819	436	450	293	0.8	0.6	5.853	A
C - Standing Way (W)	1240	310	244	1238	1304	1012	4.1	2.7	7.148	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:30 - 07:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	169	839	0.201	168	170	0.0	0.3	5.424	A
			2	A, C	829	1321	0.628	829	871	0.0	1.7	7.322	A
	Exit	1	1		1354			1354	1403	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	219	732	0.299	217	223	0.0	0.4	5.566	A
			2	A, B, C	218	730	0.298	218	225	0.0	0.4	5.543	A
		2	1	(A, B, C)	437			437	451	0.0	0.0	0.000	A
	Exit	1	1		295			295	301	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	598	969	0.617	598	622	0.0	1.2	6.948	A
			2	A, B, C	640	967	0.662	640	664	0.0	1.3	7.299	A
		2	1	(A, B, C)	1238			1238	1296	0.0	0.0	0.000	A
	Exit	1	1		1021			1021	1071	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	203	835	0.243	202	206	0.3	0.3	5.865	A
			2	A, C	1000	1310	0.763	1003	1049	1.7	3.3	12.065	B
	Exit	1	1		1622			1622	1676	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	263	669	0.393	264	268	0.4	0.4	6.576	A
			2	A, B, C	261	670	0.389	262	267	0.4	0.4	6.548	A
		2	1	(A, B, C)	524			524	535	0.0	0.0	0.006	A

	Exit	1	1		349			349	363	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	730	949	0.769	726	755	1.2	2.3	9.916	A
			2	A, B, C	756	947	0.798	752	781	1.3	2.4	10.472	B
		2	1	(A, B, C)	1485			1485	1545	0.0	0.0	0.010	A
	Exit	1	1		1238			1238	1287	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	246	829	0.297	246	251	0.3	0.5	6.365	A
			2	A, C	1228	1292	0.950	1198	1250	3.3	12.3	28.127	D
	Exit	1	1		1962			1962	2011	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	327	601	0.543	326	330	0.4	0.8	8.706	A
			2	A, B, C	321	599	0.536	322	327	0.4	0.8	8.700	A
		2	1	(A, B, C)	648			648	660	0.0	0.0	0.031	A
	Exit	1	1		421			421	432	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	891	926	0.962	885	911	2.3	6.8	23.012	C
			2	A, B, C	896	923	0.970	890	917	2.4	7.1	23.915	C
		2	1	(A, B, C)	1810			1787	1866	0.0	4.7	4.090	A
	Exit	1	1		1483			1483	1542	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	248	825	0.301	248	253	0.5	0.4	6.254	A
			2	A, C	1230	1294	0.950	1213	1277	12.3	15.0	39.465	E
	Exit	1	1		1963			1963	2036	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	320	599	0.534	321	331	0.8	0.8	8.910	A
			2	A, B, C	317	599	0.528	317	327	0.8	0.8	8.995	A
		2	1	(A, B, C)	637			637	658	0.0	0.0	0.016	A
	Exit	1	1		431			431	444	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	891	930	0.958	888	926	6.8	7.1	28.230	D
			2	A, B, C	907	927	0.978	903	936	7.1	7.4	28.967	D
		2	1	(A, B, C)	1815			1798	1864	4.7	9.9	15.912	C
	Exit	1	1		1496			1496	1570	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	205	838	0.245	206	209	0.4	0.3	5.810	A
			2	A, C	1002	1308	0.766	993	1100	15.0	3.9	17.500	C
	Exit	1	1		1630			1630	1760	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	258	674	0.383	259	270	0.8	0.4	7.331	A
			2	A, B, C	259	676	0.384	261	269	0.8	0.4	7.310	A
		2	1	(A, B, C)	518			518	536	0.0	0.0	0.002	A
	Exit	1	1		355			355	374	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	728	952	0.764	732	800	7.1	1.9	14.638	B
			2	A, B, C	751	949	0.792	757	827	7.4	2.2	15.075	C
		2	1	(A, B, C)	1475			1479	1583	9.9	0.0	4.329	A
	Exit	1	1		1223			1223	1341	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	165	841	0.197	164	171	0.3	0.3	5.207	A
			2	A, C	818	1316	0.621	819	880	3.9	1.7	7.600	A
	Exit	1	1		1354			1354	1419	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	218	735	0.297	218	223	0.4	0.3	5.891	A
			2	A, B, C	217	732	0.296	218	227	0.4	0.3	5.816	A
		2	1	(A, B, C)	435			435	449	0.0	0.0	0.000	A
	Exit	1	1		293			293	304	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	598	965	0.619	597	632	1.9	1.3	6.945	A
			2	A, B, C	642	964	0.666	641	672	2.2	1.4	7.340	A
		2	1	(A, B, C)	1240			1240	1298	0.0	0.0	0.000	A
	Exit	1	1		1012			1012	1081	0.0	0.0	0.000	A

2033 Base + CD + D, PM

Data Errors and Warnings

Severity	Area	Item	Description
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Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Geometry	C - Standing Way (W) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J6	Bottledump Roundabout	Standard Roundabout		A, B, C	64.31	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
D16	2033 Base + CD + D	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Standing Way (E)		ONE HOUR	✓	1510	100.000
B - Whaddon Road		ONE HOUR	✓	437	100.000
C - Standing Way (W)		ONE HOUR	✓	1510	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
From	A - Standing Way (E)	2	230	1278
	B - Whaddon Road	249	0	188
	C - Standing Way (W)	1265	245	0

Proportions

	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
From	A - Standing Way (E)	0.00	0.15	0.85
	B - Whaddon Road	0.57	0.00	0.43
	C - Standing Way (W)	0.84	0.16	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	50	1	2
	B - Whaddon Road	0	0	3
	C - Standing Way (W)	3	2	0

Average PCU Per Veh

From	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	1.500	1.010	1.018
	B - Whaddon Road	1.000	1.000	1.031
	C - Standing Way (W)	1.025	1.019	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Standing Way (E)	16:45-17:00	1137	1157
	17:00-17:15	1358	1382
	17:15-17:30	1663	1692
	17:30-17:45	1663	1692
	17:45-18:00	1358	1382
	18:00-18:15	1137	1157
B - Whaddon Road	16:45-17:00	329	333
	17:00-17:15	393	398
	17:15-17:30	481	487
	17:30-17:45	481	487
	17:45-18:00	393	398
	18:00-18:15	329	333
C - Standing Way (W)	16:45-17:00	1137	1164
	17:00-17:15	1357	1390
	17:15-17:30	1662	1703
	17:30-17:45	1662	1703
	17:45-18:00	1357	1390
	18:00-18:15	1137	1164

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Standing Way (E)	129.94	68.0	F	1388	2082
B - Whaddon Road	7.89	1.1	A	404	606
C - Standing Way (W)	15.17	6.9	C	1383	2074

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1144	286	183	1138	1149	1142	0.0	3.2	8.902	A
B - Whaddon Road	334	83	968	332	334	353	0.0	0.6	5.473	A
C - Standing Way (W)	1137	284	191	1134	1159	1110	0.0	2.0	5.995	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1363	341	224	1355	1366	1369	3.2	7.1	16.876	C
B - Whaddon Road	389	97	1146	388	399	432	0.6	0.7	6.373	A
C - Standing Way (W)	1369	342	225	1369	1384	1310	2.0	2.9	7.662	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1672	418	265	1555	1556	1661	7.1	40.7	61.270	F
B - Whaddon Road	483	121	1302	484	484	517	0.7	1.1	7.411	A
C - Standing Way (W)	1655	414	272	1653	1680	1514	2.9	6.8	13.769	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1669	417	270	1551	1585	1673	40.7	67.9	129.942	F
B - Whaddon Road	489	122	1297	492	491	525	1.1	0.9	7.886	A
C - Standing Way (W)	1659	415	281	1662	1701	1508	6.8	6.9	15.166	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1347	337	221	1467	1518	1358	67.9	35.1	120.905	F
B - Whaddon Road	401	100	1266	401	399	422	0.9	0.9	7.337	A
C - Standing Way (W)	1343	336	233	1346	1406	1433	6.9	2.5	8.283	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1137	284	186	1178	1281	1139	35.1	4.6	35.338	E
B - Whaddon Road	329	82	1006	329	337	359	0.9	0.5	6.223	A
C - Standing Way (W)	1134	284	189	1136	1168	1147	2.5	1.8	5.950	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	170	837	0.204	170	172	0.0	0.3	5.337	A
			2	A, C	974	1345	0.724	968	978	0.0	2.9	9.529	A
	Exit	1	1		1142			1142	1162	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	167	700	0.238	166	167	0.0	0.3	5.500	A
			2	A, B, C	167	703	0.238	166	167	0.0	0.3	5.446	A
		2	1	(A, B, C)	334			334	336	0.0	0.0	0.000	A
	Exit	1	1		353			353	359	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	534	1002	0.533	533	542	0.0	0.9	5.701	A
			2	A, B, C	603	1003	0.601	602	617	0.0	1.1	6.252	A
		2	1	(A, B, C)	1137			1137	1167	0.0	0.0	0.000	A
	Exit	1	1		1110			1110	1121	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	209	825	0.253	208	208	0.3	0.3	5.820	A
			2	A, C	1154	1328	0.869	1146	1158	2.9	6.7	18.854	C
	Exit	1	1		1369			1369	1389	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	193	642	0.301	193	199	0.3	0.4	6.334	A
			2	A, B, C	196	643	0.304	196	200	0.3	0.4	6.411	A
		2	1	(A, B, C)	389			389	400	0.0	0.0	0.000	A
	Exit	1	1		432			432	432	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	647	989	0.654	648	658	0.9	1.3	7.335	A
			2	A, B, C	721	992	0.728	721	726	1.1	1.6	7.958	A
		2	1	(A, B, C)	1369			1369	1388	0.0	0.0	0.000	A
	Exit	1	1		1310			1310	1329	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	253	812	0.311	253	256	0.3	0.5	6.380	A

			2	A, C	1420	1309	1.085	1302	1300	6.7	40.2	71.114	F
	Exit	1	1		1661			1661	1683	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	243	588	0.413	243	242	0.4	0.6	7.454	A
			2	A, B, C	241	588	0.409	241	242	0.4	0.5	7.365	A
		2	1	(A, B, C)	483			483	486	0.0	0.0	0.002	A
	Exit	1	1		517			517	526	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	806	976	0.827	805	818	1.3	3.1	13.154	B
			2	A, B, C	851	975	0.872	849	861	1.6	3.7	14.004	B
		2	1	(A, B, C)	1655			1657	1696	0.0	0.0	0.177	A
	Exit	1	1		1514			1514	1511	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	256	813	0.314	255	257	0.5	0.5	6.395	A
			2	A, C	1413	1307	1.080	1297	1327	40.2	67.4	152.285	F
	Exit	1	1		1673			1673	1706	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	245	591	0.415	247	246	0.6	0.4	7.936	A
			2	A, B, C	244	592	0.412	245	246	0.5	0.5	7.833	A
		2	1	(A, B, C)	489			489	491	0.0	0.0	0.002	A
	Exit	1	1		525			525	532	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	809	970	0.834	811	831	3.1	3.2	14.389	B
			2	A, B, C	851	973	0.875	852	870	3.7	3.6	15.306	C
		2	1	(A, B, C)	1659			1660	1701	0.0	0.1	0.305	A
	Exit	1	1		1508			1508	1540	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	201	829	0.242	201	208	0.5	0.3	5.758	A
			2	A, C	1146	1329	0.861	1266	1309	67.4	34.8	141.370	F
	Exit	1	1		1358			1358	1404	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	199	603	0.330	199	198	0.4	0.4	7.429	A
			2	A, B, C	201	602	0.334	202	201	0.5	0.4	7.246	A
		2	1	(A, B, C)	401			401	398	0.0	0.0	0.000	A
	Exit	1	1		422			422	437	0.0	0.0	0.000	A

C - Standing Way (W)	Entr y	1	1	A	641	988	0.64 9	641	672	3.2	1.2	7.913	A
			2	A, B, C	702	989	0.70 9	705	735	3.6	1.3	8.612	A
	Exit	2	1	(A, B, C)	1343			1343	1388	0.1	0.0	0.013	A
		1	1		1433			1433	1481	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entr y	1	1	B	172	839	0.20 6	172	176	0.3	0.3	5.474	A
			2	A, C	965	1346	0.71 7	1006	1105	34.8	4.3	40.79 6	E
	Exit	1	1		1139			1139	1174	0.0	0.0	0.000	A
B - Whaddon Road	Entr y	1	1	A, C	165	691	0.23 8	165	168	0.4	0.2	6.273	A
			2	A, B, C	165	691	0.23 8	165	169	0.4	0.3	6.172	A
		2	1	(A, B, C)	329			329	336	0.0	0.0	0.000	A
	Exit	1	1		359			359	364	0.0	0.0	0.000	A
C - Standing Way (W)	Entr y	1	1	A	528	1000	0.52 7	529	546	1.2	0.8	5.671	A
			2	A, B, C	606	1006	0.60 3	607	623	1.3	1.0	6.194	A
		2	1	(A, B, C)	1134			1134	1165	0.0	0.0	0.000	A
	Exit	1	1		1147			1147	1248	0.0	0.0	0.000	A

2033 Base + CD + D with TP, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Geometry	C - Standing Way (W) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J6	Bottledump Roundabout	Standard Roundabout		A, B, C	33.80	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
D17	2033 Base + CD + D with TP	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Standing Way (E)		ONE HOUR	✓	1326	100.000
B - Whaddon Road		ONE HOUR	✓	558	100.000
C - Standing Way (W)		ONE HOUR	✓	1639	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	From A - Standing Way (E)	3	223	1099
	B - Whaddon Road	302	0	255
	C - Standing Way (W)	1479	160	0

Proportions

	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	From A - Standing Way (E)	0.00	0.17	0.83
	B - Whaddon Road	0.54	0.00	0.46
	C - Standing Way (W)	0.90	0.10	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	From A - Standing Way (E)	33	2	6
	B - Whaddon Road	2	0	3
	C - Standing Way (W)	4	6	0

Average PCU Per Veh

	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	From A - Standing Way (E)	1.333	1.022	1.057
	B - Whaddon Road	1.022	1.000	1.026
	C - Standing Way (W)	1.042	1.056	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
-----	--------------	-----------------	------------------------

A - Standing Way (E)	07:30-07:45	998	1050
	07:45-08:00	1192	1254
	08:00-08:15	1460	1535
	08:15-08:30	1460	1535
	08:30-08:45	1192	1254
	08:45-09:00	998	1050
B - Whaddon Road	07:30-07:45	420	430
	07:45-08:00	501	513
	08:00-08:15	614	629
	08:15-08:30	614	629
	08:30-08:45	501	513
	08:45-09:00	420	430
C - Standing Way (W)	07:30-07:45	1234	1288
	07:45-08:00	1474	1538
	08:00-08:15	1805	1883
	08:15-08:30	1805	1883
	08:30-08:45	1474	1538
	08:45-09:00	1234	1288

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Standing Way (E)	32.04	13.9	D	1218	1828
B - Whaddon Road	8.88	1.7	A	514	770
C - Standing Way (W)	43.56	24.3	E	1507	2261

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	996	249	123	997	1049	1348	0.0	2.1	7.067	A
B - Whaddon Road	430	107	829	431	435	290	0.0	0.6	5.546	A
C - Standing Way (W)	1237	309	236	1235	1280	1024	0.0	2.3	6.900	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1196	299	147	1197	1250	1613	2.1	3.7	10.624	B
B - Whaddon Road	506	126	1000	506	515	344	0.6	0.9	6.427	A
C - Standing Way (W)	1486	371	277	1483	1528	1229	2.3	4.5	10.271	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1449	362	168	1440	1493	1942	3.7	11.3	24.505	C
B - Whaddon Road	621	155	1197	621	628	410	0.9	1.5	8.270	A
C - Standing Way (W)	1806	451	342	1769	1823	1477	4.5	18.4	27.134	D

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1472	368	175	1465	1523	1957	11.3	13.8	32.038	D
B - Whaddon Road	615	154	1218	611	629	422	1.5	1.7	8.884	A
C - Standing Way (W)	1814	453	336	1796	1864	1493	18.4	24.1	43.563	E

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1206	302	144	1210	1300	1604	13.8	3.6	16.034	C
B - Whaddon Road	497	124	1005	498	516	350	1.7	0.8	7.081	A
C - Standing Way (W)	1473	368	274	1475	1617	1229	24.1	4.9	19.220	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	991	248	120	992	1047	1333	3.6	2.1	7.441	A
B - Whaddon Road	414	104	824	415	427	289	0.8	0.6	5.743	A
C - Standing Way (W)	1225	306	228	1226	1300	1011	4.9	2.4	7.129	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:30 - 07:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	167	844	0.197	168	171	0.0	0.2	5.375	A
			2	A, C	830	1318	0.630	829	878	0.0	1.9	7.406	A
	Exit	1	1		1348			1348	1391	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	217	730	0.297	217	217	0.0	0.3	5.596	A
			2	A, B, C	213	732	0.291	214	218	0.0	0.3	5.496	A
		2	1	(A, B, C)	430			430	438	0.0	0.0	0.000	A
	Exit	1	1		290			290	300	0.0	0.0	0.000	A

C - Standing Way (W)	Entry	1	1	A	596	971	0.614	595	619	0.0	1.1	6.720	A
			2	A, B, C	641	967	0.663	640	662	0.0	1.2	7.069	A
		2	1	(A, B, C)	1237			1237	1290	0.0	0.0	0.000	A
	Exit	1	1		1024			1024	1074	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	197	835	0.236	197	205	0.2	0.3	5.596	A
			2	A, C	998	1311	0.761	1000	1046	1.9	3.4	11.634	B
	Exit	1	1		1613			1613	1658	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	255	668	0.382	255	259	0.3	0.5	6.430	A
			2	A, B, C	251	672	0.373	251	256	0.3	0.5	6.423	A
		2	1	(A, B, C)	506			506	517	0.0	0.0	0.001	A
	Exit	1	1		344			344	357	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	731	956	0.764	729	749	1.1	2.1	10.010	B
			2	A, B, C	755	953	0.792	753	779	1.2	2.3	10.453	B
		2	1	(A, B, C)	1486			1486	1536	0.0	0.0	0.033	A
	Exit	1	1		1229			1229	1279	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	242	832	0.291	242	248	0.3	0.4	6.266	A
			2	A, C	1206	1301	0.927	1197	1245	3.4	10.9	28.181	D
	Exit	1	1		1942			1942	1988	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	310	603	0.513	310	316	0.5	0.7	8.209	A
			2	A, B, C	311	604	0.515	311	313	0.5	0.8	8.291	A
		2	1	(A, B, C)	621			621	631	0.0	0.0	0.021	A
	Exit	1	1		410			410	428	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	890	932	0.956	880	906	2.1	6.8	22.679	C
			2	A, B, C	897	930	0.964	888	917	2.3	7.1	23.403	C
		2	1	(A, B, C)	1806			1787	1863	0.0	4.5	3.935	A
	Exit	1	1		1477			1477	1529	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	248	827	0.300	247	251	0.4	0.4	6.246	A
			2	A, C	1224	1299	0.942	1218	1272	10.9	13.4	37.277	E
	Exit	1	1		1957			1957	2025	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	307	596	0.515	305	314	0.7	0.8	8.872	A
			2	A, B, C	308	598	0.515	306	315	0.8	0.9	8.852	A
		2	1	(A, B, C)	615			615	629	0.0	0.0	0.022	A
	Exit	1	1		422			422	436	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	901	937	0.962	899	930	6.8	7.1	27.646	D
			2	A, B, C	897	933	0.963	897	935	7.1	7.3	28.603	D
		2	1	(A, B, C)	1814			1798	1867	4.5	9.7	15.430	C
	Exit	1	1		1493			1493	1555	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	206	835	0.246	206	209	0.4	0.3	5.762	A
			2	A, C	1001	1308	0.765	1005	1091	13.4	3.3	18.151	C
	Exit	1	1		1604			1604	1742	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	251	670	0.374	251	260	0.8	0.4	7.068	A
			2	A, B, C	246	669	0.368	247	257	0.9	0.4	7.093	A
		2	1	(A, B, C)	497			497	513	0.0	0.0	0.000	A
	Exit	1	1		350			350	369	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	725	955	0.758	724	794	7.1	2.2	14.831	B
			2	A, B, C	752	955	0.788	751	823	7.3	2.4	15.186	C
		2	1	(A, B, C)	1473			1477	1576	9.7	0.3	4.684	A
	Exit	1	1		1229			1229	1323	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	167	841	0.199	169	171	0.3	0.2	5.267	A
			2	A, C	824	1323	0.623	824	876	3.3	1.9	7.882	A
	Exit	1	1		1333			1333	1406	0.0	0.0	0.000	A

B - Whaddon Road	Entry	1	1	A, C	207	734	0.28 2	207	213	0.4	0.3	5.71 5	A
			2	A, B, C	207	733	0.28 3	208	214	0.4	0.3	5.77 2	A
		2	1	(A, B, C)	414			414	426	0.0	0.0	0.00 0	A
	Exit	1	1		289			289	298	0.0	0.0	0.00 0	A
C - Standing Way (W)	Entry	1	1	A	591	972	0.60 8	591	631	2.2	1.1	6.91 1	A
			2	A, B, C	635	968	0.65 5	635	669	2.4	1.3	7.23 6	A
		2	1	(A, B, C)	1225			1225	1291	0.3	0.0	0.06 9	A
	Exit	1	1		1011			1011	1070	0.0	0.0	0.00 0	A

2033 Base + CD + D with TP, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Geometry	C - Standing Way (W) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J6	Bottledump Roundabout	Standard Roundabout		A, B, C	59.77	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
D18	2033 Base + CD + D with TP	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Standing Way (E)		ONE HOUR	✓	1509	100.000

B - Whaddon Road		ONE HOUR	✓	419	100.000
C - Standing Way (W)		ONE HOUR	✓	1497	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	2	230	1276
	B - Whaddon Road	239	0	181
	C - Standing Way (W)	1263	234	0

Proportions

From	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	0.00	0.15	0.85
	B - Whaddon Road	0.57	0.00	0.43
	C - Standing Way (W)	0.84	0.16	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	50	1	2
	B - Whaddon Road	0	0	3
	C - Standing Way (W)	3	2	0

Average PCU Per Veh

From	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	1.500	1.010	1.018
	B - Whaddon Road	1.000	1.000	1.031
	C - Standing Way (W)	1.025	1.019	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Standing Way (E)	16:45-17:00	1136	1156
	17:00-17:15	1356	1381
	17:15-17:30	1661	1691
	17:30-17:45	1661	1691
	17:45-18:00	1356	1381
	18:00-18:15	1136	1156
B - Whaddon Road	16:45-17:00	316	320
	17:00-17:15	377	382
	17:15-17:30	462	468
	17:30-17:45	462	468
	17:45-18:00	377	382
	18:00-18:15	316	320
C - Standing Way (W)	16:45-17:00	1127	1155
	17:00-17:15	1346	1379

	17:15-17:30	1649	1689
	17:30-17:45	1649	1689
	17:45-18:00	1346	1379
	18:00-18:15	1127	1155

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Standing Way (E)	119.75	63.6	F	1381	2072
B - Whaddon Road	7.69	1.0	A	387	581
C - Standing Way (W)	14.58	7.0	B	1379	2068

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1135	284	173	1144	1151	1127	0.0	2.6	8.819	A
B - Whaddon Road	314	79	967	314	318	350	0.0	0.5	5.436	A
C - Standing Way (W)	1123	281	177	1122	1149	1104	0.0	1.9	5.736	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1344	336	212	1349	1360	1367	2.6	6.4	16.205	C
B - Whaddon Road	374	94	1148	375	382	412	0.5	0.7	6.357	A
C - Standing Way (W)	1359	340	217	1361	1370	1305	1.9	2.9	7.453	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1655	414	258	1560	1560	1629	6.4	36.4	55.277	F
B - Whaddon Road	470	118	1308	468	469	510	0.7	1.0	7.332	A
C - Standing Way (W)	1637	409	265	1622	1663	1511	2.9	7.0	12.356	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1660	415	261	1559	1593	1664	36.4	63.5	119.753	F
B - Whaddon Road	468	117	1310	467	470	510	1.0	0.9	7.695	A
C - Standing Way (W)	1668	417	263	1662	1693	1515	7.0	6.3	14.581	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1366	342	211	1504	1531	1371	63.5	27.7	107.329	F
B - Whaddon Road	381	95	1292	382	391	422	0.9	0.8	7.137	A
C - Standing Way (W)	1359	340	221	1361	1408	1454	6.3	2.7	8.231	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1128	282	177	1159	1259	1125	27.7	3.3	28.015	D
B - Whaddon Road	315	79	985	317	324	352	0.8	0.4	6.229	A
C - Standing Way (W)	1128	282	178	1123	1161	1123	2.7	2.4	5.956	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	178	839	0.212	177	178	0.0	0.3	5.434	A
			2	A, C	957	1348	0.710	967	972	0.0	2.3	9.444	A
	Exit	1	1		1127			1127	1153	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	157	702	0.224	156	159	0.0	0.3	5.515	A
			2	A, B, C	157	699	0.225	158	160	0.0	0.2	5.357	A
		2	1	(A, B, C)	314			314	320	0.0	0.0	0.000	A
	Exit	1	1		350			350	354	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	528	1007	0.525	528	541	0.0	0.8	5.474	A
			2	A, B, C	595	1007	0.590	594	609	0.0	1.1	5.967	A
		2	1	(A, B, C)	1123			1123	1157	0.0	0.0	0.000	A
	Exit	1	1		1104			1104	1111	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	200	831	0.241	201	206	0.3	0.3	5.768	A

			2	A, C	1144	1334	0.858	1148	1154	2.3	6.1	18.059	C
	Exit	1	1		1367			1367	1373	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	188	639	0.294	188	192	0.3	0.3	6.404	A
			2	A, B, C	186	641	0.291	187	191	0.2	0.3	6.311	A
		2	1	(A, B, C)	374			374	383	0.0	0.0	0.000	A
	Exit	1	1		412			412	418	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	644	996	0.647	646	649	0.8	1.3	7.175	A
			2	A, B, C	715	996	0.718	716	721	1.1	1.6	7.703	A
		2	1	(A, B, C)	1359			1359	1374	0.0	0.0	0.000	A
	Exit	1	1		1305			1305	1321	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	251	818	0.307	252	255	0.3	0.4	6.512	A
			2	A, C	1404	1314	1.068	1308	1305	6.1	36.1	64.064	F
	Exit	1	1		1629			1629	1665	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	236	588	0.403	235	235	0.3	0.5	7.286	A
			2	A, B, C	234	588	0.397	233	234	0.3	0.5	7.377	A
		2	1	(A, B, C)	470			470	470	0.0	0.0	0.000	A
	Exit	1	1		510			510	516	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	796	977	0.814	789	808	1.3	3.3	11.873	B
			2	A, B, C	839	977	0.858	833	854	1.6	3.6	12.664	B
		2	1	(A, B, C)	1637			1635	1679	0.0	0.2	0.059	A
	Exit	1	1		1511			1511	1510	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	249	815	0.305	249	256	0.4	0.5	6.594	A
			2	A, C	1412	1313	1.076	1310	1337	36.1	63.0	139.964	F
	Exit	1	1		1664			1664	1689	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	236	588	0.401	236	236	0.5	0.4	7.626	A
			2	A, B, C	232	585	0.397	232	234	0.5	0.5	7.763	A
		2	1	(A, B, C)	468			468	469	0.0	0.0	0.000	A
	Exit	1	1		510			510	523	0.0	0.0	0.000	A

C - Standing Way (W)	Entr y	1	1	A	819	979	0.838	817	827	3.3	2.9	13.756	B
			2	A, B, C	848	980	0.866	844	866	3.6	3.3	14.696	B
	Exit	2	1	(A, B, C)	1668			1667	1691	0.2	0.1	0.353	A
		1	1		1515			1515	1543	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entr y	1	1	B	212	831	0.256	211	213	0.5	0.4	5.937	A
			2	A, C	1154	1334	0.864	1292	1318	63.0	27.3	125.864	F
	Exit	1	1		1371			1371	1411	0.0	0.0	0.000	A
B - Whaddon Road	Entr y	1	1	A, C	190	594	0.319	190	196	0.4	0.3	7.138	A
			2	A, B, C	191	592	0.324	192	196	0.5	0.4	7.135	A
		2	1	(A, B, C)	381			381	391	0.0	0.0	0.000	A
	Exit	1	1		422			422	431	0.0	0.0	0.000	A
C - Standing Way (W)	Entr y	1	1	A	646	991	0.652	648	675	2.9	1.2	7.824	A
			2	A, B, C	713	991	0.719	713	733	3.3	1.5	8.584	A
		2	1	(A, B, C)	1359			1359	1393	0.1	0.0	0.023	A
	Exit	1	1		1454			1454	1488	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entr y	1	1	B	174	839	0.207	175	176	0.4	0.2	5.483	A
			2	A, C	954	1348	0.707	985	1082	27.3	3.0	32.105	D
	Exit	1	1		1125			1125	1161	0.0	0.0	0.000	A
B - Whaddon Road	Entr y	1	1	A, C	161	694	0.232	163	163	0.3	0.2	6.198	A
			2	A, B, C	154	698	0.221	154	160	0.4	0.3	6.260	A
		2	1	(A, B, C)	315			315	322	0.0	0.0	0.000	A
	Exit	1	1		352			352	358	0.0	0.0	0.000	A
C - Standing Way (W)	Entr y	1	1	A	529	1003	0.528	527	546	1.2	1.1	5.656	A
			2	A, B, C	599	1010	0.593	596	615	1.5	1.3	6.222	A
		2	1	(A, B, C)	1128			1128	1159	0.0	0.0	0.000	A
	Exit	1	1		1123			1123	1224	0.0	0.0	0.000	A

2033 Base + CD + D - ST, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Geometry	C - Standing Way (W) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J6	Bottledump Roundabout	Standard Roundabout		A, B, C	35.78	E

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
D19	2033 Base + CD + D - ST	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Standing Way (E)		ONE HOUR	✓	1260	100.000
B - Whaddon Road		ONE HOUR	✓	593	100.000
C - Standing Way (W)		ONE HOUR	✓	1657	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	3	223	1033
	B - Whaddon Road	320	0	273
	C - Standing Way (W)	1471	186	0

Proportions

	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	0.00	0.18	0.82
	B - Whaddon Road	0.54	0.00	0.46
	C - Standing Way (W)	0.89	0.11	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	33	2	6
	B - Whaddon Road	2	0	3
	C - Standing Way (W)	4	6	0

Average PCU Per Veh

From	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	1.333	1.022	1.057
	B - Whaddon Road	1.022	1.000	1.026
	C - Standing Way (W)	1.042	1.056	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Standing Way (E)	07:30-07:45	949	997
	07:45-08:00	1133	1191
	08:00-08:15	1387	1458
	08:15-08:30	1387	1458
	08:30-08:45	1133	1191
	08:45-09:00	949	997
B - Whaddon Road	07:30-07:45	446	457
	07:45-08:00	533	546
	08:00-08:15	653	669
	08:15-08:30	653	669
	08:30-08:45	533	546
	08:45-09:00	446	457
C - Standing Way (W)	07:30-07:45	1248	1302
	07:45-08:00	1490	1555
	08:00-08:15	1825	1905
	08:15-08:30	1825	1905
	08:30-08:45	1490	1555
	08:45-09:00	1248	1302

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Standing Way (E)	23.46	9.0	C	1156	1734
B - Whaddon Road	8.75	1.9	A	544	816
C - Standing Way (W)	54.70	30.6	F	1519	2279

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	948	237	142	946	987	1352	0.0	1.9	6.560	A
B - Whaddon Road	446	111	776	446	452	312	0.0	0.7	5.465	A
C - Standing Way (W)	1250	313	244	1250	1298	978	0.0	2.6	7.151	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1117	279	168	1125	1181	1620	1.9	2.8	8.951	A
B - Whaddon Road	533	133	926	530	541	367	0.7	1.0	6.207	A
C - Standing Way (W)	1493	373	293	1495	1536	1162	2.6	4.4	11.096	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1397	349	198	1387	1440	1943	2.8	8.4	18.555	C
B - Whaddon Road	652	163	1139	650	665	445	1.0	1.8	8.347	A
C - Standing Way (W)	1823	456	352	1788	1838	1437	4.4	24.0	34.811	D

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1383	346	197	1390	1451	1944	8.4	9.0	23.458	C
B - Whaddon Road	657	164	1152	653	667	435	1.8	1.8	8.751	A
C - Standing Way (W)	1837	459	359	1783	1879	1447	24.0	30.6	54.700	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1131	283	162	1134	1224	1623	9.0	3.0	11.437	B
B - Whaddon Road	530	133	934	530	548	362	1.8	0.9	6.718	A
C - Standing Way (W)	1467	367	290	1494	1650	1173	30.6	5.3	26.089	D

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	962	240	143	959	1009	1345	3.0	1.9	6.990	A
B - Whaddon Road	444	111	791	443	456	311	0.9	0.8	5.598	A
C - Standing Way (W)	1242	311	242	1247	1319	992	5.3	2.4	7.487	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:30 - 07:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	169	840	0.202	170	173	0.0	0.2	5.379	A
			2	A, C	779	1313	0.593	776	814	0.0	1.6	6.818	A
	Exit	1	1		1352			1352	1399	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	223	747	0.299	224	226	0.0	0.3	5.468	A
			2	A, B, C	223	752	0.296	223	227	0.0	0.4	5.461	A
		2	1	(A, B, C)	446			446	455	0.0	0.0	0.000	A
	Exit	1	1		312			312	321	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	604	967	0.625	604	625	0.0	1.2	6.967	A
			2	A, B, C	647	962	0.672	646	673	0.0	1.4	7.321	A
		2	1	(A, B, C)	1250			1250	1310	0.0	0.0	0.000	A
	Exit	1	1		978			978	1017	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	198	832	0.238	199	203	0.2	0.3	5.611	A
			2	A, C	918	1304	0.704	926	978	1.6	2.5	9.668	A
	Exit	1	1		1620			1620	1659	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	269	700	0.384	267	273	0.3	0.5	6.153	A
			2	A, B, C	264	697	0.379	263	269	0.4	0.5	6.261	A
		2	1	(A, B, C)	533			533	543	0.0	0.0	0.000	A
	Exit	1	1		367			367	378	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	729	949	0.768	730	752	1.2	2.1	10.806	B
			2	A, B, C	764	949	0.805	765	784	1.4	2.2	11.329	B
		2	1	(A, B, C)	1493			1492	1543	0.0	0.0	0.020	A
	Exit	1	1		1162			1162	1221	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	246	822	0.299	247	252	0.3	0.4	6.067	A

			2	A, C	1151	1288	0.893	1139	1189	2.5	8.0	21.244	C
	Exit	1	1		1943			1943	1992	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	331	623	0.531	329	333	0.5	0.9	8.368	A
			2	A, B, C	321	622	0.518	320	331	0.5	0.9	8.299	A
		2	1	(A, B, C)	652			652	668	0.0	0.0	0.014	A
	Exit	1	1		445			445	459	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	905	932	0.972	905	917	2.1	7.5	25.944	D
			2	A, B, C	883	925	0.955	884	921	2.2	7.9	27.228	D
		2	1	(A, B, C)	1823			1789	1885	0.0	8.6	8.041	A
	Exit	1	1		1437			1437	1493	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	238	821	0.290	238	244	0.4	0.4	6.245	A
			2	A, C	1145	1287	0.889	1152	1206	8.0	8.6	27.062	D
	Exit	1	1		1944			1944	2031	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	328	617	0.532	326	334	0.9	0.9	8.678	A
			2	A, B, C	330	617	0.534	327	333	0.9	1.0	8.670	A
		2	1	(A, B, C)	657			658	667	0.0	0.0	0.077	A
	Exit	1	1		435			435	458	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	900	927	0.971	891	933	7.5	8.0	31.024	D
			2	A, B, C	899	925	0.973	891	947	7.9	8.2	31.687	D
		2	1	(A, B, C)	1837			1799	1882	8.6	14.4	23.171	C
	Exit	1	1		1447			1447	1508	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	200	832	0.241	200	209	0.4	0.4	5.939	A
			2	A, C	931	1304	0.714	934	1014	8.6	2.7	12.638	B
	Exit	1	1		1623			1623	1764	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	267	696	0.384	267	275	0.9	0.5	6.678	A
			2	A, B, C	263	694	0.379	263	273	1.0	0.4	6.756	A
		2	1	(A, B, C)	530			530	544	0.0	0.0	0.001	A
	Exit	1	1		362			362	394	0.0	0.0	0.000	A

C - Standing Way (W)	Entr y	1	1	A	730	951	0.76 7	737	818	8.0	2.3	17.16 3	C
			2	A, B, C	750	946	0.79 4	757	831	8.2	2.6	18.11 8	C
	Exit	2	1	(A, B, C)	1467			1480	1603	14.4	0.4	9.289	A
		1	1		1173			1173	1262	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entr y	1	1	B	168	834	0.20 2	168	172	0.4	0.3	5.51 3	A
			2	A, C	793	1311	0.60 5	791	837	2.7	1.6	7.30 4	A
	Exit	1	1		1345			1345	1418	0.0	0.0	0.00 0	A
B - Whaddon Road	Entr y	1	1	A, C	219	745	0.29 4	219	228	0.5	0.4	5.60 9	A
			2	A, B, C	224	746	0.30 1	223	229	0.4	0.4	5.58 7	A
		2	1	(A, B, C)	444			444	456	0.0	0.0	0.00 0	A
	Exit	1	1		311			311	325	0.0	0.0	0.00 0	A
C - Standing Way (W)	Entr y	1	1	A	603	967	0.62 3	605	639	2.3	1.1	7.20 9	A
			2	A, B, C	639	967	0.66 1	642	680	2.6	1.2	7.75 3	A
		2	1	(A, B, C)	1242			1242	1308	0.4	0.0	0.03 6	A
	Exit	1	1		992			992	1042	0.0	0.0	0.00 0	A

2033 Base + CD + D - ST, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Geometry	C - Standing Way (W) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J6	Bottledump Roundabout	Standard Roundabout		A, B, C	42.81	E

Junction Network Options

Driving side	Lighting
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Left	Normal/unknown
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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
D20	2033 Base + CD + D - ST	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Standing Way (E)		ONE HOUR	✓	1450	100.000
B - Whaddon Road		ONE HOUR	✓	451	100.000
C - Standing Way (W)		ONE HOUR	✓	1421	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	2	230	1218
	B - Whaddon Road	249	0	203
	C - Standing Way (W)	1169	252	0

Proportions

	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	0.00	0.16	0.84
	B - Whaddon Road	0.55	0.00	0.45
	C - Standing Way (W)	0.82	0.18	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	50	1	2
	B - Whaddon Road	0	0	3
	C - Standing Way (W)	3	2	0

Average PCU Per Veh

	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	1.500	1.010	1.018
	B - Whaddon Road	1.000	1.000	1.031
	C - Standing Way (W)	1.025	1.019	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Standing Way (E)	16:45-17:00	1092	1111
	17:00-17:15	1304	1327
	17:15-17:30	1597	1625
	17:30-17:45	1597	1625
	17:45-18:00	1304	1327
	18:00-18:15	1092	1111
B - Whaddon Road	16:45-17:00	340	345
	17:00-17:15	406	411
	17:15-17:30	497	504
	17:30-17:45	497	504
	17:45-18:00	406	411
	18:00-18:15	340	345
C - Standing Way (W)	16:45-17:00	1070	1095
	17:00-17:15	1277	1308
	17:15-17:30	1564	1602
	17:30-17:45	1564	1602
	17:45-18:00	1277	1308
	18:00-18:15	1070	1095

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Standing Way (E)	84.53	43.7	F	1339	2008
B - Whaddon Road	7.70	1.1	A	417	625
C - Standing Way (W)	11.55	5.8	B	1311	1967

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1094	273	181	1097	1102	1067	0.0	2.4	7.740	A
B - Whaddon Road	342	86	924	342	347	354	0.0	0.6	5.456	A
C - Standing Way (W)	1063	266	188	1061	1088	1078	0.0	1.7	5.591	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1316	329	224	1312	1313	1287	2.4	5.2	12.589	B
B - Whaddon Road	407	102	1103	407	410	433	0.6	0.7	6.145	A
C - Standing Way (W)	1284	321	228	1283	1306	1281	1.7	2.8	6.939	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1612	403	279	1529	1542	1581	5.2	28.5	45.283	E
B - Whaddon Road	502	126	1280	501	499	528	0.7	1.0	7.534	A
C - Standing Way (W)	1586	397	282	1578	1594	1499	2.8	5.4	11.154	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1604	401	273	1530	1561	1565	28.5	43.5	84.529	F
B - Whaddon Road	504	126	1272	504	507	530	1.0	1.1	7.698	A
C - Standing Way (W)	1566	391	284	1554	1600	1492	5.4	5.8	11.547	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1301	325	236	1372	1459	1294	43.5	10.9	56.427	F
B - Whaddon Road	400	100	1160	400	417	448	1.1	0.6	7.224	A
C - Standing Way (W)	1305	326	221	1309	1339	1338	5.8	2.7	7.556	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1105	276	190	1108	1156	1071	10.9	2.4	11.773	B
B - Whaddon Road	345	86	933	346	347	365	0.6	0.5	5.857	A
C - Standing Way (W)	1064	266	195	1067	1089	1083	2.7	1.6	5.659	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	172	838	0.205	173	175	0.0	0.3	5.453	A
			2	A, C	921	1348	0.684	924	927	0.0	2.1	8.175	A
	Exit	1	1		1067			1067	1093	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	172	717	0.240	172	174	0.0	0.3	5.533	A
			2	A, B, C	170	719	0.237	170	173	0.0	0.3	5.378	A
		2	1	(A, B, C)	342			342	350	0.0	0.0	0.000	A
	Exit	1	1		354			354	361	0.0	0.0	0.000	A

C - Standing Way (W)	Entry	1	1	A	490	1002	0.489	488	501	0.0	0.8	5.321	A
			2	A, B, C	573	1003	0.571	573	588	0.0	0.9	5.820	A
		2	1	(A, B, C)	1063			1063	1096	0.0	0.0	0.000	A
	Exit	1	1		1078			1078	1084	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	209	826	0.253	209	208	0.3	0.4	5.703	A
			2	A, C	1107	1330	0.832	1103	1105	2.1	4.8	13.886	B
	Exit	1	1		1287			1287	1304	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	203	658	0.308	203	205	0.3	0.3	6.085	A
			2	A, B, C	204	656	0.312	204	206	0.3	0.4	6.205	A
		2	1	(A, B, C)	407			407	411	0.0	0.0	0.000	A
	Exit	1	1		433			433	438	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	609	993	0.613	609	616	0.8	1.3	6.553	A
			2	A, B, C	675	991	0.681	674	690	0.9	1.6	7.283	A
		2	1	(A, B, C)	1284			1284	1310	0.0	0.0	0.000	A
	Exit	1	1		1281			1281	1288	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	250	813	0.307	249	255	0.4	0.5	6.320	A
			2	A, C	1363	1301	1.047	1280	1287	4.8	28.0	52.576	F
	Exit	1	1		1581			1581	1587	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	252	596	0.423	252	249	0.3	0.5	7.497	A
			2	A, B, C	250	596	0.419	250	250	0.4	0.5	7.566	A
		2	1	(A, B, C)	502			502	500	0.0	0.0	0.002	A
	Exit	1	1		528			528	536	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	769	971	0.792	765	769	1.3	2.5	10.614	B
			2	A, B, C	817	974	0.838	813	825	1.6	2.8	11.648	B
		2	1	(A, B, C)	1586			1586	1604	0.0	0.0	0.004	A
	Exit	1	1		1499			1499	1511	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	256	813	0.315	257	255	0.5	0.5	6.490	A
			2	A, C	1348	1306	1.032	1272	1305	28.0	43.0	99.233	F
	Exit	1	1		1565			1565	1594	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	247	601	0.410	247	250	0.5	0.5	7.807	A
			2	A, B, C	258	597	0.432	257	256	0.5	0.6	7.591	A
		2	1	(A, B, C)	504			504	507	0.0	0.0	0.000	A
	Exit	1	1		530			530	542	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	755	970	0.779	751	773	2.5	2.7	10.910	B
			2	A, B, C	810	972	0.833	803	827	2.8	3.1	11.985	B
		2	1	(A, B, C)	1566			1565	1602	0.0	0.0	0.076	A
	Exit	1	1		1492			1492	1532	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	213	821	0.260	212	213	0.5	0.4	5.934	A
			2	A, C	1088	1325	0.821	1160	1246	43.0	10.5	66.140	F
	Exit	1	1		1294			1294	1333	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	197	636	0.310	197	207	0.5	0.3	7.281	A
			2	A, B, C	202	639	0.317	202	209	0.6	0.3	7.168	A
		2	1	(A, B, C)	400			400	415	0.0	0.0	0.000	A
	Exit	1	1		448			448	448	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	618	990	0.624	620	636	2.7	1.2	7.139	A
			2	A, B, C	688	994	0.692	689	703	3.1	1.5	7.940	A
		2	1	(A, B, C)	1305			1305	1326	0.0	0.0	0.002	A
	Exit	1	1		1338			1338	1433	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	175	836	0.210	175	175	0.4	0.3	5.447	A
			2	A, C	930	1342	0.692	933	981	10.5	2.2	12.954	B
	Exit	1	1		1071			1071	1088	0.0	0.0	0.000	A

B - Whaddon Road	Entr y	1	1	A, C	173	713	0.24 3	173	173	0.3	0.3	5.857	A
			2	A, B, C	172	714	0.24 1	173	174	0.3	0.2	5.857	A
	Exit	1	1	(A, B, C)	345			345	346	0.0	0.0	0.000	A
			1		365			365	367	0.0	0.0	0.000	A
C - Standing Way (W)	Entr y	1	1	A	496	1001	0.49 6	498	504	1.2	0.7	5.378	A
			2	A, B, C	568	1003	0.56 6	569	586	1.5	0.8	5.901	A
	Exit	1	1	(A, B, C)	1064			1064	1085	0.0	0.0	0.000	A
			1		1083			1083	1137	0.0	0.0	0.000	A

2033 Base + CD + SP (ST), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Geometry	C - Standing Way (W) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J6	Bottledump Roundabout	Standard Roundabout		A, B, C	19.53	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D21	2033 Base + CD + SP (ST)	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Standing Way (E)		ONE HOUR	✓	1237	100.000
B - Whaddon Road		ONE HOUR	✓	445	100.000
C - Standing Way (W)		ONE HOUR	✓	1613	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
From	A - Standing Way (E)	3	223	1010
	B - Whaddon Road	215	0	230
	C - Standing Way (W)	1468	144	0

Proportions

	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
From	A - Standing Way (E)	0.00	0.18	0.82
	B - Whaddon Road	0.48	0.00	0.52
	C - Standing Way (W)	0.91	0.09	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
From	A - Standing Way (E)	33	2	6
	B - Whaddon Road	2	0	3
	C - Standing Way (W)	4	6	0

Average PCU Per Veh

	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
From	A - Standing Way (E)	1.333	1.022	1.057
	B - Whaddon Road	1.022	1.000	1.026
	C - Standing Way (W)	1.042	1.056	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Standing Way (E)	07:30-07:45	931	979
	07:45-08:00	1112	1169
	08:00-08:15	1362	1432
	08:15-08:30	1362	1432
	08:30-08:45	1112	1169
	08:45-09:00	931	979
B - Whaddon Road	07:30-07:45	335	343
	07:45-08:00	400	409
	08:00-08:15	490	502
	08:15-08:30	490	502
	08:30-08:45	400	409
	08:45-09:00	335	343
C - Standing Way (W)	07:30-07:45	1214	1267
	07:45-08:00	1450	1513
	08:00-08:15	1775	1852
	08:15-08:30	1775	1852
	08:30-08:45	1450	1513
	08:45-09:00	1214	1267

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Standing Way (E)	18.09	7.9	C	1143	1715
B - Whaddon Road	7.27	1.1	A	407	610
C - Standing Way (W)	23.94	13.0	C	1484	2225

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	931	233	106	936	977	1281	0.0	1.5	6.360	A
B - Whaddon Road	335	84	766	333	342	275	0.0	0.5	5.031	A
C - Standing Way (W)	1225	306	164	1222	1264	935	0.0	2.3	6.472	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1107	277	125	1104	1165	1514	1.5	2.9	8.570	A
B - Whaddon Road	401	100	905	401	412	325	0.5	0.8	5.807	A
C - Standing Way (W)	1445	361	196	1443	1511	1109	2.3	3.8	9.083	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1378	344	161	1381	1429	1840	2.9	6.4	15.803	C
B - Whaddon Road	481	120	1135	483	495	408	0.8	0.8	6.899	A
C - Standing Way (W)	1783	446	240	1761	1817	1377	3.8	11.9	18.626	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1380	345	157	1369	1436	1840	6.4	7.8	18.090	C
B - Whaddon Road	486	122	1125	485	504	402	0.8	1.1	7.270	A
C - Standing Way (W)	1780	445	238	1759	1842	1371	11.9	13.0	23.941	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1128	282	126	1129	1203	1522	7.8	2.7	9.909	A
B - Whaddon Road	401	100	931	402	416	324	1.1	0.7	6.204	A
C - Standing Way (W)	1459	365	196	1452	1551	1137	13.0	4.1	11.518	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	936	234	106	937	990	1267	2.7	1.6	6.338	A
B - Whaddon Road	336	84	769	336	346	274	0.7	0.5	5.243	A
C - Standing Way (W)	1211	303	165	1208	1276	940	4.1	2.3	6.607	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:30 - 07:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	169	849	0.199	169	173	0.0	0.3	5.305	A
			2	A, C	761	1327	0.573	766	804	0.0	1.2	6.595	A
	Exit	1	1		1281			1281	1320	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	168	753	0.223	168	170	0.0	0.2	5.067	A
			2	A, B, C	167	754	0.221	165	172	0.0	0.3	4.996	A
		2	1	(A, B, C)	335			335	344	0.0	0.0	0.000	A
	Exit	1	1		275			275	289	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	597	995	0.600	597	612	0.0	1.1	6.369	A
			2	A, B, C	627	990	0.634	625	652	0.0	1.2	6.569	A
		2	1	(A, B, C)	1225			1225	1274	0.0	0.0	0.000	A
	Exit	1	1		935			935	974	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	201	844	0.238	200	203	0.3	0.3	5.562	A
			2	A, C	906	1316	0.690	905	962	1.2	2.5	9.226	A
	Exit	1	1		1514			1514	1574	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	200	705	0.284	200	206	0.2	0.4	5.733	A
			2	A, B, C	201	701	0.287	200	206	0.3	0.4	5.882	A

		2	1	(A, B, C)	401			401	413	0.0	0.0	0.000	A
	Exit	1	1		325			325	340	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	708	981	0.722	708	743	1.1	1.8	8.830	A
			2	A, B, C	737	978	0.753	736	768	1.2	2.0	9.278	A
		2	1	(A, B, C)	1445			1445	1518	0.0	0.0	0.025	A
	Exit	1	1		1109			1109	1174	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	247	831	0.298	247	248	0.3	0.5	6.157	A
			2	A, C	1130	1305	0.867	1135	1181	2.5	5.9	17.880	C
	Exit	1	1		1840			1840	1895	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	238	623	0.381	239	248	0.4	0.3	6.846	A
			2	A, B, C	243	625	0.389	243	247	0.4	0.4	6.953	A
		2	1	(A, B, C)	481			481	495	0.0	0.0	0.000	A
	Exit	1	1		408			408	414	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	875	967	0.905	867	894	1.8	5.2	17.618	C
			2	A, B, C	900	963	0.933	894	922	2.0	5.4	17.847	C
		2	1	(A, B, C)	1783			1775	1844	0.0	1.3	0.823	A
	Exit	1	1		1377			1377	1432	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	246	831	0.296	245	253	0.5	0.5	6.177	A
			2	A, C	1134	1305	0.869	1125	1183	5.9	7.4	20.713	C
	Exit	1	1		1840			1840	1918	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	240	625	0.384	239	250	0.3	0.5	7.343	A
			2	A, B, C	247	627	0.393	246	254	0.4	0.5	7.196	A
		2	1	(A, B, C)	486			486	505	0.0	0.0	0.001	A
	Exit	1	1		402			402	424	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	875	970	0.903	870	909	5.2	5.3	20.212	C
			2	A, B, C	896	965	0.929	890	933	5.4	5.4	20.487	C
		2	1	(A, B, C)	1780			1772	1844	1.3	2.3	3.574	A

	Exit	1	1		1371			1371	1441	0.0	0.0	0.000	A
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08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	198	837	0.236	198	207	0.5	0.3	5.664	A
			2	A, C	930	1316	0.706	931	996	7.4	2.4	10.837	B
	Exit	1	1		1522			1522	1612	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	204	697	0.292	204	210	0.5	0.3	6.209	A
			2	A, B, C	197	692	0.285	198	206	0.5	0.3	6.199	A
		2	1	(A, B, C)	401			401	415	0.0	0.0	0.000	A
	Exit	1	1		324			324	348	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	710	976	0.726	707	760	5.3	1.9	10.819	B
			2	A, B, C	750	978	0.766	745	791	5.4	2.2	11.146	B
		2	1	(A, B, C)	1459			1459	1523	2.3	0.0	0.686	A
	Exit	1	1		1137			1137	1211	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	169	846	0.200	168	172	0.3	0.3	5.218	A
			2	A, C	767	1325	0.579	769	818	2.4	1.4	6.583	A
	Exit	1	1		1267			1267	1331	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	169	748	0.225	168	172	0.3	0.3	5.232	A
			2	A, B, C	168	751	0.223	168	174	0.3	0.2	5.254	A
		2	1	(A, B, C)	336			336	345	0.0	0.0	0.000	A
	Exit	1	1		274			274	288	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	582	990	0.588	580	619	1.9	1.1	6.439	A
			2	A, B, C	630	993	0.635	627	657	2.2	1.3	6.766	A
		2	1	(A, B, C)	1211			1211	1269	0.0	0.0	0.000	A
	Exit	1	1		940			940	993	0.0	0.0	0.000	A

2033 Base + CD + SP (ST), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Geometry	C - Standing Way (W) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J6	Bottledump Roundabout	Standard Roundabout		A, B, C	31.18	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
D22	2033 Base + CD + SP (ST)	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Standing Way (E)		ONE HOUR	✓	1441	100.000
B - Whaddon Road		ONE HOUR	✓	352	100.000
C - Standing Way (W)		ONE HOUR	✓	1348	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	2	230	1209
	B - Whaddon Road	190	0	162
	C - Standing Way (W)	1154	193	0

Proportions

From	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	0.00	0.16	0.84
	B - Whaddon Road	0.54	0.00	0.46
	C - Standing Way (W)	0.86	0.14	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	50	1	2
	B - Whaddon Road	0	0	3
	C - Standing Way (W)	3	2	0

Average PCU Per Veh

From	To			
		A - Standing Way (E)	B - Whaddon Road	C - Standing Way (W)
	A - Standing Way (E)	1.500	1.010	1.018
	B - Whaddon Road	1.000	1.000	1.031
	C - Standing Way (W)	1.025	1.019	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Standing Way (E)	16:45-17:00	1085	1104
	17:00-17:15	1296	1319
	17:15-17:30	1587	1615
	17:30-17:45	1587	1615
	17:45-18:00	1296	1319
	18:00-18:15	1085	1104
B - Whaddon Road	16:45-17:00	265	269
	17:00-17:15	316	321
	17:15-17:30	388	393
	17:30-17:45	388	393
	17:45-18:00	316	321
	18:00-18:15	265	269
C - Standing Way (W)	16:45-17:00	1015	1039
	17:00-17:15	1212	1241
	17:15-17:30	1484	1520
	17:30-17:45	1484	1520
	17:45-18:00	1212	1241
	18:00-18:15	1015	1039

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Standing Way (E)	57.90	28.2	F	1320	1980
B - Whaddon Road	7.27	0.9	A	322	483
C - Standing Way (W)	9.07	4.2	A	1239	1858

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1097	274	146	1095	1101	1003	0.0	2.6	7.844	A
B - Whaddon Road	264	66	918	262	267	322	0.0	0.4	5.420	A
C - Standing Way (W)	1001	250	147	1001	1026	1033	0.0	1.4	5.183	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1286	321	169	1275	1303	1204	2.6	5.3	11.891	B
B - Whaddon Road	321	80	1070	323	326	374	0.4	0.4	5.942	A
C - Standing Way (W)	1201	300	176	1198	1228	1217	1.4	2.2	6.043	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1567	392	211	1557	1551	1490	5.3	18.5	35.483	E
B - Whaddon Road	390	97	1296	388	391	473	0.4	0.9	6.712	A
C - Standing Way (W)	1490	372	213	1487	1512	1470	2.2	4.0	8.841	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1579	395	208	1547	1569	1493	18.5	28.1	57.898	F
B - Whaddon Road	387	97	1291	388	397	463	0.9	0.7	7.270	A
C - Standing Way (W)	1493	373	214	1487	1522	1466	4.0	4.2	9.068	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1302	325	168	1334	1409	1219	28.1	7.1	34.001	D
B - Whaddon Road	305	76	1122	305	323	380	0.7	0.5	6.384	A
C - Standing Way (W)	1225	306	165	1222	1255	1261	4.2	2.1	6.544	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	1087	272	155	1085	1124	1010	7.1	2.6	9.389	A
B - Whaddon Road	264	66	912	262	263	328	0.5	0.5	5.491	A
C - Standing Way (W)	1022	256	144	1021	1042	1030	2.1	1.5	5.224	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	177	849	0.208	176	176	0.0	0.3	5.337	A
			2	A, C	920	1363	0.674	918	925	0.0	2.3	8.324	A
	Exit	1	1		1003			1003	1026	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	132	718	0.184	132	133	0.0	0.2	5.402	A
			2	A, B, C	132	719	0.183	131	134	0.0	0.2	5.439	A
		2	1	(A, B, C)	264			264	269	0.0	0.0	0.000	A
	Exit	1	1		322			322	324	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	464	1018	0.456	464	475	0.0	0.6	5.016	A
			2	A, B, C	537	1017	0.528	538	552	0.0	0.7	5.326	A
		2	1	(A, B, C)	1001			1001	1032	0.0	0.0	0.000	A
	Exit	1	1		1033			1033	1044	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	207	842	0.245	205	207	0.3	0.4	5.397	A
			2	A, C	1079	1353	0.798	1070	1096	2.3	4.9	13.123	B
	Exit	1	1		1204			1204	1230	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	163	667	0.244	164	165	0.2	0.2	5.883	A
			2	A, B, C	158	667	0.237	159	161	0.2	0.2	6.002	A
		2	1	(A, B, C)	321			321	326	0.0	0.0	0.000	A
	Exit	1	1		374			374	382	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	567	1005	0.564	567	581	0.6	1.0	5.820	A
			2	A, B, C	634	1009	0.629	631	647	0.7	1.3	6.243	A
		2	1	(A, B, C)	1201			1201	1232	0.0	0.0	0.000	A
	Exit	1	1		1217			1217	1245	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	260	829	0.314	262	256	0.4	0.4	6.357	A

			2	A, C	1306	1335	0.979	1296	1295	4.9	18.1	41.063	E
	Exit	1	1		1490			1490	1514	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	195	591	0.331	194	195	0.2	0.5	6.585	A
			2	A, B, C	194	595	0.327	194	197	0.2	0.4	6.838	A
		2	1	(A, B, C)	390			390	393	0.0	0.0	0.000	A
	Exit	1	1		473			473	468	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	724	995	0.728	723	731	1.0	2.0	8.556	A
			2	A, B, C	766	994	0.770	764	781	1.3	2.1	9.106	A
		2	1	(A, B, C)	1490			1490	1519	0.0	0.0	0.000	A
	Exit	1	1		1470			1470	1473	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	257	830	0.310	255	257	0.4	0.4	6.092	A
			2	A, C	1322	1335	0.991	1291	1312	18.1	27.6	67.846	F
	Exit	1	1		1493			1493	1520	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	191	593	0.322	191	198	0.5	0.4	7.269	A
			2	A, B, C	196	591	0.332	197	199	0.4	0.3	7.271	A
		2	1	(A, B, C)	387			387	396	0.0	0.0	0.000	A
	Exit	1	1		463			463	475	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	724	994	0.728	721	734	2.0	1.9	8.760	A
			2	A, B, C	770	996	0.772	767	788	2.1	2.3	9.351	A
		2	1	(A, B, C)	1493			1493	1523	0.0	0.0	0.002	A
	Exit	1	1		1466			1466	1493	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	211	842	0.251	212	211	0.4	0.3	5.402	A
			2	A, C	1090	1353	0.806	1122	1198	27.6	6.8	39.464	E
	Exit	1	1		1219			1219	1254	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	154	648	0.237	154	163	0.4	0.3	6.262	A
			2	A, B, C	151	649	0.232	151	159	0.3	0.3	6.509	A
		2	1	(A, B, C)	305			305	322	0.0	0.0	0.000	A
	Exit	1	1		380			380	388	0.0	0.0	0.000	A

C - Standing Way (W)	Entry	1	1	A	592	1010	0.587	590	599	1.9	0.9	6.319	A
			2	A, B, C	633	1010	0.627	632	656	2.3	1.2	6.750	A
	Exit	2	1	(A, B, C)	1225			1225	1247	0.0	0.0	0.000	A
		1	1		1261			1261	1345	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Standing Way (E)	Entry	1	1	B	173	844	0.205	173	178	0.3	0.3	5.471	A
			2	A, C	913	1360	0.672	912	946	6.8	2.3	10.147	B
	Exit	1	1		1010			1010	1031	0.0	0.0	0.000	A
B - Whaddon Road	Entry	1	1	A, C	135	722	0.187	135	132	0.3	0.2	5.547	A
			2	A, B, C	129	720	0.179	127	131	0.3	0.3	5.433	A
		2	1	(A, B, C)	264			264	263	0.0	0.0	0.000	A
	Exit	1	1		328			328	331	0.0	0.0	0.000	A
C - Standing Way (W)	Entry	1	1	A	475	1019	0.466	475	483	0.9	0.7	5.023	A
			2	A, B, C	547	1018	0.538	547	559	1.2	0.8	5.397	A
		2	1	(A, B, C)	1022			1022	1039	0.0	0.0	0.000	A
	Exit	1	1		1030			1030	1065	0.0	0.0	0.000	A

Junctions 9			
ARCADY 9 - Roundabout Module			
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Filename: J7 - Whaddon Crossroads.j9

Path: C:\Users\INAA02374\Desktop\SWMK Additional Tasks\2020.05.07\Base\J7

Report generation date: 07/05/2020 11:06:18

»2020 Base, AM
 »2020 Base, PM
 »2026 Base, AM
 »2026 Base, PM
 »2026 Base + CD + D, AM
 »2026 Base + CD + D, PM
 »2026 Base + CD + D with TP, AM
 »2026 Base + CD + D with TP, PM
 »2026 Base + CD + D - ST, AM
 »2026 Base + CD + D - ST, PM
 »2026 Base + CD + SP (ST), AM
 »2026 Base + CD + SP (ST), PM
 »2033 Base, AM
 »2033 Base, PM
 »2033 Base + CD + D, AM
 »2033 Base + CD + D, PM
 »2033 Base + CD + D with TP, AM
 »2033 Base + CD + D with TP, PM
 »2033 Base + CD + D - ST, AM
 »2033 Base + CD + D - ST, PM
 »2033 Base + CD + SP (ST), AM
 »2033 Base + CD + SP (ST), PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2020 Base								
A - Coddemor Ln	0.5	11.04	0.32	B	0.4	9.14	0.29	A
B - A421 (East)	4.6	13.64	0.83	B	6.9	19.17	0.88	C
C - Whaddon Rd	1.1	10.48	0.52	B	0.8	9.42	0.44	A
D - A421 (West)	5.4	16.21	0.85	C	3.4	10.60	0.78	B

	2026 Base							
A - Coddimor Ln	0.6	14.46	0.40	B	0.6	11.51	0.36	B
B - A421 (East)	8.9	24.90	0.91	C	16.6	42.82	0.96	E
C - Whaddon Rd	1.6	14.17	0.62	B	1.1	12.04	0.52	B
D - A421 (West)	11.1	31.68	0.93	D	5.7	16.56	0.86	C
	2026 Base + CD + D							
A - Coddimor Ln	0.7	15.92	0.42	C	0.6	13.35	0.40	B
B - A421 (East)	15.4	40.60	0.96	E	27.5	64.72	1.00	F
C - Whaddon Rd	1.9	16.42	0.66	C	1.4	14.14	0.58	B
D - A421 (West)	16.1	43.89	0.96	E	8.3	23.58	0.90	C
	2026 Base + CD + D with TP							
A - Coddimor Ln	0.7	15.69	0.42	C	0.6	13.02	0.39	B
B - A421 (East)	14.0	37.32	0.95	E	25.2	60.23	0.99	F
C - Whaddon Rd	1.8	16.04	0.65	C	1.3	13.80	0.57	B
D - A421 (West)	15.1	41.75	0.96	E	7.8	22.08	0.90	C
	2026 Base + CD + D - ST							
A - Coddimor Ln	0.7	16.47	0.43	C	0.7	13.99	0.41	B
B - A421 (East)	21.0	52.75	0.98	F	31.1	71.23	1.01	F
C - Whaddon Rd	2.0	17.52	0.68	C	1.5	14.73	0.60	B
D - A421 (West)	18.6	49.86	0.97	E	9.5	26.72	0.92	D
	2026 Base + CD + SP (ST)							
A - Coddimor Ln	0.7	15.00	0.41	B	0.6	12.00	0.37	B
B - A421 (East)	11.4	31.01	0.93	D	18.6	47.17	0.97	E
C - Whaddon Rd	1.7	15.19	0.64	C	1.1	12.54	0.54	B
D - A421 (West)	12.6	35.60	0.94	E	6.3	18.21	0.87	C
	2033 Base							
A - Coddimor Ln	0.9	18.14	0.47	C	0.7	14.43	0.43	B
B - A421 (East)	18.3	47.26	0.97	E	43.9	94.03	1.03	F
C - Whaddon Rd	2.2	18.77	0.70	C	1.3	14.31	0.58	B
D - A421 (West)	26.5	66.42	1.00	F	10.2	28.15	0.92	D
	2033 Base + CD + D							
A - Coddimor Ln	0.9	19.27	0.48	C	0.9	17.09	0.47	C
B - A421 (East)	36.3	81.75	1.02	F	66.2	132.13	1.07	F
C - Whaddon Rd	2.5	21.24	0.73	C	1.7	16.35	0.63	C
D - A421 (West)	40.2	92.63	1.03	F	17.7	46.37	0.97	E
	2033 Base + CD + D with TP							
A - Coddimor Ln	0.9	19.12	0.48	C	0.8	16.63	0.47	C
B - A421 (East)	32.6	75.16	1.01	F	62.0	125.06	1.06	F
C - Whaddon Rd	2.5	20.92	0.72	C	1.6	16.03	0.63	C
D - A421 (West)	37.9	88.33	1.03	F	15.9	42.45	0.96	E
	2033 Base + CD + D - ST							
A - Coddimor Ln	0.9	19.61	0.49	C	0.9	17.90	0.48	C
B - A421 (East)	48.8	103.77	1.04	F	71.9	141.93	1.08	F
C - Whaddon Rd	2.6	22.05	0.74	C	1.8	16.95	0.65	C
D - A421 (West)	46.3	103.83	1.04	F	21.4	54.46	0.98	F
	2033 Base + CD + SP (ST)							
A - Coddimor Ln	0.9	18.62	0.48	C	0.8	15.17	0.44	C
B - A421 (East)	25.4	61.59	1.00	F	48.8	102.43	1.04	F
C - Whaddon Rd	2.4	20.04	0.71	C	1.4	14.81	0.59	B

D - A421 (West)	31.0	75.34	1.01	F	11.8	32.33	0.94	D
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Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

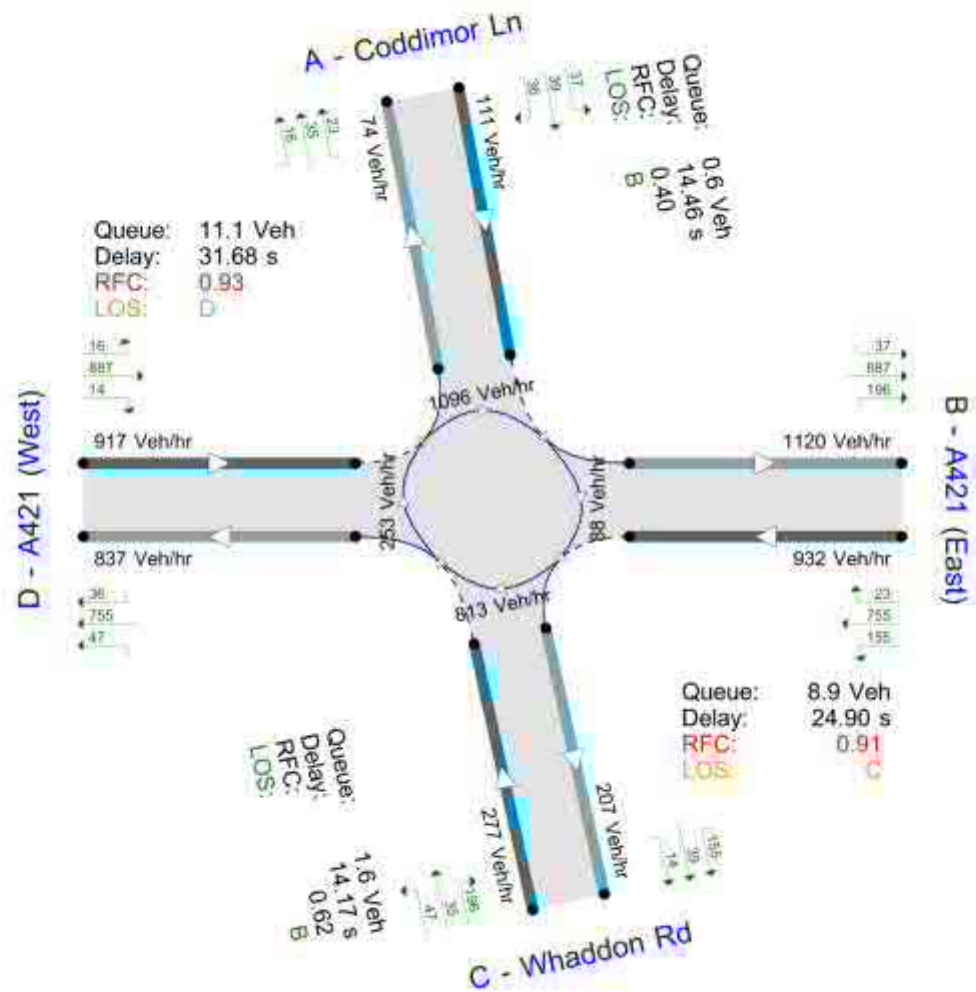
File summary

File Description

Title	Whaddon Crossroads
Location	51°59'6.32"N, 0°49'39.55"W
Site number	7
Date	04/07/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	fsuarez
Description	

Units

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



Plans show modelled flow through junction (veh/hr)
Time Segment: 07:30-09:45

The junction diagram reflects the last run of Junctions.

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	2020 Base	AM	ONE HOUR	07:30	09:00	15	✓
D2	2020 Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2026 Base	AM	ONE HOUR	07:30	09:00	15	✓
D4	2026 Base	PM	ONE HOUR	16:45	18:15	15	✓
D5	2026 Base + CD + D	AM	ONE HOUR	07:30	09:00	15	✓

D6	2026 Base + CD + D	PM	ONE HOUR	16:45	18:15	15	✓
D7	2026 Base + CD + D with TP	AM	ONE HOUR	07:30	09:00	15	✓
D8	2026 Base + CD + D with TP	PM	ONE HOUR	16:45	18:15	15	✓
D9	2026 Base + CD + D - ST	AM	ONE HOUR	07:30	09:00	15	✓
D10	2026 Base + CD + D - ST	PM	ONE HOUR	16:45	18:15	15	✓
D11	2026 Base + CD + SP (ST)	AM	ONE HOUR	07:30	09:00	15	✓
D12	2026 Base + CD + SP (ST)	PM	ONE HOUR	16:45	18:15	15	✓
D13	2033 Base	AM	ONE HOUR	07:30	09:00	15	✓
D14	2033 Base	PM	ONE HOUR	16:45	18:15	15	✓
D15	2033 Base + CD + D	AM	ONE HOUR	07:30	09:00	15	✓
D16	2033 Base + CD + D	PM	ONE HOUR	16:45	18:15	15	✓
D17	2033 Base + CD + D with TP	AM	ONE HOUR	07:30	09:00	15	✓
D18	2033 Base + CD + D with TP	PM	ONE HOUR	16:45	18:15	15	✓
D19	2033 Base + CD + D - ST	AM	ONE HOUR	07:30	09:00	15	✓
D20	2033 Base + CD + D - ST	PM	ONE HOUR	16:45	18:15	15	✓
D21	2033 Base + CD + SP (ST)	AM	ONE HOUR	07:30	09:00	15	✓
D22	2033 Base + CD + SP (ST)	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

2020 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J7	Whaddon Crossroads	Standard Roundabout		A, B, C, D	14.19	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	Coddemor Ln	
B	A421 (East)	
C	Whaddon Rd	
D	A421 (West)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - Coddemor Ln	2.80	6.70	8.5	21.5	50.6	40.0	
B - A421 (East)	2.90	7.70	8.6	26.3	50.6	25.5	
C - Whaddon Rd	2.90	6.10	9.0	19.7	50.6	17.0	
D - A421 (West)	3.10	7.50	12.9	28.0	50.6	32.0	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
A - Coddemor Ln	None		
B - A421 (East)	Direct		220
C - Whaddon Rd	None		
D - A421 (West)	Direct		150

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - Coddemor Ln	0.519	1287
B - A421 (East)	0.564	1657
C - Whaddon Rd	0.560	1391
D - A421 (West)	0.587	1738

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2020 Base	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Coddemor Ln		ONE HOUR	✓	138	100.000
B - A421 (East)		ONE HOUR	✓	1135	100.000
C - Whaddon Rd		ONE HOUR	✓	341	100.000
D - A421 (West)		ONE HOUR	✓	1131	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Coddim or Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
From	A - Coddimor Ln	0	46	48	44
	B - A421 (East)	28	0	185	922
	C - Whaddon Rd	43	240	0	58
	D - A421 (West)	20	1094	17	0

Proportions

	To				
		A - Coddim or Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
From	A - Coddimor Ln	0.00	0.33	0.35	0.32
	B - A421 (East)	0.02	0.00	0.16	0.81
	C - Whaddon Rd	0.13	0.70	0.00	0.17
	D - A421 (West)	0.02	0.97	0.02	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Coddim or Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
From	A - Coddimor Ln	0	0	0	2
	B - A421 (East)	0	0	1	6
	C - Whaddon Rd	2	3	0	5
	D - A421 (West)	5	5	12	0

Average PCU Per Veh

	To				
		A - Coddim or Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
From	A - Coddimor Ln	1.000	1.000	1.000	1.023
	B - A421 (East)	1.000	1.000	1.011	1.060
	C - Whaddon Rd	1.023	1.033	1.000	1.050
	D - A421 (West)	1.050	1.045	1.118	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Coddimor Ln	07:30-07:45	104	105
	07:45-08:00	124	125
	08:00-08:15	152	153
	08:15-08:30	152	153
	08:30-08:45	124	125
	08:45-09:00	104	105
B - A421 (East)	07:30-07:45	854	898
	07:45-08:00	1020	1072
	08:00-08:15	1250	1313
	08:15-08:30	1250	1313
	08:30-08:45	1020	1072
	08:45-09:00	854	898
C - Whaddon Rd	07:30-07:45	257	266
	07:45-08:00	307	317
	08:00-08:15	375	388

	08:15-08:30	375	388
	08:30-08:45	307	317
	08:45-09:00	257	266
D - A421 (West)	07:30-07:45	851	891
	07:45-08:00	1017	1064
	08:00-08:15	1245	1303
	08:15-08:30	1245	1303
	08:30-08:45	1017	1064
	08:45-09:00	851	891

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Coddemor Ln	0.32	11.04	0.5	B	127	190
B - A421 (East)	0.83	13.64	4.6	B	1041	1562
C - Whaddon Rd	0.52	10.48	1.1	B	313	469
D - A421 (West)	0.85	16.21	5.4	C	1038	1557

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddemor Ln	104	26	1011	733	0.142	103	68	0.0	0.2	5.706	A
B - A421 (East)	854	214	82	1532	0.558	850	1033	0.0	1.2	5.235	A
C - Whaddon Rd	257	64	744	919	0.279	255	187	0.0	0.4	5.411	A
D - A421 (West)	851	213	233	1527	0.558	846	766	0.0	1.2	5.254	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddemor Ln	124	31	1211	626	0.198	124	82	0.2	0.2	7.162	A
B - A421 (East)	1020	255	98	1523	0.670	1017	1237	1.2	2.0	7.071	A
C - Whaddon Rd	307	77	891	835	0.367	306	224	0.4	0.6	6.794	A
D - A421 (West)	1017	254	279	1500	0.678	1014	918	1.2	2.1	7.346	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddemor Ln	152	38	1474	484	0.314	151	99	0.2	0.4	10.772	B
B - A421 (East)	1250	312	119	1511	0.827	1240	1506	2.0	4.4	12.811	B
C - Whaddon Rd	375	94	1086	723	0.519	374	273	0.6	1.1	10.236	B
D - A421 (West)	1245	311	341	1465	0.850	1233	1119	2.1	5.1	14.805	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	152	38	1486	478	0.318	152	100	0.4	0.5	11.040	B
B - A421 (East)	1250	312	120	1511	0.827	1249	1518	4.4	4.6	13.642	B
C - Whaddon Rd	375	94	1094	719	0.522	375	275	1.1	1.1	10.477	B
D - A421 (West)	1245	311	342	1464	0.851	1244	1127	5.1	5.4	16.208	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	124	31	1229	616	0.201	125	83	0.5	0.3	7.334	A
B - A421 (East)	1020	255	99	1523	0.670	1030	1255	4.6	2.1	7.455	A
C - Whaddon Rd	307	77	902	828	0.370	308	227	1.1	0.6	6.948	A
D - A421 (West)	1017	254	281	1499	0.678	1030	929	5.4	2.2	7.874	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	104	26	1021	728	0.143	104	69	0.3	0.2	5.775	A
B - A421 (East)	854	214	82	1532	0.558	858	1043	2.1	1.3	5.364	A
C - Whaddon Rd	257	64	751	915	0.281	258	189	0.6	0.4	5.484	A
D - A421 (West)	851	213	235	1526	0.558	855	774	2.2	1.3	5.397	A

2020 Base, PM

Data Errors and Warnings*No errors or warnings*

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J7	Whaddon Crossroads	Standard Roundabout		A, B, C, D	14.27	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
D2	2020 Base	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Coddimor Ln		ONE HOUR	✓	148	100.000
B - A421 (East)		ONE HOUR	✓	1230	100.000
C - Whaddon Rd		ONE HOUR	✓	270	100.000
D - A421 (West)		ONE HOUR	✓	1078	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To				
		A - Coddimor Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
	A - Coddimor Ln	0	28	46	74
	B - A421 (East)	21	1	169	1039
	C - Whaddon Rd	44	195	0	31
	D - A421 (West)	27	1023	28	0

Proportions

From	To				
		A - Coddimor Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
	A - Coddimor Ln	0.00	0.19	0.31	0.50
	B - A421 (East)	0.02	0.00	0.14	0.84
	C - Whaddon Rd	0.16	0.72	0.00	0.11
	D - A421 (West)	0.03	0.95	0.03	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A - Coddimor Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
	A - Coddimor Ln	0	0	0	0
	B - A421 (East)	5	0	1	2
	C - Whaddon Rd	0	0	0	0
	D - A421 (West)	0	3	4	0

Average PCU Per Veh

From	To				
		A - Coddimor Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
	A - Coddimor Ln	1.000	1.000	1.000	1.000
	B - A421 (East)	1.048	1.000	1.012	1.019
	C - Whaddon Rd	1.000	1.000	1.000	1.000
	D - A421 (West)	1.000	1.029	1.036	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Coddimor Ln	16:45-17:00	111	111
	17:00-17:15	133	133

	17:15-17:30	163	163
	17:30-17:45	163	163
	17:45-18:00	133	133
	18:00-18:15	111	111
B - A421 (East)	16:45-17:00	926	943
	17:00-17:15	1106	1126
	17:15-17:30	1354	1379
	17:30-17:45	1354	1379
	17:45-18:00	1106	1126
	18:00-18:15	926	943
C - Whaddon Rd	16:45-17:00	203	203
	17:00-17:15	243	243
	17:15-17:30	297	297
	17:30-17:45	297	297
	17:45-18:00	243	243
	18:00-18:15	203	203
D - A421 (West)	16:45-17:00	812	835
	17:00-17:15	969	997
	17:15-17:30	1187	1221
	17:30-17:45	1187	1221
	17:45-18:00	969	997
	18:00-18:15	812	835

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Coddemor Ln	0.29	9.14	0.4	A	136	204
B - A421 (East)	0.88	19.17	6.9	C	1129	1693
C - Whaddon Rd	0.44	9.42	0.8	A	248	372
D - A421 (West)	0.78	10.60	3.4	B	989	1484

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddemor Ln	111	28	934	790	0.141	111	69	0.0	0.2	5.296	A
B - A421 (East)	926	232	111	1565	0.592	920	934	0.0	1.4	5.535	A
C - Whaddon Rd	203	51	849	907	0.224	202	182	0.0	0.3	5.100	A
D - A421 (West)	812	203	195	1578	0.514	807	856	0.0	1.0	4.648	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	133	33	1118	692	0.192	133	82	0.2	0.2	6.436	A
B - A421 (East)	1106	276	133	1553	0.712	1102	1118	1.4	2.4	7.913	A
C - Whaddon Rd	243	61	1017	811	0.299	242	218	0.3	0.4	6.322	A
D - A421 (West)	969	242	234	1556	0.623	967	1025	1.0	1.6	6.088	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	163	41	1365	561	0.291	162	101	0.2	0.4	9.024	A
B - A421 (East)	1354	339	162	1536	0.881	1338	1365	2.4	6.4	16.923	C
C - Whaddon Rd	297	74	1235	686	0.433	296	265	0.4	0.8	9.189	A
D - A421 (West)	1187	297	286	1526	0.778	1180	1245	1.6	3.3	10.207	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	163	41	1373	557	0.293	163	101	0.4	0.4	9.143	A
B - A421 (East)	1354	339	163	1536	0.882	1352	1373	6.4	6.9	19.168	C
C - Whaddon Rd	297	74	1248	679	0.438	297	267	0.8	0.8	9.423	A
D - A421 (West)	1187	297	287	1525	0.778	1187	1258	3.3	3.4	10.602	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	133	33	1129	686	0.194	134	83	0.4	0.2	6.521	A
B - A421 (East)	1106	276	134	1552	0.712	1123	1129	6.9	2.6	8.702	A
C - Whaddon Rd	243	61	1036	800	0.303	244	221	0.8	0.4	6.487	A
D - A421 (West)	969	242	236	1555	0.623	976	1043	3.4	1.7	6.297	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	111	28	942	786	0.142	112	69	0.2	0.2	5.342	A
B - A421 (East)	926	232	112	1565	0.592	930	942	2.6	1.5	5.715	A
C - Whaddon Rd	203	51	858	902	0.225	204	184	0.4	0.3	5.163	A
D - A421 (West)	812	203	197	1577	0.515	814	865	1.7	1.1	4.735	A

2026 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J7	Whaddon Crossroads	Standard Roundabout		A, B, C, D	25.87	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
D3	2026 Base	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Coddimor Ln		ONE HOUR	✓	149	100.000
B - A421 (East)		ONE HOUR	✓	1247	100.000
C - Whaddon Rd		ONE HOUR	✓	371	100.000
D - A421 (West)		ONE HOUR	✓	1226	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Coddimor Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
	A - Coddimor Ln	0	50	52	48
	B - A421 (East)	30	0	207	1009
	C - Whaddon Rd	46	262	0	63
	D - A421 (West)	22	1186	18	0

Proportions

	To				
		A - Coddimor Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
	A - Coddimor Ln	0.00	0.33	0.35	0.32
	B - A421 (East)	0.02	0.00	0.17	0.81
	C - Whaddon Rd	0.13	0.71	0.00	0.17
	D - A421 (West)	0.02	0.97	0.01	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Coddimor Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
	A - Coddimor Ln	0	0	0	2
	B - A421 (East)	0	0	1	6
	C - Whaddon Rd	2	3	0	5
	D - A421 (West)	5	4	12	0

Average PCU Per Veh

	To				
From		A - Coddimor Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
	A - Coddimor Ln	1.000	1.000	1.000	1.023
	B - A421 (East)	1.000	1.000	1.011	1.060
	C - Whaddon Rd	1.023	1.033	1.000	1.052
	D - A421 (West)	1.050	1.045	1.118	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Coddimor Ln	07:30-07:45	112	113
	07:45-08:00	134	135
	08:00-08:15	164	165
	08:15-08:30	164	165
	08:30-08:45	134	135
	08:45-09:00	112	113
B - A421 (East)	07:30-07:45	939	986
	07:45-08:00	1121	1177
	08:00-08:15	1373	1441
	08:15-08:30	1373	1441
	08:30-08:45	1121	1177
	08:45-09:00	939	986
C - Whaddon Rd	07:30-07:45	279	289
	07:45-08:00	333	345
	08:00-08:15	408	422
	08:15-08:30	408	422
	08:30-08:45	333	345
	08:45-09:00	279	289
D - A421 (West)	07:30-07:45	923	965
	07:45-08:00	1102	1153
	08:00-08:15	1350	1412
	08:15-08:30	1350	1412
	08:30-08:45	1102	1153
	08:45-09:00	923	965

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
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A - Coddemor Ln	0.40	14.46	0.6	B	137	205
B - A421 (East)	0.91	24.90	8.9	C	1144	1716
C - Whaddon Rd	0.62	14.17	1.6	B	340	510
D - A421 (West)	0.93	31.68	11.1	D	1125	1687

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddemor Ln	112	28	1096	688	0.163	111	74	0.0	0.2	6.238	A
B - A421 (East)	939	235	88	1529	0.614	932	1120	0.0	1.6	5.968	A
C - Whaddon Rd	279	70	813	879	0.317	277	207	0.0	0.5	5.962	A
D - A421 (West)	923	231	253	1515	0.609	917	837	0.0	1.5	5.953	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddemor Ln	134	33	1312	572	0.234	134	88	0.2	0.3	8.207	A
B - A421 (East)	1121	280	105	1520	0.737	1116	1340	1.6	2.7	8.816	A
C - Whaddon Rd	333	83	973	787	0.423	332	248	0.5	0.7	7.887	A
D - A421 (West)	1102	275	303	1487	0.741	1097	1002	1.5	2.8	9.127	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddemor Ln	164	41	1584	425	0.386	163	107	0.3	0.6	13.655	B
B - A421 (East)	1373	343	128	1507	0.911	1351	1619	2.7	8.1	20.678	C
C - Whaddon Rd	408	102	1179	670	0.609	405	301	0.7	1.5	13.418	B
D - A421 (West)	1350	337	369	1448	0.932	1322	1214	2.8	9.7	24.447	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddemor Ln	164	41	1608	413	0.398	164	108	0.6	0.6	14.462	B
B - A421 (East)	1373	343	129	1507	0.911	1369	1642	8.1	8.9	24.904	C
C - Whaddon Rd	408	102	1194	661	0.617	408	305	1.5	1.6	14.172	B
D - A421 (West)	1350	337	372	1447	0.933	1344	1230	9.7	11.1	31.681	D

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddemor Ln	134	33	1352	550	0.243	135	90	0.6	0.3	8.701	A
B - A421 (East)	1121	280	107	1519	0.738	1145	1380	8.9	2.9	10.199	B
C - Whaddon Rd	333	83	998	773	0.431	336	254	1.6	0.8	8.293	A
D - A421 (West)	1102	275	307	1484	0.743	1134	1027	11.1	3.0	11.182	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	112	28	1110	680	0.165	113	74	0.3	0.2	6.348	A
B - A421 (East)	939	235	89	1529	0.614	944	1134	2.9	1.6	6.206	A
C - Whaddon Rd	279	70	823	873	0.319	280	210	0.8	0.5	6.079	A
D - A421 (West)	923	231	256	1514	0.610	929	847	3.0	1.6	6.207	A

2026 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J7	Whaddon Crossroads	Standard Roundabout		A, B, C, D	27.67	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
D4	2026 Base	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Coddimor Ln		ONE HOUR	✓	160	100.000
B - A421 (East)		ONE HOUR	✓	1339	100.000
C - Whaddon Rd		ONE HOUR	✓	294	100.000
D - A421 (West)		ONE HOUR	✓	1178	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Coddim or Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
From	A - Coddimor Ln	0	30	50	80
	B - A421 (East)	23	1	186	1130
	C - Whaddon Rd	48	213	0	34
	D - A421 (West)	29	1118	30	0

Proportions

	To				
		A - Coddim or Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
From	A - Coddimor Ln	0.00	0.19	0.31	0.50
	B - A421 (East)	0.02	0.00	0.14	0.84
	C - Whaddon Rd	0.16	0.72	0.00	0.11
	D - A421 (West)	0.02	0.95	0.03	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Coddim or Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
From	A - Coddimor Ln	0	0	0	0
	B - A421 (East)	5	0	1	2
	C - Whaddon Rd	0	0	0	0
	D - A421 (West)	0	3	4	0

Average PCU Per Veh

	To				
		A - Coddim or Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
From	A - Coddimor Ln	1.000	1.000	1.000	1.000
	B - A421 (East)	1.048	1.000	1.012	1.019
	C - Whaddon Rd	1.000	1.000	1.000	1.000
	D - A421 (West)	1.000	1.029	1.036	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Coddimor Ln	16:45-17:00	121	121
	17:00-17:15	144	144
	17:15-17:30	176	176
	17:30-17:45	176	176
	17:45-18:00	144	144
	18:00-18:15	121	121
B - A421 (East)	16:45-17:00	1008	1027
	17:00-17:15	1204	1226
	17:15-17:30	1474	1502
	17:30-17:45	1474	1502
	17:45-18:00	1204	1226
	18:00-18:15	1008	1027
C - Whaddon Rd	16:45-17:00	222	222
	17:00-17:15	265	265
	17:15-17:30	324	324

	17:30-17:45	324	324
	17:45-18:00	265	265
	18:00-18:15	222	222
D - A421 (West)	16:45-17:00	887	912
	17:00-17:15	1059	1089
	17:15-17:30	1297	1334
	17:30-17:45	1297	1334
	17:45-18:00	1059	1089
	18:00-18:15	887	912

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Coddemor Ln	0.36	11.51	0.6	B	147	220
B - A421 (East)	0.96	42.82	16.6	E	1229	1843
C - Whaddon Rd	0.52	12.04	1.1	B	270	405
D - A421 (West)	0.86	16.56	5.7	C	1081	1621

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddemor Ln	121	30	1020	744	0.162	120	74	0.0	0.2	5.760	A
B - A421 (East)	1008	252	120	1560	0.646	1001	1020	0.0	1.8	6.364	A
C - Whaddon Rd	222	55	922	865	0.256	220	199	0.0	0.3	5.572	A
D - A421 (West)	887	222	213	1567	0.566	882	929	0.0	1.3	5.212	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddemor Ln	144	36	1221	637	0.226	144	89	0.2	0.3	7.291	A
B - A421 (East)	1204	301	144	1547	0.778	1198	1222	1.8	3.3	10.133	B
C - Whaddon Rd	265	66	1103	762	0.348	264	238	0.3	0.5	7.223	A
D - A421 (West)	1059	265	255	1543	0.686	1055	1112	1.3	2.1	7.331	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddemor Ln	176	44	1486	496	0.356	175	108	0.3	0.5	11.192	B
B - A421 (East)	1474	369	175	1529	0.964	1434	1487	3.3	13.4	29.766	D
C - Whaddon Rd	324	81	1323	636	0.509	322	286	0.5	1.0	11.388	B
D - A421 (West)	1297	324	311	1511	0.858	1284	1334	2.1	5.4	15.018	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	176	44	1499	489	0.361	176	109	0.5	0.6	11.507	B
B - A421 (East)	1474	369	176	1528	0.965	1462	1499	13.4	16.6	42.820	E
C - Whaddon Rd	324	81	1347	623	0.521	324	291	1.0	1.1	12.043	B
D - A421 (West)	1297	324	313	1510	0.859	1296	1358	5.4	5.7	16.560	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	144	36	1240	627	0.230	145	91	0.6	0.3	7.488	A
B - A421 (East)	1204	301	145	1546	0.779	1255	1240	16.6	3.7	14.386	B
C - Whaddon Rd	265	66	1154	733	0.361	267	247	1.1	0.6	7.755	A
D - A421 (West)	1059	265	259	1541	0.687	1073	1162	5.7	2.3	7.901	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	121	30	1030	738	0.163	121	75	0.3	0.2	5.835	A
B - A421 (East)	1008	252	121	1559	0.647	1016	1030	3.7	1.9	6.709	A
C - Whaddon Rd	222	55	935	858	0.258	223	201	0.6	0.4	5.678	A
D - A421 (West)	887	222	215	1566	0.566	890	942	2.3	1.3	5.359	A

2026 Base + CD + D, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J7	Whaddon Crossroads	Standard Roundabout		A, B, C, D	37.86	E

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 Base + CD + D	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Coddimor Ln		ONE HOUR	✓	149	100.000
B - A421 (East)		ONE HOUR	✓	1313	100.000
C - Whaddon Rd		ONE HOUR	✓	380	100.000
D - A421 (West)		ONE HOUR	✓	1261	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To				
		A - Coddimor Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
	A - Coddimor Ln	0	50	52	48
	B - A421 (East)	30	0	229	1054
	C - Whaddon Rd	46	271	0	63
	D - A421 (West)	22	1221	18	0

Proportions

From	To				
		A - Coddimor Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
	A - Coddimor Ln	0.00	0.33	0.35	0.32
	B - A421 (East)	0.02	0.00	0.17	0.80
	C - Whaddon Rd	0.12	0.71	0.00	0.16
	D - A421 (West)	0.02	0.97	0.01	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A - Coddimor Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
	A - Coddimor Ln	0	0	0	2
	B - A421 (East)	0	0	1	6
	C - Whaddon Rd	2	3	0	5
	D - A421 (West)	5	4	12	0

Average PCU Per Veh

From	To				
		A - Coddimor Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
	A - Coddimor Ln	1.000	1.000	1.000	1.023
	B - A421 (East)	1.000	1.000	1.011	1.060
	C - Whaddon Rd	1.023	1.033	1.000	1.052
	D - A421 (West)	1.050	1.045	1.118	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Coddimor Ln	07:30-07:45	112	113
	07:45-08:00	134	135

	08:00-08:15	164	165
	08:15-08:30	164	165
	08:30-08:45	134	135
	08:45-09:00	112	113
B - A421 (East)	07:30-07:45	988	1038
	07:45-08:00	1180	1239
	08:00-08:15	1445	1517
	08:15-08:30	1445	1517
	08:30-08:45	1180	1239
	08:45-09:00	988	1038
C - Whaddon Rd	07:30-07:45	286	296
	07:45-08:00	342	354
	08:00-08:15	419	434
	08:15-08:30	419	434
	08:30-08:45	342	354
	08:45-09:00	286	296
D - A421 (West)	07:30-07:45	949	993
	07:45-08:00	1133	1186
	08:00-08:15	1388	1452
	08:15-08:30	1388	1452
	08:30-08:45	1133	1186
	08:45-09:00	949	993

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Coddemor Ln	0.42	15.92	0.7	C	137	205
B - A421 (East)	0.96	40.60	15.4	E	1205	1807
C - Whaddon Rd	0.66	16.42	1.9	C	349	524
D - A421 (West)	0.96	43.89	16.1	E	1157	1735

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddemor Ln	112	28	1129	670	0.167	111	73	0.0	0.2	6.435	A
B - A421 (East)	988	247	88	1530	0.646	981	1153	0.0	1.8	6.480	A
C - Whaddon Rd	286	72	846	860	0.333	284	223	0.0	0.5	6.229	A
D - A421 (West)	949	237	260	1511	0.628	943	870	0.0	1.7	6.261	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	134	33	1351	551	0.243	134	88	0.2	0.3	8.622	A
B - A421 (East)	1180	295	105	1520	0.776	1174	1379	1.8	3.3	10.218	B
C - Whaddon Rd	342	86	1012	765	0.447	341	267	0.5	0.8	8.456	A
D - A421 (West)	1133	283	312	1482	0.765	1128	1041	1.7	3.1	10.006	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	164	41	1622	405	0.405	163	106	0.3	0.7	14.772	B
B - A421 (East)	1445	361	128	1508	0.959	1408	1657	3.3	12.6	28.882	D
C - Whaddon Rd	419	105	1215	649	0.645	415	322	0.8	1.7	15.124	C
D - A421 (West)	1388	347	379	1443	0.962	1349	1251	3.1	12.9	30.324	D

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	164	41	1650	390	0.421	164	108	0.7	0.7	15.916	C
B - A421 (East)	1445	361	129	1507	0.959	1434	1685	12.6	15.4	40.605	E
C - Whaddon Rd	419	105	1237	637	0.658	418	327	1.7	1.9	16.418	C
D - A421 (West)	1388	347	383	1441	0.964	1376	1273	12.9	16.1	43.891	E

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	134	33	1410	519	0.258	135	91	0.7	0.4	9.423	A
B - A421 (East)	1180	295	108	1519	0.777	1227	1438	15.4	3.7	14.094	B
C - Whaddon Rd	342	86	1056	740	0.462	346	278	1.9	0.9	9.227	A
D - A421 (West)	1133	283	317	1478	0.767	1184	1085	16.1	3.5	14.123	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	112	28	1145	662	0.170	113	74	0.4	0.2	6.566	A
B - A421 (East)	988	247	89	1529	0.646	996	1169	3.7	1.9	6.836	A
C - Whaddon Rd	286	72	858	853	0.336	288	227	0.9	0.5	6.381	A
D - A421 (West)	949	237	263	1509	0.629	956	883	3.5	1.7	6.587	A

2026 Base + CD + D, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J7	Whaddon Crossroads	Standard Roundabout		A, B, C, D	40.52	E

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 Base + CD + D	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Coddimor Ln		ONE HOUR	✓	160	100.000
B - A421 (East)		ONE HOUR	✓	1389	100.000
C - Whaddon Rd		ONE HOUR	✓	323	100.000
D - A421 (West)		ONE HOUR	✓	1225	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Coddimor Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
	A - Coddimor Ln	0	30	50	80
	B - A421 (East)	23	1	200	1165
	C - Whaddon Rd	48	242	0	34
	D - A421 (West)	29	1166	30	0

Proportions

	To				
		A - Coddimor Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
	A - Coddimor Ln	0.00	0.19	0.31	0.50
	B - A421 (East)	0.02	0.00	0.14	0.84
	C - Whaddon Rd	0.15	0.75	0.00	0.10
	D - A421 (West)	0.02	0.95	0.02	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Coddimor Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
From	A - Coddimor Ln	0	0	0	0
	B - A421 (East)	5	0	1	2
	C - Whaddon Rd	0	0	0	0
	D - A421 (West)	0	3	4	0

Average PCU Per Veh

	To				
		A - Coddimor Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
From	A - Coddimor Ln	1.000	1.000	1.000	1.000
	B - A421 (East)	1.048	1.000	1.012	1.019
	C - Whaddon Rd	1.000	1.000	1.000	1.000
	D - A421 (West)	1.000	1.029	1.036	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Coddimor Ln	16:45-17:00	121	121
	17:00-17:15	144	144
	17:15-17:30	176	176
	17:30-17:45	176	176
	17:45-18:00	144	144
	18:00-18:15	121	121
B - A421 (East)	16:45-17:00	1045	1065
	17:00-17:15	1248	1272
	17:15-17:30	1529	1557
	17:30-17:45	1529	1557
	17:45-18:00	1248	1272
	18:00-18:15	1045	1065
C - Whaddon Rd	16:45-17:00	243	243
	17:00-17:15	291	291
	17:15-17:30	356	356
	17:30-17:45	356	356
	17:45-18:00	291	291
	18:00-18:15	243	243
D - A421 (West)	16:45-17:00	922	949
	17:00-17:15	1101	1133
	17:15-17:30	1349	1388
	17:30-17:45	1349	1388
	17:45-18:00	1101	1133
	18:00-18:15	922	949

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
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A - Coddimor Ln	0.40	13.35	0.6	B	147	220
B - A421 (East)	1.00	64.72	27.5	F	1274	1911
C - Whaddon Rd	0.58	14.14	1.4	B	297	445
D - A421 (West)	0.90	23.58	8.3	C	1124	1686

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	121	30	1077	714	0.169	120	74	0.0	0.2	6.050	A
B - A421 (East)	1045	261	120	1560	0.670	1037	1077	0.0	2.0	6.790	A
C - Whaddon Rd	243	61	948	850	0.286	242	209	0.0	0.4	5.902	A
D - A421 (West)	922	231	235	1555	0.593	917	955	0.0	1.4	5.592	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	144	36	1289	601	0.239	144	89	0.2	0.3	7.859	A
B - A421 (East)	1248	312	143	1547	0.807	1241	1289	2.0	3.9	11.467	B
C - Whaddon Rd	291	73	1134	744	0.391	290	250	0.4	0.6	7.904	A
D - A421 (West)	1101	275	281	1528	0.721	1097	1143	1.4	2.5	8.265	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	176	44	1563	456	0.387	175	108	0.3	0.6	12.777	B
B - A421 (East)	1529	382	175	1529	1.000	1467	1563	3.9	19.5	38.799	E
C - Whaddon Rd	356	89	1343	625	0.570	353	298	0.6	1.3	13.141	B
D - A421 (West)	1349	337	342	1494	0.903	1329	1355	2.5	7.6	19.755	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	176	44	1581	446	0.396	176	109	0.6	0.6	13.351	B
B - A421 (East)	1529	382	176	1528	1.000	1497	1582	19.5	27.5	64.716	F
C - Whaddon Rd	356	89	1369	610	0.584	356	303	1.3	1.4	14.140	B
D - A421 (West)	1349	337	345	1492	0.904	1346	1381	7.6	8.3	23.579	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	144	36	1318	586	0.246	145	92	0.6	0.3	8.193	A
B - A421 (East)	1248	312	146	1546	0.808	1340	1318	27.5	4.6	23.843	C
C - Whaddon Rd	291	73	1220	695	0.418	293	266	1.4	0.7	9.016	A
D - A421 (West)	1101	275	286	1526	0.722	1124	1227	8.3	2.7	9.435	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	121	30	1089	707	0.170	121	75	0.3	0.2	6.146	A
B - A421 (East)	1045	261	121	1559	0.670	1055	1089	4.6	2.1	7.278	A
C - Whaddon Rd	243	61	964	841	0.289	245	212	0.7	0.4	6.050	A
D - A421 (West)	922	231	237	1553	0.594	927	971	2.7	1.5	5.794	A

2026 Base + CD + D with TP, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J7	Whaddon Crossroads	Standard Roundabout		A, B, C, D	35.53	E

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	2026 Base + CD + D with TP	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Coddimor Ln		ONE HOUR	✓	149	100.000
B - A421 (East)		ONE HOUR	✓	1302	100.000
C - Whaddon Rd		ONE HOUR	✓	379	100.000
D - A421 (West)		ONE HOUR	✓	1256	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Coddim or Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
From	A - Coddimor Ln	0	50	52	48
	B - A421 (East)	30	0	225	1047
	C - Whaddon Rd	46	270	0	63
	D - A421 (West)	22	1216	18	0

Proportions

	To				
		A - Coddim or Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
From	A - Coddimor Ln	0.00	0.33	0.35	0.32
	B - A421 (East)	0.02	0.00	0.17	0.80
	C - Whaddon Rd	0.12	0.71	0.00	0.17
	D - A421 (West)	0.02	0.97	0.01	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Coddim or Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
From	A - Coddimor Ln	0	0	0	2
	B - A421 (East)	0	0	1	6
	C - Whaddon Rd	2	3	0	5
	D - A421 (West)	5	4	12	0

Average PCU Per Veh

	To				
		A - Coddim or Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
From	A - Coddimor Ln	1.000	1.000	1.000	1.023
	B - A421 (East)	1.000	1.000	1.011	1.060
	C - Whaddon Rd	1.023	1.033	1.000	1.052
	D - A421 (West)	1.050	1.045	1.118	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Coddimor Ln	07:30-07:45	112	113
	07:45-08:00	134	135
	08:00-08:15	164	165
	08:15-08:30	164	165
	08:30-08:45	134	135
	08:45-09:00	112	113
B - A421 (East)	07:30-07:45	980	1029
	07:45-08:00	1171	1229
	08:00-08:15	1434	1505
	08:15-08:30	1434	1505
	08:30-08:45	1171	1229
	08:45-09:00	980	1029
C - Whaddon Rd	07:30-07:45	285	295
	07:45-08:00	341	353
	08:00-08:15	417	432

	08:15-08:30	417	432
	08:30-08:45	341	353
	08:45-09:00	285	295
D - A421 (West)	07:30-07:45	945	989
	07:45-08:00	1129	1181
	08:00-08:15	1383	1446
	08:15-08:30	1383	1446
	08:30-08:45	1129	1181
	08:45-09:00	945	989

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Coddemor Ln	0.42	15.69	0.7	C	137	205
B - A421 (East)	0.95	37.32	14.0	E	1195	1792
C - Whaddon Rd	0.65	16.04	1.8	C	348	521
D - A421 (West)	0.96	41.75	15.1	E	1152	1728

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddemor Ln	112	28	1124	673	0.167	111	73	0.0	0.2	6.404	A
B - A421 (East)	980	245	88	1530	0.641	973	1148	0.0	1.7	6.393	A
C - Whaddon Rd	285	71	841	863	0.330	283	221	0.0	0.5	6.184	A
D - A421 (West)	945	236	259	1512	0.625	939	865	0.0	1.6	6.213	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddemor Ln	134	33	1346	554	0.242	134	88	0.2	0.3	8.557	A
B - A421 (East)	1171	293	105	1520	0.770	1165	1374	1.7	3.2	9.969	A
C - Whaddon Rd	341	85	1006	769	0.443	339	264	0.5	0.8	8.361	A
D - A421 (West)	1129	282	310	1482	0.762	1123	1035	1.6	3.1	9.866	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddemor Ln	164	41	1617	408	0.402	163	106	0.3	0.7	14.601	B
B - A421 (East)	1434	358	128	1508	0.951	1400	1651	3.2	11.7	27.325	D
C - Whaddon Rd	417	104	1210	652	0.639	413	318	0.8	1.7	14.848	B
D - A421 (West)	1383	346	378	1444	0.958	1345	1245	3.1	12.3	29.348	D

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddemor Ln	164	41	1644	393	0.418	164	108	0.7	0.7	15.693	C
B - A421 (East)	1434	358	129	1507	0.951	1425	1679	11.7	14.0	37.319	E
C - Whaddon Rd	417	104	1231	640	0.651	417	323	1.7	1.8	16.044	C
D - A421 (West)	1383	346	381	1442	0.959	1371	1266	12.3	15.1	41.746	E

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddemor Ln	134	33	1401	524	0.256	135	91	0.7	0.3	9.299	A
B - A421 (East)	1171	293	107	1519	0.771	1212	1429	14.0	3.5	13.182	B
C - Whaddon Rd	341	85	1046	746	0.457	344	274	1.8	0.9	9.048	A
D - A421 (West)	1129	282	316	1479	0.763	1176	1075	15.1	3.4	13.541	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddemor Ln	112	28	1140	664	0.169	113	74	0.3	0.2	6.534	A
B - A421 (East)	980	245	89	1529	0.641	987	1163	3.5	1.8	6.726	A
C - Whaddon Rd	285	71	853	857	0.333	287	224	0.9	0.5	6.333	A
D - A421 (West)	945	236	262	1510	0.626	952	877	3.4	1.7	6.527	A

2026 Base + CD + D with TP, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J7	Whaddon Crossroads	Standard Roundabout		A, B, C, D	37.87	E

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	2026 Base + CD + D with TP	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Coddimor Ln		ONE HOUR	✓	160	100.000
B - A421 (East)		ONE HOUR	✓	1380	100.000
C - Whaddon Rd		ONE HOUR	✓	319	100.000
D - A421 (West)		ONE HOUR	✓	1217	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To				
		A - Coddimor Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
	A - Coddimor Ln	0	30	50	80
	B - A421 (East)	23	1	197	1159
	C - Whaddon Rd	48	238	0	34
	D - A421 (West)	29	1157	30	0

Proportions

From	To				
		A - Coddimor Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
	A - Coddimor Ln	0.00	0.19	0.31	0.50
	B - A421 (East)	0.02	0.00	0.14	0.84
	C - Whaddon Rd	0.15	0.75	0.00	0.11
	D - A421 (West)	0.02	0.95	0.02	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A - Coddimor Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
	A - Coddimor Ln	0	0	0	0
	B - A421 (East)	5	0	1	2
	C - Whaddon Rd	0	0	0	0
	D - A421 (West)	0	3	4	0

Average PCU Per Veh

From	To				
		A - Coddimor Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
	A - Coddimor Ln	1.000	1.000	1.000	1.000
	B - A421 (East)	1.048	1.000	1.012	1.019
	C - Whaddon Rd	1.000	1.000	1.000	1.000
	D - A421 (West)	1.000	1.029	1.036	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Coddimor Ln	16:45-17:00	121	121
	17:00-17:15	144	144

	17:15-17:30	176	176
	17:30-17:45	176	176
	17:45-18:00	144	144
	18:00-18:15	121	121
B - A421 (East)	16:45-17:00	1039	1058
	17:00-17:15	1241	1264
	17:15-17:30	1519	1548
	17:30-17:45	1519	1548
	17:45-18:00	1241	1264
	18:00-18:15	1039	1058
C - Whaddon Rd	16:45-17:00	240	240
	17:00-17:15	287	287
	17:15-17:30	351	351
	17:30-17:45	351	351
	17:45-18:00	287	287
	18:00-18:15	240	240
D - A421 (West)	16:45-17:00	916	942
	17:00-17:15	1094	1125
	17:15-17:30	1340	1378
	17:30-17:45	1340	1378
	17:45-18:00	1094	1125
	18:00-18:15	916	942

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Coddemor Ln	0.39	13.02	0.6	B	147	220
B - A421 (East)	0.99	60.23	25.2	F	1266	1899
C - Whaddon Rd	0.57	13.80	1.3	B	293	439
D - A421 (West)	0.90	22.08	7.8	C	1117	1675

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddemor Ln	121	30	1068	719	0.168	120	74	0.0	0.2	6.001	A
B - A421 (East)	1039	260	120	1560	0.666	1031	1068	0.0	1.9	6.714	A
C - Whaddon Rd	240	60	943	853	0.282	239	207	0.0	0.4	5.849	A
D - A421 (West)	916	229	231	1557	0.588	910	951	0.0	1.4	5.524	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	144	36	1278	607	0.237	144	89	0.2	0.3	7.760	A
B - A421 (East)	1241	310	144	1547	0.802	1233	1278	1.9	3.8	11.212	B
C - Whaddon Rd	287	72	1128	747	0.384	286	248	0.4	0.6	7.789	A
D - A421 (West)	1094	273	277	1531	0.715	1090	1137	1.4	2.4	8.092	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	176	44	1551	462	0.382	175	108	0.3	0.6	12.496	B
B - A421 (East)	1519	380	175	1529	0.994	1462	1551	3.8	18.3	37.048	E
C - Whaddon Rd	351	88	1340	627	0.561	349	296	0.6	1.2	12.855	B
D - A421 (West)	1340	335	338	1496	0.896	1321	1352	2.4	7.1	18.814	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	176	44	1568	453	0.390	176	109	0.6	0.6	13.016	B
B - A421 (East)	1519	380	176	1528	0.994	1492	1568	18.3	25.2	60.234	F
C - Whaddon Rd	351	88	1366	611	0.575	351	301	1.2	1.3	13.803	B
D - A421 (West)	1340	335	340	1495	0.896	1337	1378	7.1	7.8	22.077	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	144	36	1305	593	0.243	145	92	0.6	0.3	8.064	A
B - A421 (East)	1241	310	145	1546	0.803	1324	1304	25.2	4.4	21.302	C
C - Whaddon Rd	287	72	1207	703	0.409	289	262	1.3	0.7	8.765	A
D - A421 (West)	1094	273	282	1528	0.716	1115	1214	7.8	2.6	9.121	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	121	30	1080	713	0.169	121	75	0.3	0.2	6.092	A
B - A421 (East)	1039	260	121	1559	0.666	1048	1080	4.4	2.0	7.172	A
C - Whaddon Rd	240	60	959	844	0.285	242	210	0.7	0.4	5.985	A
D - A421 (West)	916	229	234	1555	0.589	921	966	2.6	1.5	5.716	A

2026 Base + CD + D - ST, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J7	Whaddon Crossroads	Standard Roundabout		A, B, C, D	45.66	E

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	2026 Base + CD + D - ST	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Coddimor Ln		ONE HOUR	✓	149	100.000
B - A421 (East)		ONE HOUR	✓	1344	100.000
C - Whaddon Rd		ONE HOUR	✓	385	100.000
D - A421 (West)		ONE HOUR	✓	1273	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Coddimor Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
	A - Coddimor Ln	0	50	52	48
	B - A421 (East)	30	0	239	1075
	C - Whaddon Rd	46	276	0	63
	D - A421 (West)	22	1233	18	0

Proportions

	To				
		A - Coddimor Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
	A - Coddimor Ln	0.00	0.33	0.35	0.32
	B - A421 (East)	0.02	0.00	0.18	0.80
	C - Whaddon Rd	0.12	0.72	0.00	0.16
	D - A421 (West)	0.02	0.97	0.01	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Coddimor Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
	A - Coddimor Ln	0	0	0	2
	B - A421 (East)	0	0	1	6
	C - Whaddon Rd	2	3	0	5
	D - A421 (West)	5	4	12	0

Average PCU Per Veh

	To				
From		A - Coddimor Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
	A - Coddimor Ln	1.000	1.000	1.000	1.023
	B - A421 (East)	1.000	1.000	1.011	1.060
	C - Whaddon Rd	1.023	1.033	1.000	1.052
	D - A421 (West)	1.050	1.045	1.118	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Coddimor Ln	07:30-07:45	112	113
	07:45-08:00	134	135
	08:00-08:15	164	165
	08:15-08:30	164	165
	08:30-08:45	134	135
	08:45-09:00	112	113
B - A421 (East)	07:30-07:45	1012	1062
	07:45-08:00	1208	1268
	08:00-08:15	1480	1553
	08:15-08:30	1480	1553
	08:30-08:45	1208	1268
	08:45-09:00	1012	1062
C - Whaddon Rd	07:30-07:45	290	300
	07:45-08:00	346	358
	08:00-08:15	424	439
	08:15-08:30	424	439
	08:30-08:45	346	358
	08:45-09:00	290	300
D - A421 (West)	07:30-07:45	959	1003
	07:45-08:00	1145	1197
	08:00-08:15	1402	1466
	08:15-08:30	1402	1466
	08:30-08:45	1145	1197
	08:45-09:00	959	1003

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
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A - Coddemor Ln	0.43	16.47	0.7	C	137	205
B - A421 (East)	0.98	52.75	21.0	F	1233	1850
C - Whaddon Rd	0.68	17.52	2.0	C	353	530
D - A421 (West)	0.97	49.86	18.6	E	1168	1753

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddemor Ln	112	28	1142	663	0.169	111	73	0.0	0.2	6.513	A
B - A421 (East)	1012	253	88	1530	0.661	1004	1165	0.0	1.9	6.755	A
C - Whaddon Rd	290	72	862	851	0.340	288	231	0.0	0.5	6.363	A
D - A421 (West)	959	240	263	1509	0.635	952	886	0.0	1.7	6.382	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddemor Ln	134	33	1366	543	0.247	133	88	0.2	0.3	8.787	A
B - A421 (East)	1208	302	105	1520	0.795	1201	1394	1.9	3.7	11.041	B
C - Whaddon Rd	346	86	1031	755	0.458	345	276	0.5	0.8	8.753	A
D - A421 (West)	1145	286	316	1479	0.774	1139	1060	1.7	3.3	10.373	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddemor Ln	164	41	1635	398	0.412	163	106	0.3	0.7	15.196	C
B - A421 (East)	1480	370	128	1508	0.981	1431	1670	3.7	16.0	34.200	D
C - Whaddon Rd	424	106	1229	641	0.661	420	330	0.8	1.9	15.943	C
D - A421 (West)	1402	350	383	1440	0.974	1357	1265	3.3	14.4	32.913	D

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddemor Ln	164	41	1665	382	0.429	164	107	0.7	0.7	16.472	C
B - A421 (East)	1480	370	129	1507	0.982	1460	1699	16.0	21.0	52.755	F
C - Whaddon Rd	424	106	1253	627	0.675	423	336	1.9	2.0	17.523	C
D - A421 (West)	1402	350	387	1438	0.975	1385	1289	14.4	18.6	49.855	E

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddemor Ln	134	33	1435	506	0.265	135	91	0.7	0.4	9.766	A
B - A421 (East)	1208	302	108	1519	0.795	1276	1463	21.0	4.2	18.321	C
C - Whaddon Rd	346	86	1093	719	0.481	350	291	2.0	0.9	9.860	A
D - A421 (West)	1145	286	322	1476	0.776	1205	1121	18.6	3.7	15.923	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	112	28	1159	654	0.171	113	75	0.4	0.2	6.657	A
B - A421 (East)	1012	253	89	1529	0.662	1021	1182	4.2	2.0	7.194	A
C - Whaddon Rd	290	72	875	843	0.343	291	234	0.9	0.5	6.542	A
D - A421 (West)	959	240	267	1507	0.636	966	900	3.7	1.8	6.739	A

2026 Base + CD + D - ST, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J7	Whaddon Crossroads	Standard Roundabout		A, B, C, D	44.72	E

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	2026 Base + CD + D - ST	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Coddimor Ln		ONE HOUR	✓	160	100.000
B - A421 (East)		ONE HOUR	✓	1400	100.000
C - Whaddon Rd		ONE HOUR	✓	331	100.000
D - A421 (West)		ONE HOUR	✓	1240	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Coddim or Ln	B - A421 (East)	C - Whaddo n Rd	D - A421 (West)
From	A - Coddimor Ln	0	30	50	80
	B - A421 (East)	23	1	204	1173
	C - Whaddon Rd	48	250	0	34
	D - A421 (West)	29	1180	30	0

Proportions

	To				
		A - Coddim or Ln	B - A421 (East)	C - Whaddo n Rd	D - A421 (West)
From	A - Coddimor Ln	0.00	0.19	0.31	0.50
	B - A421 (East)	0.02	0.00	0.15	0.84
	C - Whaddon Rd	0.14	0.76	0.00	0.10
	D - A421 (West)	0.02	0.95	0.02	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Coddim or Ln	B - A421 (East)	C - Whaddo n Rd	D - A421 (West)
From	A - Coddimor Ln	0	0	0	0
	B - A421 (East)	5	0	1	2
	C - Whaddon Rd	0	0	0	0
	D - A421 (West)	0	3	4	0

Average PCU Per Veh

	To				
		A - Coddim or Ln	B - A421 (East)	C - Whaddo n Rd	D - A421 (West)
From	A - Coddimor Ln	1.000	1.000	1.000	1.000
	B - A421 (East)	1.048	1.000	1.012	1.019
	C - Whaddon Rd	1.000	1.000	1.000	1.000
	D - A421 (West)	1.000	1.029	1.036	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Coddimor Ln	16:45-17:00	121	121
	17:00-17:15	144	144
	17:15-17:30	176	176
	17:30-17:45	176	176
	17:45-18:00	144	144
	18:00-18:15	121	121
B - A421 (East)	16:45-17:00	1054	1074
	17:00-17:15	1259	1282
	17:15-17:30	1542	1570
	17:30-17:45	1542	1570
	17:45-18:00	1259	1282
	18:00-18:15	1054	1074
C - Whaddon Rd	16:45-17:00	249	249
	17:00-17:15	298	298
	17:15-17:30	365	365

	17:30-17:45	365	365
	17:45-18:00	298	298
	18:00-18:15	249	249
D - A421 (West)	16:45-17:00	933	960
	17:00-17:15	1114	1146
	17:15-17:30	1365	1404
	17:30-17:45	1365	1404
	17:45-18:00	1114	1146
	18:00-18:15	933	960

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Coddemor Ln	0.41	13.99	0.7	B	147	220
B - A421 (East)	1.01	71.23	31.1	F	1285	1927
C - Whaddon Rd	0.60	14.73	1.5	B	304	456
D - A421 (West)	0.92	26.72	9.5	D	1137	1706

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddemor Ln	121	30	1093	705	0.171	120	74	0.0	0.2	6.139	A
B - A421 (East)	1054	264	120	1560	0.676	1046	1093	0.0	2.0	6.900	A
C - Whaddon Rd	249	62	954	847	0.294	248	212	0.0	0.4	5.994	A
D - A421 (West)	933	233	240	1552	0.601	927	961	0.0	1.5	5.713	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddemor Ln	144	36	1309	591	0.244	144	89	0.2	0.3	8.041	A
B - A421 (East)	1259	315	143	1547	0.814	1251	1309	2.0	4.1	11.830	B
C - Whaddon Rd	298	74	1140	740	0.402	297	254	0.4	0.7	8.096	A
D - A421 (West)	1114	279	288	1524	0.731	1110	1149	1.5	2.6	8.586	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddemor Ln	176	44	1584	444	0.397	175	108	0.3	0.6	13.304	B
B - A421 (East)	1542	385	175	1529	1.008	1473	1584	4.1	21.3	41.286	E
C - Whaddon Rd	365	91	1346	623	0.585	362	301	0.7	1.4	13.641	B
D - A421 (West)	1365	341	350	1489	0.917	1341	1358	2.6	8.5	21.624	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	176	44	1605	433	0.407	176	109	0.6	0.7	13.994	B
B - A421 (East)	1542	385	176	1529	1.009	1503	1605	21.3	31.1	71.227	F
C - Whaddon Rd	365	91	1372	608	0.600	364	307	1.4	1.5	14.728	B
D - A421 (West)	1365	341	353	1487	0.918	1361	1383	8.5	9.5	26.716	D

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	144	36	1342	573	0.251	145	92	0.7	0.3	8.443	A
B - A421 (East)	1259	315	146	1545	0.815	1364	1342	31.1	4.8	28.280	D
C - Whaddon Rd	298	74	1238	685	0.435	301	271	1.5	0.8	9.435	A
D - A421 (West)	1114	279	293	1521	0.732	1141	1245	9.5	2.8	10.082	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	121	30	1106	698	0.173	121	75	0.3	0.2	6.241	A
B - A421 (East)	1054	264	121	1559	0.676	1065	1106	4.8	2.1	7.437	A
C - Whaddon Rd	249	62	971	837	0.298	251	216	0.8	0.4	6.153	A
D - A421 (West)	933	233	244	1550	0.602	938	978	2.8	1.5	5.936	A

2026 Base + CD + SP (ST), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J7	Whaddon Crossroads	Standard Roundabout		A, B, C, D	30.19	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
D11	2026 Base + CD + SP (ST)	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Coddimor Ln		ONE HOUR	✓	149	100.000
B - A421 (East)		ONE HOUR	✓	1278	100.000
C - Whaddon Rd		ONE HOUR	✓	375	100.000
D - A421 (West)		ONE HOUR	✓	1238	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To				
		A - Coddimor Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
	A - Coddimor Ln	0	50	52	48
	B - A421 (East)	30	0	217	1031
	C - Whaddon Rd	46	266	0	63
	D - A421 (West)	22	1198	18	0

Proportions

From	To				
		A - Coddimor Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
	A - Coddimor Ln	0.00	0.33	0.35	0.32
	B - A421 (East)	0.02	0.00	0.17	0.81
	C - Whaddon Rd	0.12	0.71	0.00	0.17
	D - A421 (West)	0.02	0.97	0.01	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A - Coddimor Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
	A - Coddimor Ln	0	0	0	2
	B - A421 (East)	0	0	1	6
	C - Whaddon Rd	2	3	0	5
	D - A421 (West)	5	4	12	0

Average PCU Per Veh

From	To				
		A - Coddimor Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
	A - Coddimor Ln	1.000	1.000	1.000	1.023
	B - A421 (East)	1.000	1.000	1.011	1.060
	C - Whaddon Rd	1.023	1.033	1.000	1.052
	D - A421 (West)	1.050	1.045	1.118	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Coddimor Ln	07:30-07:45	112	113
	07:45-08:00	134	135

	08:00-08:15	164	165
	08:15-08:30	164	165
	08:30-08:45	134	135
	08:45-09:00	112	113
B - A421 (East)	07:30-07:45	962	1010
	07:45-08:00	1149	1206
	08:00-08:15	1407	1478
	08:15-08:30	1407	1478
	08:30-08:45	1149	1206
	08:45-09:00	962	1010
C - Whaddon Rd	07:30-07:45	282	292
	07:45-08:00	337	349
	08:00-08:15	413	427
	08:15-08:30	413	427
	08:30-08:45	337	349
	08:45-09:00	282	292
D - A421 (West)	07:30-07:45	932	975
	07:45-08:00	1113	1164
	08:00-08:15	1363	1426
	08:15-08:30	1363	1426
	08:30-08:45	1113	1164
	08:45-09:00	932	975

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Coddemor Ln	0.41	15.00	0.7	B	137	205
B - A421 (East)	0.93	31.01	11.4	D	1173	1759
C - Whaddon Rd	0.64	15.19	1.7	C	344	516
D - A421 (West)	0.94	35.60	12.6	E	1136	1705

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddemor Ln	112	28	1109	681	0.165	111	73	0.0	0.2	6.312	A
B - A421 (East)	962	241	88	1530	0.629	956	1132	0.0	1.7	6.203	A
C - Whaddon Rd	282	71	829	870	0.324	280	215	0.0	0.5	6.085	A
D - A421 (West)	932	233	256	1514	0.616	926	853	0.0	1.6	6.063	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	134	33	1327	564	0.238	134	88	0.2	0.3	8.359	A
B - A421 (East)	1149	287	105	1520	0.756	1144	1355	1.7	3.0	9.436	A
C - Whaddon Rd	337	84	992	777	0.434	336	257	0.5	0.8	8.147	A
D - A421 (West)	1113	278	307	1484	0.750	1108	1021	1.6	2.9	9.434	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	164	41	1599	417	0.393	163	107	0.3	0.6	14.073	B
B - A421 (East)	1407	352	128	1507	0.934	1379	1634	3.0	9.9	24.130	C
C - Whaddon Rd	413	103	1197	659	0.626	409	311	0.8	1.6	14.209	B
D - A421 (West)	1363	341	374	1446	0.943	1332	1233	2.9	10.7	26.435	D

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	164	41	1625	404	0.406	164	108	0.6	0.7	14.999	B
B - A421 (East)	1407	352	129	1507	0.934	1401	1659	9.9	11.4	31.011	D
C - Whaddon Rd	413	103	1216	649	0.636	412	315	1.6	1.7	15.189	C
D - A421 (West)	1363	341	377	1444	0.944	1356	1252	10.7	12.6	35.597	E

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	134	33	1373	539	0.249	135	90	0.7	0.3	8.945	A
B - A421 (East)	1149	287	107	1519	0.756	1181	1401	11.4	3.2	11.604	B
C - Whaddon Rd	337	84	1024	758	0.444	341	265	1.7	0.8	8.687	A
D - A421 (West)	1113	278	312	1482	0.751	1151	1053	12.6	3.2	12.046	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	112	28	1123	673	0.167	113	74	0.3	0.2	6.426	A
B - A421 (East)	962	241	89	1529	0.629	968	1147	3.2	1.7	6.489	A
C - Whaddon Rd	282	71	840	864	0.327	284	217	0.8	0.5	6.217	A
D - A421 (West)	932	233	259	1512	0.617	938	864	3.2	1.6	6.343	A

2026 Base + CD + SP (ST), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J7	Whaddon Crossroads	Standard Roundabout		A, B, C, D	30.33	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
D12	2026 Base + CD + SP (ST)	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Coddimor Ln		ONE HOUR	✓	160	100.000
B - A421 (East)		ONE HOUR	✓	1351	100.000
C - Whaddon Rd		ONE HOUR	✓	302	100.000
D - A421 (West)		ONE HOUR	✓	1192	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Coddim or Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
	A - Coddimor Ln	0	30	50	80
	B - A421 (East)	23	1	190	1137
	C - Whaddon Rd	48	221	0	34
	D - A421 (West)	29	1133	30	0

Proportions

	To				
From		A - Coddim or Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
	A - Coddimor Ln	0.00	0.19	0.31	0.50
	B - A421 (East)	0.02	0.00	0.14	0.84
	C - Whaddon Rd	0.16	0.73	0.00	0.11
	D - A421 (West)	0.02	0.95	0.03	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Coddimor Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
	A - Coddimor Ln	0	0	0	0
	B - A421 (East)	5	0	1	2
	C - Whaddon Rd	0	0	0	0
	D - A421 (West)	0	3	4	0

Average PCU Per Veh

	To				
From		A - Coddimor Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
	A - Coddimor Ln	1.000	1.000	1.000	1.000
	B - A421 (East)	1.048	1.000	1.012	1.019
	C - Whaddon Rd	1.000	1.000	1.000	1.000
	D - A421 (West)	1.000	1.029	1.036	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Coddimor Ln	16:45-17:00	121	121
	17:00-17:15	144	144
	17:15-17:30	176	176
	17:30-17:45	176	176
	17:45-18:00	144	144
	18:00-18:15	121	121
B - A421 (East)	16:45-17:00	1017	1036
	17:00-17:15	1214	1237
	17:15-17:30	1487	1515
	17:30-17:45	1487	1515
	17:45-18:00	1214	1237
	18:00-18:15	1017	1036
C - Whaddon Rd	16:45-17:00	228	228
	17:00-17:15	272	272
	17:15-17:30	333	333
	17:30-17:45	333	333
	17:45-18:00	272	272
	18:00-18:15	228	228
D - A421 (West)	16:45-17:00	898	923
	17:00-17:15	1072	1103
	17:15-17:30	1313	1350
	17:30-17:45	1313	1350
	17:45-18:00	1072	1103
	18:00-18:15	898	923

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
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A - Coddimor Ln	0.37	12.00	0.6	B	147	220
B - A421 (East)	0.97	47.17	18.6	E	1239	1859
C - Whaddon Rd	0.54	12.54	1.1	B	277	416
D - A421 (West)	0.87	18.21	6.3	C	1094	1641

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	121	30	1037	735	0.164	120	74	0.0	0.2	5.842	A
B - A421 (East)	1017	254	120	1560	0.652	1010	1037	0.0	1.8	6.459	A
C - Whaddon Rd	228	57	928	862	0.264	226	202	0.0	0.4	5.651	A
D - A421 (West)	898	224	219	1564	0.574	892	935	0.0	1.3	5.319	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	144	36	1241	626	0.230	144	89	0.2	0.3	7.449	A
B - A421 (East)	1214	304	144	1547	0.785	1208	1241	1.8	3.5	10.422	B
C - Whaddon Rd	272	68	1110	758	0.359	271	241	0.4	0.6	7.382	A
D - A421 (West)	1072	268	262	1539	0.696	1068	1119	1.3	2.2	7.586	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	176	44	1509	484	0.364	175	108	0.3	0.6	11.623	B
B - A421 (East)	1487	372	175	1529	0.973	1443	1509	3.5	14.6	31.675	D
C - Whaddon Rd	333	83	1328	634	0.525	331	290	0.6	1.1	11.807	B
D - A421 (West)	1313	328	320	1506	0.871	1298	1339	2.2	6.0	16.213	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	176	44	1524	476	0.370	176	109	0.6	0.6	11.995	B
B - A421 (East)	1487	372	176	1528	0.973	1471	1524	14.6	18.6	47.167	E
C - Whaddon Rd	333	83	1353	619	0.538	333	295	1.1	1.1	12.543	B
D - A421 (West)	1313	328	322	1505	0.872	1311	1364	6.0	6.3	18.211	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	144	36	1262	615	0.234	145	91	0.6	0.3	7.675	A
B - A421 (East)	1214	304	145	1546	0.786	1273	1262	18.6	3.9	15.764	C
C - Whaddon Rd	272	68	1167	725	0.375	274	251	1.1	0.6	8.015	A
D - A421 (West)	1072	268	266	1537	0.697	1088	1175	6.3	2.4	8.282	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	121	30	1048	729	0.165	121	75	0.3	0.2	5.920	A
B - A421 (East)	1017	254	121	1559	0.652	1025	1048	3.9	1.9	6.832	A
C - Whaddon Rd	228	57	941	854	0.267	229	204	0.6	0.4	5.764	A
D - A421 (West)	898	224	221	1563	0.574	902	949	2.4	1.4	5.480	A

2033 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J7	Whaddon Crossroads	Standard Roundabout		A, B, C, D	50.22	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
D13	2033 Base	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Coddimor Ln		ONE HOUR	✓	158	100.000
B - A421 (East)		ONE HOUR	✓	1327	100.000
C - Whaddon Rd		ONE HOUR	✓	394	100.000
D - A421 (West)		ONE HOUR	✓	1302	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Coddim or Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
From	A - Coddimor Ln	0	53	55	50
	B - A421 (East)	32	0	221	1074
	C - Whaddon Rd	49	278	0	67
	D - A421 (West)	23	1260	19	0

Proportions

	To				
		A - Coddim or Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
From	A - Coddimor Ln	0.00	0.33	0.35	0.32
	B - A421 (East)	0.02	0.00	0.17	0.81
	C - Whaddon Rd	0.13	0.71	0.00	0.17
	D - A421 (West)	0.02	0.97	0.01	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Coddim or Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
From	A - Coddimor Ln	0	0	0	2
	B - A421 (East)	0	0	1	6
	C - Whaddon Rd	2	3	0	5
	D - A421 (West)	5	4	12	0

Average PCU Per Veh

	To				
		A - Coddim or Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
From	A - Coddimor Ln	1.000	1.000	1.000	1.023
	B - A421 (East)	1.000	1.000	1.011	1.060
	C - Whaddon Rd	1.023	1.033	1.000	1.052
	D - A421 (West)	1.050	1.045	1.118	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Coddimor Ln	07:30-07:45	119	120
	07:45-08:00	142	143
	08:00-08:15	174	176
	08:15-08:30	174	176
	08:30-08:45	142	143
	08:45-09:00	119	120
B - A421 (East)	07:30-07:45	999	1049
	07:45-08:00	1193	1252
	08:00-08:15	1461	1534
	08:15-08:30	1461	1534
	08:30-08:45	1193	1252
	08:45-09:00	999	1049
C - Whaddon Rd	07:30-07:45	297	307
	07:45-08:00	354	367
	08:00-08:15	434	449

	08:15-08:30	434	449
	08:30-08:45	354	367
	08:45-09:00	297	307
D - A421 (West)	07:30-07:45	981	1026
	07:45-08:00	1171	1225
	08:00-08:15	1434	1500
	08:15-08:30	1434	1500
	08:30-08:45	1171	1225
	08:45-09:00	981	1026

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Coddemor Ln	0.47	18.14	0.9	C	145	218
B - A421 (East)	0.97	47.26	18.3	E	1217	1826
C - Whaddon Rd	0.70	18.77	2.2	C	361	542
D - A421 (West)	1.00	66.42	26.5	F	1195	1793

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddemor Ln	119	30	1164	651	0.183	118	78	0.0	0.2	6.741	A
B - A421 (East)	999	250	93	1526	0.654	991	1189	0.0	1.9	6.641	A
C - Whaddon Rd	297	74	864	850	0.349	294	221	0.0	0.5	6.456	A
D - A421 (West)	981	245	269	1506	0.651	973	890	0.0	1.8	6.666	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddemor Ln	142	36	1392	529	0.269	142	93	0.2	0.4	9.289	A
B - A421 (East)	1193	298	112	1516	0.787	1186	1422	1.9	3.5	10.691	B
C - Whaddon Rd	354	89	1034	753	0.470	353	264	0.5	0.9	8.965	A
D - A421 (West)	1171	293	322	1476	0.793	1164	1065	1.8	3.6	11.279	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddemor Ln	174	44	1653	389	0.448	173	112	0.4	0.8	16.534	C
B - A421 (East)	1461	365	136	1503	0.972	1417	1690	3.5	14.4	31.876	D
C - Whaddon Rd	434	108	1236	637	0.681	429	316	0.9	2.0	16.939	C
D - A421 (West)	1434	359	391	1436	0.999	1374	1274	3.6	18.7	39.563	E

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	174	44	1684	372	0.469	174	114	0.8	0.9	18.144	C
B - A421 (East)	1461	365	137	1502	0.972	1445	1721	14.4	18.3	47.264	E
C - Whaddon Rd	434	108	1260	624	0.696	433	322	2.0	2.2	18.772	C
D - A421 (West)	1434	359	395	1434	1.000	1403	1298	18.7	26.5	66.416	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	142	36	1491	475	0.299	144	97	0.9	0.4	10.921	B
B - A421 (East)	1193	298	115	1515	0.787	1250	1520	18.3	3.9	16.227	C
C - Whaddon Rd	354	89	1088	722	0.491	359	277	2.2	1.0	10.044	B
D - A421 (West)	1171	293	329	1472	0.796	1260	1118	26.5	4.2	23.035	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	119	30	1183	641	0.186	120	79	0.4	0.2	6.916	A
B - A421 (East)	999	250	95	1526	0.655	1007	1208	3.9	1.9	7.044	A
C - Whaddon Rd	297	74	877	842	0.352	298	224	1.0	0.5	6.637	A
D - A421 (West)	981	245	272	1504	0.652	990	903	4.2	1.9	7.114	A

2033 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J7	Whaddon Crossroads	Standard Roundabout		A, B, C, D	55.74	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
D14	2033 Base	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Coddimor Ln		ONE HOUR	✓	171	100.000
B - A421 (East)		ONE HOUR	✓	1429	100.000
C - Whaddon Rd		ONE HOUR	✓	314	100.000
D - A421 (West)		ONE HOUR	✓	1258	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To				
		A - Coddimor Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
	A - Coddimor Ln	0	32	53	85
	B - A421 (East)	24	1	198	1205
	C - Whaddon Rd	51	227	0	36
	D - A421 (West)	31	1194	32	0

Proportions

From	To				
		A - Coddimor Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
	A - Coddimor Ln	0.00	0.19	0.31	0.50
	B - A421 (East)	0.02	0.00	0.14	0.84
	C - Whaddon Rd	0.16	0.72	0.00	0.11
	D - A421 (West)	0.02	0.95	0.03	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A - Coddimor Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
	A - Coddimor Ln	0	0	0	0
	B - A421 (East)	5	0	1	2
	C - Whaddon Rd	0	0	0	0
	D - A421 (West)	0	3	4	0

Average PCU Per Veh

From	To				
		A - Coddimor Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
	A - Coddimor Ln	1.000	1.000	1.000	1.000
	B - A421 (East)	1.048	1.000	1.012	1.019
	C - Whaddon Rd	1.000	1.000	1.000	1.000
	D - A421 (West)	1.000	1.029	1.036	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Coddimor Ln	16:45-17:00	129	129
	17:00-17:15	154	154

	17:15-17:30	188	188
	17:30-17:45	188	188
	17:45-18:00	154	154
	18:00-18:15	129	129
B - A421 (East)	16:45-17:00	1076	1096
	17:00-17:15	1285	1309
	17:15-17:30	1574	1603
	17:30-17:45	1574	1603
	17:45-18:00	1285	1309
	18:00-18:15	1076	1096
C - Whaddon Rd	16:45-17:00	236	236
	17:00-17:15	282	282
	17:15-17:30	346	346
	17:30-17:45	346	346
	17:45-18:00	282	282
	18:00-18:15	236	236
D - A421 (West)	16:45-17:00	947	974
	17:00-17:15	1131	1163
	17:15-17:30	1385	1425
	17:30-17:45	1385	1425
	17:45-18:00	1131	1163
	18:00-18:15	947	974

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Coddemor Ln	0.43	14.43	0.7	B	157	235
B - A421 (East)	1.03	94.03	43.9	F	1311	1967
C - Whaddon Rd	0.58	14.31	1.3	B	288	432
D - A421 (West)	0.92	28.15	10.2	D	1154	1731

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddemor Ln	129	32	1088	708	0.182	128	79	0.0	0.2	6.198	A
B - A421 (East)	1076	269	128	1555	0.692	1067	1088	0.0	2.2	7.253	A
C - Whaddon Rd	236	59	983	830	0.285	235	212	0.0	0.4	6.028	A
D - A421 (West)	947	237	227	1559	0.607	941	991	0.0	1.5	5.764	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	154	38	1303	594	0.259	153	95	0.2	0.3	8.161	A
B - A421 (East)	1285	321	153	1541	0.834	1275	1303	2.2	4.6	13.057	B
C - Whaddon Rd	282	71	1175	721	0.391	281	254	0.4	0.6	8.168	A
D - A421 (West)	1131	283	272	1534	0.737	1126	1184	1.5	2.7	8.726	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	188	47	1576	449	0.419	187	114	0.3	0.7	13.671	B
B - A421 (East)	1574	393	186	1523	1.033	1482	1576	4.6	27.5	49.707	E
C - Whaddon Rd	346	86	1369	610	0.567	343	299	0.6	1.3	13.329	B
D - A421 (West)	1385	346	330	1500	0.923	1360	1382	2.7	9.0	22.424	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	188	47	1597	437	0.430	188	116	0.7	0.7	14.426	B
B - A421 (East)	1574	393	188	1522	1.034	1508	1597	27.5	43.9	94.028	F
C - Whaddon Rd	346	86	1393	596	0.579	345	303	1.3	1.3	14.306	B
D - A421 (West)	1385	346	333	1499	0.924	1380	1405	9.0	10.2	28.153	D

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	154	38	1338	575	0.267	155	99	0.7	0.4	8.603	A
B - A421 (East)	1285	321	155	1540	0.834	1437	1337	43.9	5.9	50.972	F
C - Whaddon Rd	282	71	1315	641	0.440	284	277	1.3	0.8	10.157	B
D - A421 (West)	1131	283	277	1530	0.739	1160	1322	10.2	2.9	10.408	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	129	32	1102	700	0.184	129	81	0.4	0.2	6.309	A
B - A421 (East)	1076	269	129	1555	0.692	1090	1102	5.9	2.3	7.985	A
C - Whaddon Rd	236	59	1004	819	0.289	238	216	0.8	0.4	6.215	A
D - A421 (West)	947	237	230	1557	0.608	952	1011	2.9	1.6	6.002	A

2033 Base + CD + D, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J7	Whaddon Crossroads	Standard Roundabout		A, B, C, D	75.92	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
D15	2033 Base + CD + D	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Coddimor Ln		ONE HOUR	✓	158	100.000
B - A421 (East)		ONE HOUR	✓	1393	100.000
C - Whaddon Rd		ONE HOUR	✓	404	100.000
D - A421 (West)		ONE HOUR	✓	1337	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Coddimor Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
	A - Coddimor Ln	0	53	55	50
	B - A421 (East)	32	0	243	1118
	C - Whaddon Rd	49	288	0	67
	D - A421 (West)	23	1295	19	0

Proportions

	To				
		A - Coddimor Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
	A - Coddimor Ln	0.00	0.33	0.35	0.32
	B - A421 (East)	0.02	0.00	0.17	0.80
	C - Whaddon Rd	0.12	0.71	0.00	0.16
	D - A421 (West)	0.02	0.97	0.01	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Coddimor Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
	A - Coddimor Ln	0	0	0	2
	B - A421 (East)	0	0	1	6
	C - Whaddon Rd	2	3	0	5
	D - A421 (West)	5	4	12	0

Average PCU Per Veh

	To				
From		A - Coddimor Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
	A - Coddimor Ln	1.000	1.000	1.000	1.023
	B - A421 (East)	1.000	1.000	1.011	1.060
	C - Whaddon Rd	1.023	1.033	1.000	1.052
	D - A421 (West)	1.050	1.045	1.118	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Coddimor Ln	07:30-07:45	119	120
	07:45-08:00	142	143
	08:00-08:15	174	176
	08:15-08:30	174	176
	08:30-08:45	142	143
	08:45-09:00	119	120
B - A421 (East)	07:30-07:45	1049	1101
	07:45-08:00	1252	1314
	08:00-08:15	1534	1610
	08:15-08:30	1534	1610
	08:30-08:45	1252	1314
	08:45-09:00	1049	1101
C - Whaddon Rd	07:30-07:45	304	315
	07:45-08:00	363	376
	08:00-08:15	445	460
	08:15-08:30	445	460
	08:30-08:45	363	376
	08:45-09:00	304	315
D - A421 (West)	07:30-07:45	1007	1053
	07:45-08:00	1202	1258
	08:00-08:15	1473	1540
	08:15-08:30	1473	1540
	08:30-08:45	1202	1258
	08:45-09:00	1007	1053

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
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A - Coddemor Ln	0.48	19.27	0.9	C	145	218
B - A421 (East)	1.02	81.75	36.3	F	1278	1917
C - Whaddon Rd	0.73	21.24	2.5	C	370	556
D - A421 (West)	1.03	92.63	40.2	F	1227	1841

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddemor Ln	119	30	1197	634	0.188	118	78	0.0	0.2	6.971	A
B - A421 (East)	1049	262	93	1527	0.687	1040	1222	0.0	2.1	7.272	A
C - Whaddon Rd	304	76	897	831	0.366	302	237	0.0	0.6	6.769	A
D - A421 (West)	1007	252	276	1502	0.670	999	922	0.0	2.0	7.048	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddemor Ln	142	36	1431	508	0.280	142	93	0.2	0.4	9.813	A
B - A421 (East)	1252	313	112	1517	0.826	1243	1461	2.1	4.4	12.747	B
C - Whaddon Rd	363	91	1072	731	0.496	361	283	0.6	1.0	9.691	A
D - A421 (West)	1202	301	330	1471	0.818	1194	1103	2.0	4.2	12.599	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddemor Ln	174	44	1677	376	0.464	172	111	0.4	0.8	17.575	C
B - A421 (East)	1534	383	135	1504	1.020	1456	1714	4.4	23.8	45.471	E
C - Whaddon Rd	445	111	1257	625	0.711	439	334	1.0	2.3	18.845	C
D - A421 (West)	1473	368	400	1430	1.029	1388	1296	4.2	25.4	49.274	E

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddemor Ln	174	44	1705	360	0.484	174	113	0.8	0.9	19.271	C
B - A421 (East)	1534	383	137	1503	1.020	1484	1743	23.8	36.3	81.747	F
C - Whaddon Rd	445	111	1281	612	0.727	444	339	2.3	2.5	21.243	C
D - A421 (West)	1473	368	405	1428	1.031	1413	1320	25.4	40.2	92.626	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddemor Ln	142	36	1582	427	0.334	144	100	0.9	0.5	12.804	B
B - A421 (East)	1252	313	115	1515	0.827	1376	1610	36.3	5.4	38.407	E
C - Whaddon Rd	363	91	1182	668	0.543	368	309	2.5	1.2	12.199	B
D - A421 (West)	1202	301	339	1466	0.820	1342	1211	40.2	5.2	44.929	E

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	119	30	1220	621	0.192	120	79	0.5	0.2	7.202	A
B - A421 (East)	1049	262	95	1526	0.687	1061	1246	5.4	2.3	7.944	A
C - Whaddon Rd	304	76	915	821	0.370	306	241	1.2	0.6	7.029	A
D - A421 (West)	1007	252	280	1500	0.671	1019	941	5.2	2.1	7.681	A

2033 Base + CD + D, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J7	Whaddon Crossroads	Standard Roundabout		A, B, C, D	80.24	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
D16	2033 Base + CD + D	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Coddimor Ln		ONE HOUR	✓	171	100.000
B - A421 (East)		ONE HOUR	✓	1479	100.000
C - Whaddon Rd		ONE HOUR	✓	343	100.000
D - A421 (West)		ONE HOUR	✓	1305	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Coddim or Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
From	A - Coddimor Ln	0	32	53	85
	B - A421 (East)	24	1	213	1241
	C - Whaddon Rd	51	256	0	36
	D - A421 (West)	31	1241	32	0

Proportions

	To				
		A - Coddim or Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
From	A - Coddimor Ln	0.00	0.19	0.31	0.50
	B - A421 (East)	0.02	0.00	0.14	0.84
	C - Whaddon Rd	0.15	0.75	0.00	0.10
	D - A421 (West)	0.02	0.95	0.02	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Coddim or Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
From	A - Coddimor Ln	0	0	0	0
	B - A421 (East)	5	0	1	2
	C - Whaddon Rd	0	0	0	0
	D - A421 (West)	0	3	4	0

Average PCU Per Veh

	To				
		A - Coddim or Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
From	A - Coddimor Ln	1.000	1.000	1.000	1.000
	B - A421 (East)	1.048	1.000	1.012	1.019
	C - Whaddon Rd	1.000	1.000	1.000	1.000
	D - A421 (West)	1.000	1.029	1.036	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Coddimor Ln	16:45-17:00	129	129
	17:00-17:15	154	154
	17:15-17:30	188	188
	17:30-17:45	188	188
	17:45-18:00	154	154
	18:00-18:15	129	129
B - A421 (East)	16:45-17:00	1113	1134
	17:00-17:15	1329	1354
	17:15-17:30	1628	1658
	17:30-17:45	1628	1658
	17:45-18:00	1329	1354
	18:00-18:15	1113	1134
C - Whaddon Rd	16:45-17:00	258	258
	17:00-17:15	308	308
	17:15-17:30	377	377

	17:30-17:45	377	377
	17:45-18:00	308	308
	18:00-18:15	258	258
D - A421 (West)	16:45-17:00	982	1011
	17:00-17:15	1173	1207
	17:15-17:30	1437	1478
	17:30-17:45	1437	1478
	17:45-18:00	1173	1207
	18:00-18:15	982	1011

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Coddemor Ln	0.47	17.09	0.9	C	157	235
B - A421 (East)	1.07	132.13	66.2	F	1357	2035
C - Whaddon Rd	0.63	16.35	1.7	C	315	472
D - A421 (West)	0.97	46.37	17.7	E	1197	1796

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddemor Ln	129	32	1145	678	0.190	128	79	0.0	0.2	6.532	A
B - A421 (East)	1113	278	128	1556	0.716	1103	1145	0.0	2.4	7.805	A
C - Whaddon Rd	258	65	1009	816	0.316	256	222	0.0	0.5	6.416	A
D - A421 (West)	982	246	248	1547	0.635	976	1016	0.0	1.7	6.228	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddemor Ln	154	38	1370	558	0.275	153	95	0.2	0.4	8.869	A
B - A421 (East)	1329	332	153	1541	0.862	1317	1370	2.4	5.6	15.210	C
C - Whaddon Rd	308	77	1204	704	0.438	307	266	0.5	0.8	9.035	A
D - A421 (West)	1173	293	298	1519	0.772	1167	1213	1.7	3.2	10.054	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddemor Ln	188	47	1642	414	0.455	186	113	0.4	0.8	15.714	C
B - A421 (East)	1628	407	186	1523	1.069	1497	1642	5.6	38.3	63.359	F
C - Whaddon Rd	377	94	1375	607	0.622	374	308	0.8	1.6	15.287	C
D - A421 (West)	1437	359	361	1483	0.969	1394	1389	3.2	13.9	31.275	D

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddemor Ln	188	47	1671	398	0.472	188	115	0.8	0.9	17.088	C
B - A421 (East)	1628	407	187	1522	1.070	1517	1671	38.3	66.2	132.134	F
C - Whaddon Rd	377	94	1392	597	0.633	377	312	1.6	1.7	16.347	C
D - A421 (West)	1437	359	364	1481	0.970	1422	1406	13.9	17.7	46.366	E

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddemor Ln	154	38	1433	524	0.293	155	100	0.9	0.4	9.805	A
B - A421 (East)	1329	332	156	1539	0.863	1517	1432	66.2	19.4	105.616	F
C - Whaddon Rd	308	77	1376	606	0.509	311	297	1.7	1.1	12.297	B
D - A421 (West)	1173	293	304	1515	0.774	1229	1383	17.7	3.6	14.838	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddemor Ln	129	32	1162	669	0.192	129	82	0.4	0.2	6.682	A
B - A421 (East)	1113	278	129	1555	0.716	1180	1162	19.4	2.6	11.336	B
C - Whaddon Rd	258	65	1075	778	0.332	260	234	1.1	0.5	6.991	A
D - A421 (West)	982	246	253	1544	0.636	990	1082	3.6	1.8	6.577	A

2033 Base + CD + D with TP, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J7	Whaddon Crossroads	Standard Roundabout		A, B, C, D	71.31	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
D17	2033 Base + CD + D with TP	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Coddimor Ln		ONE HOUR	✓	158	100.000
B - A421 (East)		ONE HOUR	✓	1382	100.000
C - Whaddon Rd		ONE HOUR	✓	402	100.000
D - A421 (West)		ONE HOUR	✓	1332	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To				
		A - Coddimor Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
	A - Coddimor Ln	0	53	55	50
	B - A421 (East)	32	0	239	1111
	C - Whaddon Rd	49	286	0	67
	D - A421 (West)	23	1290	19	0

Proportions

From	To				
		A - Coddimor Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
	A - Coddimor Ln	0.00	0.33	0.35	0.32
	B - A421 (East)	0.02	0.00	0.17	0.80
	C - Whaddon Rd	0.12	0.71	0.00	0.17
	D - A421 (West)	0.02	0.97	0.01	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A - Coddimor Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
	A - Coddimor Ln	0	0	0	2
	B - A421 (East)	0	0	1	6
	C - Whaddon Rd	2	3	0	5
	D - A421 (West)	5	4	12	0

Average PCU Per Veh

From	To				
		A - Coddimor Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
	A - Coddimor Ln	1.000	1.000	1.000	1.023
	B - A421 (East)	1.000	1.000	1.011	1.060
	C - Whaddon Rd	1.023	1.033	1.000	1.052
	D - A421 (West)	1.050	1.045	1.118	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Coddimor Ln	07:30-07:45	119	120
	07:45-08:00	142	143

	08:00-08:15	174	176
	08:15-08:30	174	176
	08:30-08:45	142	143
	08:45-09:00	119	120
B - A421 (East)	07:30-07:45	1041	1093
	07:45-08:00	1243	1305
	08:00-08:15	1522	1598
	08:15-08:30	1522	1598
	08:30-08:45	1243	1305
	08:45-09:00	1041	1093
C - Whaddon Rd	07:30-07:45	303	313
	07:45-08:00	362	374
	08:00-08:15	443	458
	08:15-08:30	443	458
	08:30-08:45	362	374
	08:45-09:00	303	313
D - A421 (West)	07:30-07:45	1003	1049
	07:45-08:00	1198	1253
	08:00-08:15	1467	1534
	08:15-08:30	1467	1534
	08:30-08:45	1198	1253
	08:45-09:00	1003	1049

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Coddemor Ln	0.48	19.12	0.9	C	145	218
B - A421 (East)	1.01	75.16	32.6	F	1268	1903
C - Whaddon Rd	0.72	20.92	2.5	C	369	554
D - A421 (West)	1.03	88.33	37.9	F	1223	1834

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddemor Ln	119	30	1192	636	0.187	118	78	0.0	0.2	6.938	A
B - A421 (East)	1041	260	93	1527	0.682	1032	1217	0.0	2.1	7.164	A
C - Whaddon Rd	303	76	892	834	0.363	301	234	0.0	0.6	6.717	A
D - A421 (West)	1003	251	275	1503	0.667	995	917	0.0	2.0	6.987	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	142	36	1425	511	0.278	142	93	0.2	0.4	9.732	A
B - A421 (East)	1243	311	112	1517	0.819	1234	1455	2.1	4.2	12.373	B
C - Whaddon Rd	362	90	1066	734	0.492	360	280	0.6	0.9	9.572	A
D - A421 (West)	1198	299	329	1472	0.814	1189	1097	2.0	4.1	12.386	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	174	44	1674	377	0.462	172	111	0.4	0.8	17.427	C
B - A421 (East)	1522	380	135	1504	1.012	1451	1711	4.2	22.0	43.012	E
C - Whaddon Rd	443	111	1255	626	0.707	438	331	0.9	2.3	18.566	C
D - A421 (West)	1467	367	399	1431	1.025	1386	1294	4.1	24.3	47.716	E

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	174	44	1703	362	0.482	174	113	0.8	0.9	19.124	C
B - A421 (East)	1522	380	137	1503	1.013	1480	1740	22.0	32.6	75.158	F
C - Whaddon Rd	443	111	1279	612	0.723	442	337	2.3	2.5	20.918	C
D - A421 (West)	1467	367	403	1429	1.027	1412	1318	24.3	37.9	88.326	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	142	36	1567	434	0.328	144	99	0.9	0.5	12.463	B
B - A421 (East)	1243	311	115	1515	0.820	1353	1596	32.6	5.1	32.242	D
C - Whaddon Rd	362	90	1165	678	0.533	367	303	2.5	1.2	11.754	B
D - A421 (West)	1198	299	337	1467	0.817	1329	1194	37.9	5.0	40.325	E

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	119	30	1215	624	0.191	120	79	0.5	0.2	7.159	A
B - A421 (East)	1041	260	95	1526	0.682	1052	1240	5.1	2.2	7.777	A
C - Whaddon Rd	303	76	909	824	0.367	305	239	1.2	0.6	6.961	A
D - A421 (West)	1003	251	279	1500	0.669	1015	935	5.0	2.1	7.585	A

2033 Base + CD + D with TP, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J7	Whaddon Crossroads	Standard Roundabout		A, B, C, D	75.48	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
D18	2033 Base + CD + D with TP	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Coddimor Ln		ONE HOUR	✓	171	100.000
B - A421 (East)		ONE HOUR	✓	1470	100.000
C - Whaddon Rd		ONE HOUR	✓	339	100.000
D - A421 (West)		ONE HOUR	✓	1297	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Coddimor Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
	A - Coddimor Ln	0	32	53	85
	B - A421 (East)	24	1	210	1235
	C - Whaddon Rd	51	252	0	36
	D - A421 (West)	31	1233	32	0

Proportions

	To				
		A - Coddimor Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
	A - Coddimor Ln	0.00	0.19	0.31	0.50
	B - A421 (East)	0.02	0.00	0.14	0.84
	C - Whaddon Rd	0.15	0.74	0.00	0.11
	D - A421 (West)	0.02	0.95	0.02	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Coddimor Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
	A - Coddimor Ln	0	0	0	0
	B - A421 (East)	5	0	1	2
	C - Whaddon Rd	0	0	0	0
	D - A421 (West)	0	3	4	0

Average PCU Per Veh

	To				
From		A - Coddimor Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
	A - Coddimor Ln	1.000	1.000	1.000	1.000
	B - A421 (East)	1.048	1.000	1.012	1.019
	C - Whaddon Rd	1.000	1.000	1.000	1.000
	D - A421 (West)	1.000	1.029	1.036	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Coddimor Ln	16:45-17:00	129	129
	17:00-17:15	154	154
	17:15-17:30	188	188
	17:30-17:45	188	188
	17:45-18:00	154	154
	18:00-18:15	129	129
B - A421 (East)	16:45-17:00	1107	1127
	17:00-17:15	1322	1346
	17:15-17:30	1619	1649
	17:30-17:45	1619	1649
	17:45-18:00	1322	1346
	18:00-18:15	1107	1127
C - Whaddon Rd	16:45-17:00	255	255
	17:00-17:15	304	304
	17:15-17:30	373	373
	17:30-17:45	373	373
	17:45-18:00	304	304
	18:00-18:15	255	255
D - A421 (West)	16:45-17:00	976	1004
	17:00-17:15	1166	1199
	17:15-17:30	1428	1469
	17:30-17:45	1428	1469
	17:45-18:00	1166	1199
	18:00-18:15	976	1004

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
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A - Coddimor Ln	0.47	16.63	0.8	C	157	235
B - A421 (East)	1.06	125.06	62.0	F	1349	2023
C - Whaddon Rd	0.63	16.03	1.6	C	311	466
D - A421 (West)	0.96	42.45	15.9	E	1190	1785

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	129	32	1136	683	0.188	128	79	0.0	0.2	6.475	A
B - A421 (East)	1107	277	128	1556	0.712	1097	1136	0.0	2.4	7.702	A
C - Whaddon Rd	255	64	1004	818	0.312	253	221	0.0	0.4	6.332	A
D - A421 (West)	976	244	245	1549	0.630	970	1012	0.0	1.7	6.146	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	154	38	1359	564	0.272	153	95	0.2	0.4	8.748	A
B - A421 (East)	1322	330	153	1541	0.857	1310	1359	2.4	5.4	14.793	B
C - Whaddon Rd	304	76	1199	707	0.431	303	264	0.4	0.7	8.887	A
D - A421 (West)	1166	291	294	1521	0.766	1160	1208	1.7	3.1	9.811	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	188	47	1632	419	0.449	186	113	0.4	0.8	15.370	C
B - A421 (East)	1619	405	186	1523	1.063	1495	1632	5.4	36.3	60.829	F
C - Whaddon Rd	373	93	1375	607	0.614	370	306	0.7	1.5	14.985	B
D - A421 (West)	1428	357	357	1485	0.961	1389	1388	3.1	12.9	29.532	D

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	188	47	1660	404	0.466	188	115	0.8	0.8	16.633	C
B - A421 (East)	1619	405	188	1522	1.063	1516	1660	36.3	62.0	125.061	F
C - Whaddon Rd	373	93	1393	596	0.625	373	310	1.5	1.6	16.032	C
D - A421 (West)	1428	357	359	1484	0.962	1415	1406	12.9	15.9	42.446	E

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	154	38	1416	534	0.288	155	100	0.8	0.4	9.559	A
B - A421 (East)	1322	330	156	1540	0.858	1515	1415	62.0	13.6	94.762	F
C - Whaddon Rd	304	76	1376	606	0.503	307	295	1.6	1.0	12.135	B
D - A421 (West)	1166	291	301	1517	0.768	1215	1382	15.9	3.5	13.726	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	129	32	1152	674	0.191	129	81	0.4	0.2	6.618	A
B - A421 (East)	1107	277	129	1555	0.712	1151	1152	13.6	2.6	9.867	A
C - Whaddon Rd	255	64	1051	791	0.322	257	229	1.0	0.5	6.766	A
D - A421 (West)	976	244	250	1546	0.631	983	1059	3.5	1.7	6.473	A

2033 Base + CD + D - ST, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J7	Whaddon Crossroads	Standard Roundabout		A, B, C, D	90.06	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
D19	2033 Base + CD + D - ST	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Coddimor Ln		ONE HOUR	✓	158	100.000
B - A421 (East)		ONE HOUR	✓	1424	100.000
C - Whaddon Rd		ONE HOUR	✓	408	100.000
D - A421 (West)		ONE HOUR	✓	1350	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Coddim or Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
From	A - Coddimor Ln	0	53	55	50
	B - A421 (East)	32	0	252	1140
	C - Whaddon Rd	49	292	0	67
	D - A421 (West)	23	1308	19	0

Proportions

	To				
		A - Coddim or Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
From	A - Coddimor Ln	0.00	0.33	0.35	0.32
	B - A421 (East)	0.02	0.00	0.18	0.80
	C - Whaddon Rd	0.12	0.72	0.00	0.16
	D - A421 (West)	0.02	0.97	0.01	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Coddim or Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
From	A - Coddimor Ln	0	0	0	2
	B - A421 (East)	0	0	1	6
	C - Whaddon Rd	2	3	0	5
	D - A421 (West)	5	4	12	0

Average PCU Per Veh

	To				
		A - Coddim or Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
From	A - Coddimor Ln	1.000	1.000	1.000	1.023
	B - A421 (East)	1.000	1.000	1.011	1.060
	C - Whaddon Rd	1.023	1.033	1.000	1.052
	D - A421 (West)	1.050	1.045	1.118	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Coddimor Ln	07:30-07:45	119	120
	07:45-08:00	142	143
	08:00-08:15	174	176
	08:15-08:30	174	176
	08:30-08:45	142	143
	08:45-09:00	119	120
B - A421 (East)	07:30-07:45	1072	1126
	07:45-08:00	1280	1344
	08:00-08:15	1568	1646
	08:15-08:30	1568	1646
	08:30-08:45	1280	1344
	08:45-09:00	1072	1126
C - Whaddon Rd	07:30-07:45	307	318
	07:45-08:00	367	380
	08:00-08:15	449	465

	08:15-08:30	449	465
	08:30-08:45	367	380
	08:45-09:00	307	318
D - A421 (West)	07:30-07:45	1016	1063
	07:45-08:00	1214	1269
	08:00-08:15	1486	1555
	08:15-08:30	1486	1555
	08:30-08:45	1214	1269
	08:45-09:00	1016	1063

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Coddemor Ln	0.49	19.61	0.9	C	145	218
B - A421 (East)	1.04	103.77	48.8	F	1307	1960
C - Whaddon Rd	0.74	22.05	2.6	C	374	562
D - A421 (West)	1.04	103.83	46.3	F	1239	1858

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddemor Ln	119	30	1209	627	0.190	118	78	0.0	0.2	7.062	A
B - A421 (East)	1072	268	93	1527	0.702	1063	1234	0.0	2.3	7.617	A
C - Whaddon Rd	307	77	912	822	0.374	305	244	0.0	0.6	6.928	A
D - A421 (West)	1016	254	279	1500	0.677	1008	938	0.0	2.0	7.201	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddemor Ln	142	36	1445	500	0.285	142	93	0.2	0.4	10.023	B
B - A421 (East)	1280	320	112	1517	0.844	1270	1475	2.3	4.9	13.991	B
C - Whaddon Rd	367	92	1090	721	0.509	365	292	0.6	1.0	10.075	B
D - A421 (West)	1214	303	334	1469	0.826	1204	1121	2.0	4.4	13.162	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddemor Ln	174	44	1685	371	0.469	172	110	0.4	0.9	17.939	C
B - A421 (East)	1568	392	135	1504	1.043	1468	1722	4.9	29.9	53.505	F
C - Whaddon Rd	449	112	1263	622	0.723	444	340	1.0	2.4	19.620	C
D - A421 (West)	1486	372	404	1428	1.041	1391	1302	4.4	28.3	53.299	F

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	174	44	1711	357	0.488	174	112	0.9	0.9	19.614	C
B - A421 (East)	1568	392	136	1503	1.043	1493	1749	29.9	48.8	103.771	F
C - Whaddon Rd	449	112	1284	610	0.737	448	345	2.4	2.6	22.051	C
D - A421 (West)	1486	372	409	1425	1.043	1414	1323	28.3	46.3	103.833	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	142	36	1618	407	0.350	144	101	0.9	0.5	13.756	B
B - A421 (East)	1280	320	116	1515	0.845	1448	1646	48.8	6.8	65.205	F
C - Whaddon Rd	367	92	1237	636	0.577	372	327	2.6	1.4	13.852	B
D - A421 (West)	1214	303	344	1463	0.829	1375	1265	46.3	5.8	58.475	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	119	30	1236	613	0.194	120	80	0.5	0.2	7.326	A
B - A421 (East)	1072	268	95	1526	0.703	1090	1261	6.8	2.4	8.569	A
C - Whaddon Rd	307	77	935	809	0.380	310	250	1.4	0.6	7.262	A
D - A421 (West)	1016	254	284	1497	0.679	1031	961	5.8	2.2	7.945	A

2033 Base + CD + D - ST, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J7	Whaddon Crossroads	Standard Roundabout		A, B, C, D	87.84	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
D20	2033 Base + CD + D - ST	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Coddimor Ln		ONE HOUR	✓	171	100.000
B - A421 (East)		ONE HOUR	✓	1490	100.000
C - Whaddon Rd		ONE HOUR	✓	351	100.000
D - A421 (West)		ONE HOUR	✓	1319	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To				
		A - Coddimor Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
	A - Coddimor Ln	0	32	53	85
	B - A421 (East)	24	1	216	1249
	C - Whaddon Rd	51	264	0	36
	D - A421 (West)	31	1256	32	0

Proportions

From	To				
		A - Coddimor Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
	A - Coddimor Ln	0.00	0.19	0.31	0.50
	B - A421 (East)	0.02	0.00	0.15	0.84
	C - Whaddon Rd	0.14	0.75	0.00	0.10
	D - A421 (West)	0.02	0.95	0.02	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A - Coddimor Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
	A - Coddimor Ln	0	0	0	0
	B - A421 (East)	5	0	1	2
	C - Whaddon Rd	0	0	0	0
	D - A421 (West)	0	3	4	0

Average PCU Per Veh

From	To				
		A - Coddimor Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
	A - Coddimor Ln	1.000	1.000	1.000	1.000
	B - A421 (East)	1.048	1.000	1.012	1.019
	C - Whaddon Rd	1.000	1.000	1.000	1.000
	D - A421 (West)	1.000	1.029	1.036	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Coddimor Ln	16:45-17:00	129	129
	17:00-17:15	154	154

	17:15-17:30	188	188
	17:30-17:45	188	188
	17:45-18:00	154	154
	18:00-18:15	129	129
B - A421 (East)	16:45-17:00	1122	1143
	17:00-17:15	1340	1365
	17:15-17:30	1641	1672
	17:30-17:45	1641	1672
	17:45-18:00	1340	1365
	18:00-18:15	1122	1143
C - Whaddon Rd	16:45-17:00	264	264
	17:00-17:15	315	315
	17:15-17:30	386	386
	17:30-17:45	386	386
	17:45-18:00	315	315
	18:00-18:15	264	264
D - A421 (West)	16:45-17:00	993	1022
	17:00-17:15	1186	1220
	17:15-17:30	1453	1494
	17:30-17:45	1453	1494
	17:45-18:00	1186	1220
	18:00-18:15	993	1022

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Coddemor Ln	0.48	17.90	0.9	C	157	235
B - A421 (East)	1.08	141.93	71.9	F	1368	2051
C - Whaddon Rd	0.65	16.95	1.8	C	322	483
D - A421 (West)	0.98	54.46	21.4	F	1211	1816

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddemor Ln	129	32	1161	669	0.192	128	79	0.0	0.2	6.638	A
B - A421 (East)	1122	281	128	1556	0.721	1112	1161	0.0	2.5	7.947	A
C - Whaddon Rd	264	66	1014	812	0.325	262	225	0.0	0.5	6.520	A
D - A421 (West)	993	248	254	1544	0.643	986	1022	0.0	1.8	6.381	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	154	38	1389	548	0.280	153	95	0.2	0.4	9.099	A
B - A421 (East)	1340	335	153	1541	0.869	1326	1389	2.5	5.9	15.807	C
C - Whaddon Rd	315	79	1210	701	0.450	314	269	0.5	0.8	9.280	A
D - A421 (West)	1186	297	305	1515	0.783	1179	1220	1.8	3.4	10.523	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	188	47	1659	405	0.465	186	113	0.4	0.8	16.334	C
B - A421 (East)	1641	410	185	1523	1.077	1500	1659	5.9	41.1	66.877	F
C - Whaddon Rd	386	97	1375	606	0.637	383	310	0.8	1.7	15.845	C
D - A421 (West)	1453	363	369	1478	0.983	1402	1389	3.4	16.0	34.680	D

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	188	47	1689	388	0.484	188	114	0.8	0.9	17.899	C
B - A421 (East)	1641	410	187	1522	1.078	1518	1690	41.1	71.9	141.932	F
C - Whaddon Rd	386	97	1391	597	0.646	386	314	1.7	1.8	16.953	C
D - A421 (West)	1453	363	372	1476	0.984	1431	1405	16.0	21.4	54.461	F

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	154	38	1467	506	0.303	155	100	0.9	0.4	10.309	B
B - A421 (East)	1340	335	157	1539	0.870	1518	1466	71.9	27.3	120.903	F
C - Whaddon Rd	315	79	1375	606	0.520	318	300	1.8	1.1	12.597	B
D - A421 (West)	1186	297	311	1511	0.785	1256	1382	21.4	3.9	17.573	C

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	129	32	1179	660	0.195	129	82	0.4	0.2	6.802	A
B - A421 (East)	1122	281	129	1555	0.722	1221	1179	27.3	2.7	14.134	B
C - Whaddon Rd	264	66	1108	759	0.348	266	242	1.1	0.5	7.344	A
D - A421 (West)	993	248	260	1540	0.645	1001	1114	3.9	1.9	6.776	A

2033 Base + CD + SP (ST), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J7	Whaddon Crossroads	Standard Roundabout		A, B, C, D	60.09	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
D21	2033 Base + CD + SP (ST)	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Coddimor Ln		ONE HOUR	✓	158	100.000
B - A421 (East)		ONE HOUR	✓	1358	100.000
C - Whaddon Rd		ONE HOUR	✓	398	100.000
D - A421 (West)		ONE HOUR	✓	1315	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Coddimor Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
	A - Coddimor Ln	0	53	55	50
	B - A421 (East)	32	0	231	1095
	C - Whaddon Rd	49	282	0	67
	D - A421 (West)	23	1273	19	0

Proportions

	To				
		A - Coddimor Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
	A - Coddimor Ln	0.00	0.33	0.35	0.32
	B - A421 (East)	0.02	0.00	0.17	0.81
	C - Whaddon Rd	0.12	0.71	0.00	0.17
	D - A421 (West)	0.02	0.97	0.01	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Coddim or Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
From	A - Coddimor Ln	0	0	0	2
	B - A421 (East)	0	0	1	6
	C - Whaddon Rd	2	3	0	5
	D - A421 (West)	5	4	12	0

Average PCU Per Veh

	To				
		A - Coddim or Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
From	A - Coddimor Ln	1.000	1.000	1.000	1.023
	B - A421 (East)	1.000	1.000	1.011	1.060
	C - Whaddon Rd	1.023	1.033	1.000	1.052
	D - A421 (West)	1.050	1.045	1.118	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Coddimor Ln	07:30-07:45	119	120
	07:45-08:00	142	143
	08:00-08:15	174	176
	08:15-08:30	174	176
	08:30-08:45	142	143
	08:45-09:00	119	120
B - A421 (East)	07:30-07:45	1022	1074
	07:45-08:00	1221	1282
	08:00-08:15	1495	1570
	08:15-08:30	1495	1570
	08:30-08:45	1221	1282
	08:45-09:00	1022	1074
C - Whaddon Rd	07:30-07:45	300	310
	07:45-08:00	358	371
	08:00-08:15	438	454
	08:15-08:30	438	454
	08:30-08:45	358	371
	08:45-09:00	300	310
D - A421 (West)	07:30-07:45	990	1035
	07:45-08:00	1182	1236
	08:00-08:15	1448	1514
	08:15-08:30	1448	1514
	08:30-08:45	1182	1236
	08:45-09:00	990	1035

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
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A - Coddimor Ln	0.48	18.62	0.9	C	145	218
B - A421 (East)	1.00	61.59	25.4	F	1246	1869
C - Whaddon Rd	0.71	20.04	2.4	C	365	548
D - A421 (West)	1.01	75.34	31.0	F	1207	1810

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	119	30	1176	645	0.185	118	78	0.0	0.2	6.827	A
B - A421 (East)	1022	256	93	1527	0.670	1015	1201	0.0	2.0	6.928	A
C - Whaddon Rd	300	75	880	841	0.357	298	228	0.0	0.5	6.600	A
D - A421 (West)	990	247	272	1505	0.658	982	906	0.0	1.9	6.801	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	142	36	1407	521	0.273	142	93	0.2	0.4	9.482	A
B - A421 (East)	1221	305	112	1516	0.805	1213	1437	2.0	3.9	11.588	B
C - Whaddon Rd	358	89	1052	742	0.482	357	273	0.5	0.9	9.297	A
D - A421 (West)	1182	296	326	1473	0.802	1174	1083	1.9	3.8	11.737	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	174	44	1663	383	0.455	173	112	0.4	0.8	16.947	C
B - A421 (East)	1495	374	135	1503	0.995	1438	1700	3.9	18.3	37.790	E
C - Whaddon Rd	438	110	1248	630	0.696	434	325	0.9	2.1	17.871	C
D - A421 (West)	1448	362	395	1433	1.010	1379	1287	3.8	20.9	42.941	E

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	174	44	1693	367	0.475	174	113	0.8	0.9	18.625	C
B - A421 (East)	1495	374	137	1503	0.995	1467	1730	18.3	25.4	61.595	F
C - Whaddon Rd	438	110	1273	616	0.712	438	331	2.1	2.4	20.042	C
D - A421 (West)	1448	362	399	1431	1.012	1407	1312	20.9	31.0	75.340	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	142	36	1523	458	0.311	144	98	0.9	0.5	11.522	B
B - A421 (East)	1221	305	115	1515	0.806	1304	1552	25.4	4.5	22.645	C
C - Whaddon Rd	358	89	1129	699	0.512	363	291	2.4	1.1	10.886	B
D - A421 (West)	1182	296	333	1469	0.805	1288	1158	31.0	4.5	28.840	D

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddimor Ln	119	30	1197	634	0.188	120	79	0.5	0.2	7.019	A
B - A421 (East)	1022	256	95	1526	0.670	1032	1222	4.5	2.1	7.430	A
C - Whaddon Rd	300	75	895	832	0.360	302	232	1.1	0.6	6.812	A
D - A421 (West)	990	247	276	1502	0.659	1000	921	4.5	2.0	7.310	A

2033 Base + CD + SP (ST), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
J7	Whaddon Crossroads	Standard Roundabout		A, B, C, D	61.18	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
D22	2033 Base + CD + SP (ST)	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Coddimor Ln		ONE HOUR	✓	171	100.000
B - A421 (East)		ONE HOUR	✓	1441	100.000
C - Whaddon Rd		ONE HOUR	✓	322	100.000
D - A421 (West)		ONE HOUR	✓	1272	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Coddim or Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
From	A - Coddimor Ln	0	32	53	85
	B - A421 (East)	24	1	202	1213
	C - Whaddon Rd	51	235	0	36
	D - A421 (West)	31	1209	32	0

Proportions

	To				
		A - Coddim or Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
From	A - Coddimor Ln	0.00	0.19	0.31	0.50
	B - A421 (East)	0.02	0.00	0.14	0.84
	C - Whaddon Rd	0.16	0.73	0.00	0.11
	D - A421 (West)	0.02	0.95	0.03	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Coddim or Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
From	A - Coddimor Ln	0	0	0	0
	B - A421 (East)	5	0	1	2
	C - Whaddon Rd	0	0	0	0
	D - A421 (West)	0	3	4	0

Average PCU Per Veh

	To				
		A - Coddim or Ln	B - A421 (East)	C - Whaddon Rd	D - A421 (West)
From	A - Coddimor Ln	1.000	1.000	1.000	1.000
	B - A421 (East)	1.048	1.000	1.012	1.019
	C - Whaddon Rd	1.000	1.000	1.000	1.000
	D - A421 (West)	1.000	1.029	1.036	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Coddimor Ln	16:45-17:00	129	129
	17:00-17:15	154	154
	17:15-17:30	188	188
	17:30-17:45	188	188
	17:45-18:00	154	154
	18:00-18:15	129	129
B - A421 (East)	16:45-17:00	1085	1105
	17:00-17:15	1295	1320
	17:15-17:30	1586	1616
	17:30-17:45	1586	1616
	17:45-18:00	1295	1320
	18:00-18:15	1085	1105
C - Whaddon Rd	16:45-17:00	242	242
	17:00-17:15	289	289
	17:15-17:30	354	354

	17:30-17:45	354	354
	17:45-18:00	289	289
	18:00-18:15	242	242
D - A421 (West)	16:45-17:00	958	985
	17:00-17:15	1144	1176
	17:15-17:30	1401	1441
	17:30-17:45	1401	1441
	17:45-18:00	1144	1176
	18:00-18:15	958	985

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Coddemor Ln	0.44	15.17	0.8	C	157	235
B - A421 (East)	1.04	102.43	48.8	F	1322	1983
C - Whaddon Rd	0.59	14.81	1.4	B	295	443
D - A421 (West)	0.94	32.33	11.8	D	1167	1751

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddemor Ln	129	32	1105	699	0.184	128	79	0.0	0.2	6.293	A
B - A421 (East)	1085	271	128	1555	0.697	1076	1105	0.0	2.2	7.376	A
C - Whaddon Rd	242	61	989	827	0.293	241	215	0.0	0.4	6.120	A
D - A421 (West)	958	239	233	1556	0.616	951	996	0.0	1.6	5.896	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddemor Ln	154	38	1322	583	0.263	153	95	0.2	0.4	8.357	A
B - A421 (East)	1295	324	153	1541	0.840	1285	1322	2.2	4.8	13.515	B
C - Whaddon Rd	289	72	1181	717	0.403	288	257	0.4	0.7	8.371	A
D - A421 (West)	1144	286	279	1530	0.748	1138	1191	1.6	2.9	9.085	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddemor Ln	188	47	1596	438	0.430	187	114	0.4	0.7	14.243	B
B - A421 (East)	1586	397	186	1523	1.042	1486	1596	4.8	29.9	52.730	F
C - Whaddon Rd	354	89	1371	609	0.582	352	301	0.7	1.3	13.838	B
D - A421 (West)	1401	350	339	1495	0.937	1371	1384	2.9	10.2	24.667	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddemor Ln	188	47	1620	425	0.442	188	115	0.7	0.8	15.166	C
B - A421 (East)	1586	397	188	1522	1.042	1511	1620	29.9	48.8	102.427	F
C - Whaddon Rd	354	89	1393	596	0.594	354	306	1.3	1.4	14.811	B
D - A421 (West)	1401	350	341	1494	0.938	1394	1406	10.2	11.8	32.334	D

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddemor Ln	154	38	1364	561	0.274	155	99	0.8	0.4	8.899	A
B - A421 (East)	1295	324	156	1540	0.841	1464	1363	48.8	6.5	61.883	F
C - Whaddon Rd	289	72	1336	629	0.460	291	284	1.4	0.9	10.750	B
D - A421 (West)	1144	286	285	1526	0.749	1178	1343	11.8	3.1	11.303	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Coddemor Ln	129	32	1119	691	0.186	129	81	0.4	0.2	6.413	A
B - A421 (East)	1085	271	129	1555	0.698	1101	1119	6.5	2.4	8.216	A
C - Whaddon Rd	242	61	1011	814	0.298	244	219	0.9	0.4	6.332	A
D - A421 (West)	958	239	236	1554	0.616	964	1019	3.1	1.6	6.159	A

Junctions 9			
PICADY 9 - Priority Intersection Module			
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Filename: J8 - Warren Road A421.j9

Path: C:\Users\INAA02374\Desktop\SWMK Additional Tasks\2020.05.07\Base\J8

Report generation date: 07/05/2020 11:14:20

»2020 Base, AM
 »2020 Base, PM
 »2026 Base, AM
 »2026 Base, PM
 »2026 Base + CD + D, AM
 »2026 Base + CD + D, PM
 »2026 Base + CD + D with TP, AM
 »2026 Base + CD + D with TP, PM
 »2026 Base + CD + D - ST, AM
 »2026 Base + CD + D - ST, PM
 »2026 Base + CD + SP (ST), AM
 »2026 Base + CD + SP (ST), PM
 »2033 Base, AM
 »2033 Base, PM
 »2033 Base + CD + D, AM
 »2033 Base + CD + D, PM
 »2033 Base + CD + D with TP, AM
 »2033 Base + CD + D with TP, PM
 »2033 Base + CD + D - ST, AM
 »2033 Base + CD + D - ST, PM
 »2033 Base + CD + SP (ST), AM
 »2033 Base + CD + SP (ST), PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2020 Base								
Stream B-AC	2.1	82.53	0.71	F	0.3	39.25	0.24	E
Stream C-AB	0.0	8.63	0.01	A	0.0	9.19	0.00	A
2026 Base								
Stream B-AC	15.8	468.58	1.33	F	1.1	135.79	0.55	F

Stream C-AB	0.0	9.36	0.01	A	0.0	10.03	0.00	B
2026 Base + CD + D								
Stream B-AC	28.2	1527.77	2.00	F	2.1	248.15	0.77	F
Stream C-AB	0.0	9.75	0.01	A	0.0	10.37	0.00	B
2026 Base + CD + D with TP								
Stream B-AC	26.2	1327.77	1.85	F	2.1	247.94	0.77	F
Stream C-AB	0.0	9.69	0.01	A	0.0	10.31	0.00	B
2026 Base + CD + D - ST								
Stream B-AC	34.0	2341.65	2.58	F	2.1	248.54	0.77	F
Stream C-AB	0.0	9.95	0.01	A	0.0	10.45	0.00	B
2026 Base + CD + SP (ST)								
Stream B-AC	21.1	601.29	1.56	F	1.4	177.87	0.63	F
Stream C-AB	0.0	9.55	0.01	A	0.0	10.11	0.00	B
2033 Base								
Stream B-AC	38.4	2753.04	2.87	F	2.4	270.29	0.83	F
Stream C-AB	0.0	10.00	0.01	B	0.0	10.87	0.00	B
2033 Base + CD + D								
Stream B-AC	38.6	2777.18	2.87	F	2.4	272.93	0.83	F
Stream C-AB	0.0	10.45	0.01	B	0.0	11.27	0.00	B
2033 Base + CD + D with TP								
Stream B-AC	38.6	2772.59	2.87	F	2.4	272.42	0.83	F
Stream C-AB	0.0	10.37	0.01	B	0.0	11.20	0.00	B
2033 Base + CD + D - ST								
Stream B-AC	38.8	2793.01	2.87	F	2.4	273.77	0.83	F
Stream C-AB	0.0	10.68	0.01	B	0.0	11.36	0.00	B
2033 Base + CD + SP (ST)								
Stream B-AC	38.5	2762.23	2.87	F	2.4	270.90	0.83	F
Stream C-AB	0.0	10.21	0.01	B	0.0	10.96	0.00	B

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

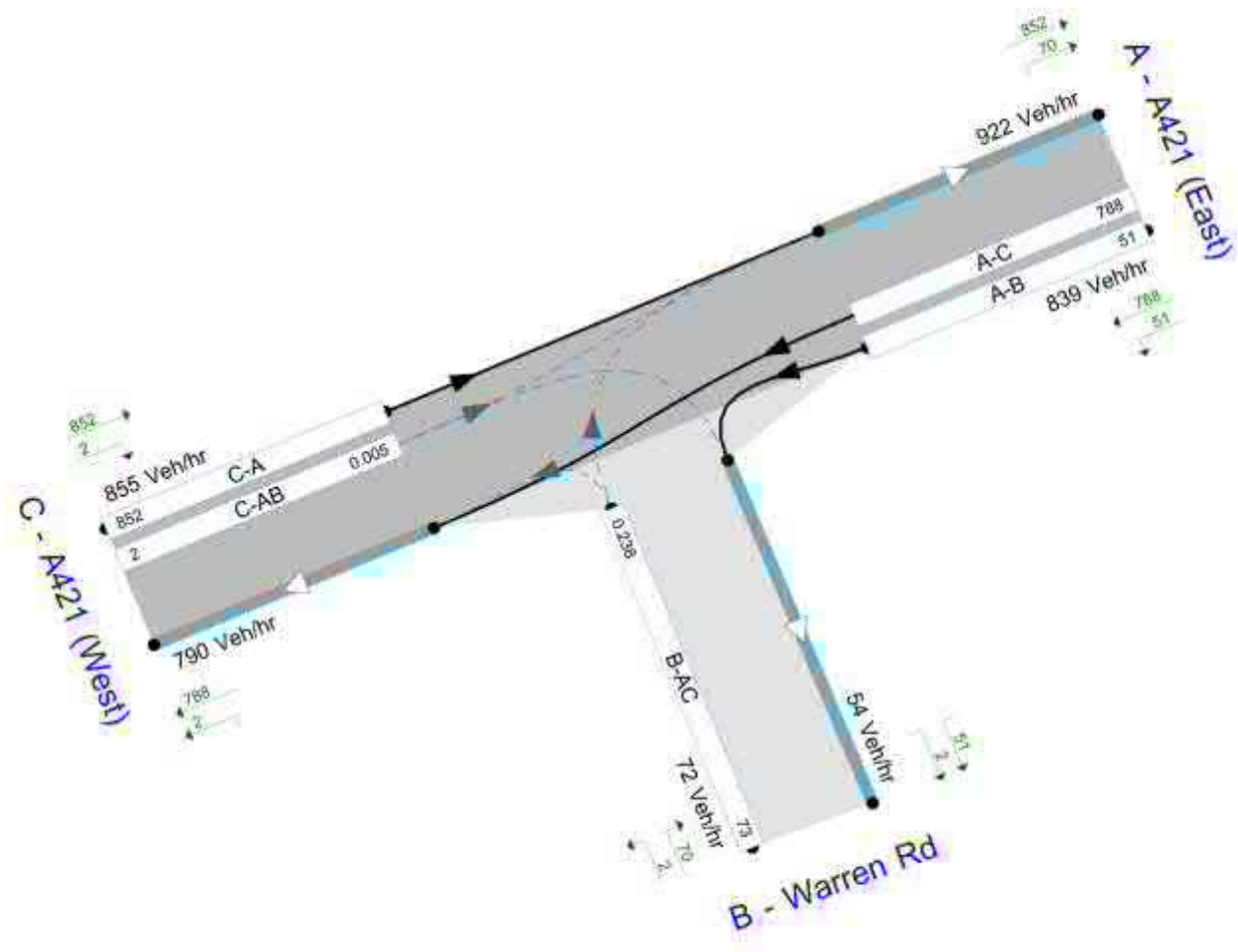
File summary

File Description

Title	Warren Road/ A421
Location	51°59'6.85"N, 0°50'10.28"W
Site number	8
Date	04/12/2015
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	fsuarez
Description	

Units

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



Flows show installed flow through junction (Veh/hr).
 Shows (downstream and) show Total Demand (Veh/hr). Shows (downstream and) show RFC (.)
 Time Segment: 07:30-09:45

The junction diagram reflects the last run of Junctions.

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	2020 Base	AM	ONE HOUR	07:30	09:00	15	✓
D2	2020 Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2026 Base	AM	ONE HOUR	07:30	09:00	15	✓

D4	2026 Base	PM	ONE HOUR	16:45	18:15	15	✓
D5	2026 Base + CD + D	AM	ONE HOUR	07:30	09:00	15	✓
D6	2026 Base + CD + D	PM	ONE HOUR	16:45	18:15	15	✓
D7	2026 Base + CD + D with TP	AM	ONE HOUR	07:30	09:00	15	✓
D8	2026 Base + CD + D with TP	PM	ONE HOUR	16:45	18:15	15	✓
D9	2026 Base + CD + D - ST	AM	ONE HOUR	07:30	09:00	15	✓
D10	2026 Base + CD + D - ST	PM	ONE HOUR	16:45	18:15	15	✓
D11	2026 Base + CD + SP (ST)	AM	ONE HOUR	07:30	09:00	15	✓
D12	2026 Base + CD + SP (ST)	PM	ONE HOUR	16:45	18:15	15	✓
D13	2033 Base	AM	ONE HOUR	07:30	09:00	15	✓
D14	2033 Base	PM	ONE HOUR	16:45	18:15	15	✓
D15	2033 Base + CD + D	AM	ONE HOUR	07:30	09:00	15	✓
D16	2033 Base + CD + D	PM	ONE HOUR	16:45	18:15	15	✓
D17	2033 Base + CD + D with TP	AM	ONE HOUR	07:30	09:00	15	✓
D18	2033 Base + CD + D with TP	PM	ONE HOUR	16:45	18:15	15	✓
D19	2033 Base + CD + D - ST	AM	ONE HOUR	07:30	09:00	15	✓
D20	2033 Base + CD + D - ST	PM	ONE HOUR	16:45	18:15	15	✓
D21	2033 Base + CD + SP (ST)	AM	ONE HOUR	07:30	09:00	15	✓
D22	2033 Base + CD + SP (ST)	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

2020 Base, 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
J8	Warren Road/ A421	T-Junction	Two-way		3.32	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A421 (East)		Major
B	Warren Rd		Minor

C	A421 (West)		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 - A421 (West)	6.25		✓	3.62	161.3	✓	9.25

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 - Warren Rd	One lane	4.98	250	122

Slope / Intercept / Capacity

Stream Intercept Adjustments

Stream intercept adjustment	Use adjustment	Reason	Direct intercept adjustment (PCU/hr)
B-AC	✓		40

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
J8	B-A	749	0.135	0.341	0.215	0.487
J8	B-C	840	0.127	0.322	-	-
J8	C-B	771	0.295	0.295	-	-

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	2020 Base	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A421 (East)		ONE HOUR	✓	1019	100.000
B - Warren Rd		ONE HOUR	✓	90	100.000
C - A421 (West)		ONE HOUR	✓	1047	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	0	63	956
	B - Warren Rd	87	0	3
	C - A421 (West)	1044	3	0

Proportions

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	0.00	0.06	0.94
	B - Warren Rd	0.97	0.00	0.03
	C - A421 (West)	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	0	3	6
	B - Warren Rd	0	0	33
	C - A421 (West)	5	0	0

Average PCU Per Veh

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	1.000	1.032	1.058
	B - Warren Rd	1.000	1.000	1.333
	C - A421 (West)	1.053	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A421 (East)	07:30-07:45	767	810
	07:45-08:00	916	968
	08:00-08:15	1122	1185
	08:15-08:30	1122	1185
	08:30-08:45	916	968
	08:45-09:00	767	810
B - Warren Rd	07:30-07:45	68	69
	07:45-08:00	81	82
	08:00-08:15	99	100
	08:15-08:30	99	100
	08:30-08:45	81	82
	08:45-09:00	68	69
C - A421 (West)	07:30-07:45	788	830
	07:45-08:00	941	991
	08:00-08:15	1153	1214
	08:15-08:30	1153	1214
	08:30-08:45	941	991
	08:45-09:00	788	830

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.71	82.53	2.1	F	83	124
C-AB	0.01	8.63	0.0	A	3	4
C-A					958	1437
A-B					58	87
A-C					877	1316

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	68	17	347	0.195	67	0.0	0.2	12.817	B
C-AB	2	0.56	531	0.004	2	0.0	0.0	6.805	A
C-A	786	196			786				
A-B	47	12			47				
A-C	720	180			720				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	81	20	261	0.311	80	0.2	0.4	19.863	C
C-AB	3	0.67	485	0.006	3	0.0	0.0	7.467	A
C-A	939	235			939				
A-B	57	14			57				
A-C	859	215			859				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	99	25	140	0.707	93	0.4	1.9	70.038	F
C-AB	3	0.83	421	0.008	3	0.0	0.0	8.628	A
C-A	1149	287			1149				
A-B	69	17			69				
A-C	1053	263			1053				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	99	25	140	0.707	98	1.9	2.1	82.526	F
C-AB	3	0.83	421	0.008	3	0.0	0.0	8.628	A
C-A	1149	287			1149				
A-B	69	17			69				
A-C	1053	263			1053				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	81	20	261	0.311	87	2.1	0.5	21.517	C
C-AB	3	0.67	485	0.006	3	0.0	0.0	7.467	A
C-A	939	235			939				
A-B	57	14			57				
A-C	859	215			859				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	68	17	347	0.195	69	0.5	0.2	12.983	B
C-AB	2	0.56	531	0.004	2	0.0	0.0	6.805	A
C-A	786	196			786				
A-B	47	12			47				
A-C	720	180			720				

2020 Base, 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
J8	Warren Road/ A421	T-Junction	Two-way		0.45	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	2020 Base	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A421 (East)		ONE HOUR	✓	1141	100.000

B - Warren Rd		ONE HOUR	✓	26	100.000
C - A421 (West)		ONE HOUR	✓	1057	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	0	88	1053
	B - Warren Rd	24	0	2
	C - A421 (West)	1056	1	0

Proportions

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	0.00	0.08	0.92
	B - Warren Rd	0.92	0.00	0.08
	C - A421 (West)	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	0	0	2
	B - Warren Rd	0	0	0
	C - A421 (West)	3	0	0

Average PCU Per Veh

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	1.000	1.000	1.020
	B - Warren Rd	1.000	1.000	1.000
	C - A421 (West)	1.030	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A421 (East)	16:45-17:00	859	875
	17:00-17:15	1026	1045
	17:15-17:30	1256	1279
	17:30-17:45	1256	1279
	17:45-18:00	1026	1045
	18:00-18:15	859	875
B - Warren Rd	16:45-17:00	20	20
	17:00-17:15	23	23
	17:15-17:30	29	29
	17:30-17:45	29	29
	17:45-18:00	23	23
	18:00-18:15	20	20
C - A421 (West)	16:45-17:00	796	820
	17:00-17:15	950	979
	17:15-17:30	1164	1199
	17:30-17:45	1164	1199
	17:45-18:00	950	979
	18:00-18:15	796	820

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.24	39.25	0.3	E	24	36
C-AB	0.00	9.19	0.0	A	0.92	1
C-A					969	1454
A-B					81	121
A-C					966	1449

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	5	340	0.058	19	0.0	0.1	11.232	B
C-AB	0.75	0.19	512	0.001	0.75	0.0	0.0	7.038	A
C-A	795	199			795				
A-B	66	17			66				
A-C	793	198			793				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	23	6	249	0.094	23	0.1	0.1	15.956	C
C-AB	0.90	0.22	462	0.002	0.90	0.0	0.0	7.806	A
C-A	949	237			949				
A-B	79	20			79				
A-C	947	237			947				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29	7	120	0.238	28	0.1	0.3	38.662	E
C-AB	1	0.28	393	0.003	1	0.0	0.0	9.192	A
C-A	1163	291			1163				
A-B	97	24			97				
A-C	1159	290			1159				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29	7	120	0.238	29	0.3	0.3	39.251	E
C-AB	1	0.28	393	0.003	1	0.0	0.0	9.192	A

C-A	1163	291			1163				
A-B	97	24			97				
A-C	1159	290			1159				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	23	6	249	0.094	24	0.3	0.1	16.089	C
C-AB	0.90	0.22	462	0.002	0.90	0.0	0.0	7.806	A
C-A	949	237			949				
A-B	79	20			79				
A-C	947	237			947				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	5	340	0.058	20	0.1	0.1	11.260	B
C-AB	0.75	0.19	512	0.001	0.75	0.0	0.0	7.038	A
C-A	795	199			795				
A-B	66	17			66				
A-C	793	198			793				

2026 Base, 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
J8	Warren Road/ A421	T-Junction	Two-way		18.66	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026 Base	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A421 (East)		ONE HOUR	✓	1114	100.000
B - Warren Rd		ONE HOUR	✓	97	100.000
C - A421 (West)		ONE HOUR	✓	1135	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	0	68	1046
	B - Warren Rd	94	0	3
	C - A421 (West)	1132	3	0

Proportions

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	0.00	0.06	0.94
	B - Warren Rd	0.97	0.00	0.03
	C - A421 (West)	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	0	3	6
	B - Warren Rd	0	0	33
	C - A421 (West)	5	0	0

Average PCU Per Veh

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	1.000	1.032	1.058
	B - Warren Rd	1.000	1.000	1.333
	C - A421 (West)	1.053	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A421 (East)	07:30-07:45	839	886
	07:45-08:00	1002	1058
	08:00-08:15	1227	1295
	08:15-08:30	1227	1295
	08:30-08:45	1002	1058
	08:45-09:00	839	886
B - Warren Rd	07:30-07:45	73	74
	07:45-08:00	87	88
	08:00-08:15	107	108
	08:15-08:30	107	108
	08:30-08:45	87	88
	08:45-09:00	73	74
C - A421 (West)	07:30-07:45	855	899
	07:45-08:00	1020	1074
	08:00-08:15	1250	1315

	08:15-08:30	1250	1315
	08:30-08:45	1020	1074
	08:45-09:00	855	899

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	1.33	468.58	15.8	F	89	134
C-AB	0.01	9.36	0.0	A	3	4
C-A					1039	1558
A-B					62	94
A-C					960	1440

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	18	307	0.238	72	0.0	0.3	15.242	C
C-AB	2	0.61	509	0.005	2	0.0	0.0	7.106	A
C-A	852	213			852				
A-B	51	13			51				
A-C	788	197			788				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	87	22	213	0.411	86	0.3	0.7	28.071	D
C-AB	3	0.73	458	0.006	3	0.0	0.0	7.906	A
C-A	1018	254			1018				
A-B	61	15			61				
A-C	940	235			940				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	107	27	81	1.327	74	0.7	8.9	290.326	F
C-AB	4	0.89	388	0.009	4	0.0	0.0	9.363	A
C-A	1246	312			1246				
A-B	75	19			75				
A-C	1152	288			1152				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	107	27	81	1.327	79	8.9	15.8	468.577	F
C-AB	4	0.89	388	0.009	4	0.0	0.0	9.363	A
C-A	1246	312			1246				
A-B	75	19			75				
A-C	1152	288			1152				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	87	22	213	0.411	148	15.8	0.8	97.687	F
C-AB	3	0.73	458	0.006	3	0.0	0.0	7.908	A
C-A	1018	254			1018				
A-B	61	15			61				
A-C	940	235			940				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	18	307	0.238	75	0.8	0.3	15.624	C
C-AB	2	0.61	509	0.005	2	0.0	0.0	7.109	A
C-A	852	213			852				
A-B	51	13			51				
A-C	788	197			788				

2026 Base, 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
J8	Warren Road/ A421	T-Junction	Two-way		1.54	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
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D4	2026 Base	PM	ONE HOUR	16:45	18:15	15	✓
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Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A421 (East)		ONE HOUR	✓	1240	100.000
B - Warren Rd		ONE HOUR	✓	28	100.000
C - A421 (West)		ONE HOUR	✓	1155	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	0	95	1145
	B - Warren Rd	26	0	2
	C - A421 (West)	1154	1	0

Proportions

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	0.00	0.08	0.92
	B - Warren Rd	0.92	0.00	0.08
	C - A421 (West)	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	0	0	2
	B - Warren Rd	0	0	0
	C - A421 (West)	3	0	0

Average PCU Per Veh

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	1.000	1.000	1.020
	B - Warren Rd	1.000	1.000	1.000
	C - A421 (West)	1.030	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A421 (East)	16:45-17:00	933	951
	17:00-17:15	1115	1135
	17:15-17:30	1365	1390
	17:30-17:45	1365	1390
	17:45-18:00	1115	1135
	18:00-18:15	933	951
B - Warren Rd	16:45-17:00	21	21
	17:00-17:15	25	25
	17:15-17:30	31	31
	17:30-17:45	31	31

	17:45-18:00	25	25
	18:00-18:15	21	21
C - A421 (West)	16:45-17:00	870	896
	17:00-17:15	1038	1070
	17:15-17:30	1272	1310
	17:30-17:45	1272	1310
	17:45-18:00	1038	1070
	18:00-18:15	870	896

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.55	135.79	1.1	F	26	39
C-AB	0.00	10.03	0.0	B	0.99	1
C-A					1059	1588
A-B					87	131
A-C					1050	1576

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	5	298	0.071	21	0.0	0.1	12.981	B
C-AB	0.81	0.20	490	0.002	0.81	0.0	0.0	7.361	A
C-A	869	217			869				
A-B	72	18			72				
A-C	862	215			862				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	198	0.128	25	0.1	0.1	20.802	C
C-AB	0.97	0.24	435	0.002	0.97	0.0	0.0	8.288	A
C-A	1037	259			1037				
A-B	86	21			86				
A-C	1029	257			1029				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	8	56	0.552	28	0.1	0.9	117.446	F
C-AB	1	0.30	360	0.003	1	0.0	0.0	10.033	B

C-A	1271	318			1271				
A-B	105	26			105				
A-C	1260	315			1260				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	8	56	0.552	31	0.9	1.1	135.786	F
C-AB	1	0.30	360	0.003	1	0.0	0.0	10.033	B
C-A	1271	318			1271				
A-B	105	26			105				
A-C	1260	315			1260				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	198	0.128	29	1.1	0.2	21.706	C
C-AB	0.97	0.24	435	0.002	0.98	0.0	0.0	8.288	A
C-A	1037	259			1037				
A-B	86	21			86				
A-C	1029	257			1029				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	5	298	0.071	21	0.2	0.1	13.036	B
C-AB	0.81	0.20	490	0.002	0.82	0.0	0.0	7.361	A
C-A	869	217			869				
A-B	72	18			72				
A-C	862	215			862				

2026 Base + CD + D, 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
J8	Warren Road/ A421	T-Junction	Two-way		58.82	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
D5	2026 Base + CD + D	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A421 (East)		ONE HOUR	✓	1159	100.000
B - Warren Rd		ONE HOUR	✓	97	100.000
C - A421 (West)		ONE HOUR	✓	1170	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	0	68	1091
	B - Warren Rd	94	0	3
	C - A421 (West)	1167	3	0

Proportions

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	0.00	0.06	0.94
	B - Warren Rd	0.97	0.00	0.03
	C - A421 (West)	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	0	3	6
	B - Warren Rd	0	0	33
	C - A421 (West)	5	0	0

Average PCU Per Veh

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	1.000	1.032	1.058
	B - Warren Rd	1.000	1.000	1.333
	C - A421 (West)	1.053	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A421 (East)	07:30-07:45	872	921
	07:45-08:00	1042	1100
	08:00-08:15	1276	1347
	08:15-08:30	1276	1347
	08:30-08:45	1042	1100

	08:45-09:00	872	921
B - Warren Rd	07:30-07:45	73	74
	07:45-08:00	87	88
	08:00-08:15	107	108
	08:15-08:30	107	108
	08:30-08:45	87	88
	08:45-09:00	73	74
C - A421 (West)	07:30-07:45	881	927
	07:45-08:00	1052	1107
	08:00-08:15	1288	1356
	08:15-08:30	1288	1356
	08:30-08:45	1052	1107
	08:45-09:00	881	927

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	2.00	1527.77	28.2	F	89	134
C-AB	0.01	9.75	0.0	A	3	4
C-A					1071	1606
A-B					62	94
A-C					1001	1501

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	18	289	0.253	72	0.0	0.3	16.477	C
C-AB	2	0.61	499	0.005	2	0.0	0.0	7.255	A
C-A	878	220			878				
A-B	51	13			51				
A-C	821	205			821				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	87	22	191	0.457	86	0.3	0.8	33.540	D
C-AB	3	0.73	446	0.007	3	0.0	0.0	8.129	A
C-A	1049	262			1049				
A-B	61	15			61				
A-C	980	245			980				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	107	27	54	1.998	51	0.8	14.8	609.977	F
C-AB	4	0.89	373	0.010	4	0.0	0.0	9.751	A
C-A	1285	321			1285				
A-B	75	19			75				
A-C	1201	300			1201				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	107	27	54	1.998	53	14.8	28.2	1527.767	F
C-AB	4	0.89	373	0.010	4	0.0	0.0	9.751	A
C-A	1285	321			1285				
A-B	75	19			75				
A-C	1201	300			1201				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	87	22	191	0.457	185	28.2	3.9	326.555	F
C-AB	3	0.73	446	0.007	3	0.0	0.0	8.131	A
C-A	1049	262			1049				
A-B	61	15			61				
A-C	980	245			980				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	18	289	0.253	87	3.9	0.3	19.039	C
C-AB	2	0.61	499	0.005	2	0.0	0.0	7.258	A
C-A	878	220			878				
A-B	51	13			51				
A-C	821	205			821				

2026 Base + CD + D, 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
J8	Warren Road/ A421	T-Junction	Two-way		2.73	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 Base + CD + D	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A421 (East)		ONE HOUR	✓	1275	100.000
B - Warren Rd		ONE HOUR	✓	28	100.000
C - A421 (West)		ONE HOUR	✓	1202	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
	From			
	A - A421 (East)	0	95	1180
	B - Warren Rd	26	0	2
C - A421 (West)	1201	1	0	

Proportions

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
	From			
	A - A421 (East)	0.00	0.07	0.93
	B - Warren Rd	0.92	0.00	0.08
C - A421 (West)	1.00	0.00	0.00	

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
	From			
	A - A421 (East)	0	0	2
	B - Warren Rd	0	0	0
C - A421 (West)	3	0	0	

Average PCU Per Veh

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
	From			
	A - A421 (East)	1.000	1.000	1.020
	B - Warren Rd	1.000	1.000	1.000
C - A421 (West)	1.030	1.000	1.000	

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
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A - A421 (East)	16:45-17:00	960	978
	17:00-17:15	1146	1168
	17:15-17:30	1404	1430
	17:30-17:45	1404	1430
	17:45-18:00	1146	1168
	18:00-18:15	960	978
B - Warren Rd	16:45-17:00	21	21
	17:00-17:15	25	25
	17:15-17:30	31	31
	17:30-17:45	31	31
	17:45-18:00	25	25
	18:00-18:15	21	21
C - A421 (West)	16:45-17:00	905	933
	17:00-17:15	1081	1114
	17:15-17:30	1324	1364
	17:30-17:45	1324	1364
	17:45-18:00	1081	1114
	18:00-18:15	905	933

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.77	248.15	2.1	F	26	39
C-AB	0.00	10.37	0.0	B	0.99	1
C-A					1102	1654
A-B					87	131
A-C					1083	1624

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	5	281	0.075	21	0.0	0.1	13.846	B
C-AB	0.81	0.20	482	0.002	0.81	0.0	0.0	7.484	A
C-A	904	226			904				
A-B	72	18			72				
A-C	888	222			888				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	177	0.143	25	0.1	0.2	23.650	C

C-AB	0.97	0.24	426	0.002	0.97	0.0	0.0	8.475	A
C-A	1080	270			1080				
A-B	86	21			86				
A-C	1061	265			1061				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	8	40	0.774	25	0.2	1.6	202.770	F
C-AB	1	0.30	348	0.003	1	0.0	0.0	10.372	B
C-A	1323	331			1323				
A-B	105	26			105				
A-C	1299	325			1299				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	8	40	0.774	29	1.6	2.1	248.153	F
C-AB	1	0.30	348	0.003	1	0.0	0.0	10.372	B
C-A	1323	331			1323				
A-B	105	26			105				
A-C	1299	325			1299				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	177	0.143	33	2.1	0.2	26.193	D
C-AB	0.97	0.24	426	0.002	0.98	0.0	0.0	8.476	A
C-A	1080	270			1080				
A-B	86	21			86				
A-C	1061	265			1061				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	5	281	0.075	22	0.2	0.1	13.919	B
C-AB	0.81	0.20	482	0.002	0.82	0.0	0.0	7.487	A
C-A	904	226			904				
A-B	72	18			72				
A-C	888	222			888				

2026 Base + CD + D with TP, 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
J8	Warren Road/ A421	T-Junction	Two-way		51.38	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	2026 Base + CD + D with TP	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A421 (East)		ONE HOUR	✓	1152	100.000
B - Warren Rd		ONE HOUR	✓	97	100.000
C - A421 (West)		ONE HOUR	✓	1165	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
	From			
	A - A421 (East)	0	68	1084
	B - Warren Rd	94	0	3
	C - A421 (West)	1162	3	0

Proportions

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
	From			
	A - A421 (East)	0.00	0.06	0.94
	B - Warren Rd	0.97	0.00	0.03
	C - A421 (West)	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
	From			
	A - A421 (East)	0	3	6
	B - Warren Rd	0	0	33
	C - A421 (West)	5	0	0

Average PCU Per Veh

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
	From			
	A - A421 (East)	1.000	1.032	1.058
	B - Warren Rd	1.000	1.000	1.333
	C - A421 (West)	1.053	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A421 (East)	07:30-07:45	867	916
	07:45-08:00	1035	1093
	08:00-08:15	1268	1339
	08:15-08:30	1268	1339
	08:30-08:45	1035	1093
	08:45-09:00	867	916
B - Warren Rd	07:30-07:45	73	74
	07:45-08:00	87	88
	08:00-08:15	107	108
	08:15-08:30	107	108
	08:30-08:45	87	88
	08:45-09:00	73	74
C - A421 (West)	07:30-07:45	877	923
	07:45-08:00	1047	1102
	08:00-08:15	1283	1350
	08:15-08:30	1283	1350
	08:30-08:45	1047	1102
	08:45-09:00	877	923

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	1.85	1327.77	26.2	F	89	134
C-AB	0.01	9.69	0.0	A	3	4
C-A					1066	1599
A-B					62	94
A-C					994	1491

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	18	292	0.251	72	0.0	0.3	16.273	C
C-AB	2	0.61	500	0.005	2	0.0	0.0	7.231	A
C-A	875	219			875				
A-B	51	13			51				
A-C	816	204			816				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	87	22	194	0.449	86	0.3	0.8	32.569	D
C-AB	3	0.73	448	0.007	3	0.0	0.0	8.093	A
C-A	1044	261			1044				
A-B	61	15			61				
A-C	974	244			974				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	107	27	58	1.854	55	0.8	13.8	545.696	F
C-AB	4	0.89	375	0.010	4	0.0	0.0	9.688	A
C-A	1279	320			1279				
A-B	75	19			75				
A-C	1193	298			1193				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	107	27	58	1.854	57	13.8	26.2	1327.771	F
C-AB	4	0.89	375	0.010	4	0.0	0.0	9.688	A
C-A	1279	320			1279				
A-B	75	19			75				
A-C	1193	298			1193				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	87	22	194	0.449	186	26.2	1.4	283.345	F
C-AB	3	0.73	448	0.007	3	0.0	0.0	8.095	A
C-A	1044	261			1044				
A-B	61	15			61				
A-C	974	244			974				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	18	292	0.251	77	1.4	0.3	17.107	C
C-AB	2	0.61	500	0.005	2	0.0	0.0	7.232	A
C-A	875	219			875				
A-B	51	13			51				
A-C	816	204			816				

2026 Base + CD + D with TP, 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
J8	Warren Road/ A421	T-Junction	Two-way		2.74	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	2026 Base + CD + D with TP	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A421 (East)		ONE HOUR	✓	1269	100.000
B - Warren Rd		ONE HOUR	✓	28	100.000
C - A421 (West)		ONE HOUR	✓	1194	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
	A - A421 (East)	0	95	1174
	B - Warren Rd	26	0	2
	C - A421 (West)	1193	1	0

Proportions

From	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
	A - A421 (East)	0.00	0.08	0.92
	B - Warren Rd	0.92	0.00	0.08
	C - A421 (West)	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
	A - A421 (East)	0	0	2
	B - Warren Rd	0	0	0
	C - A421 (West)	3	0	0

Average PCU Per Veh

From	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
	A - A421 (East)	1.000	1.000	1.020
	B - Warren Rd	1.000	1.000	1.000
	C - A421 (West)	1.030	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A421 (East)	16:45-17:00	955	973
	17:00-17:15	1141	1162
	17:15-17:30	1397	1423
	17:30-17:45	1397	1423
	17:45-18:00	1141	1162
	18:00-18:15	955	973
B - Warren Rd	16:45-17:00	21	21
	17:00-17:15	25	25
	17:15-17:30	31	31
	17:30-17:45	31	31
	17:45-18:00	25	25
	18:00-18:15	21	21
C - A421 (West)	16:45-17:00	899	926
	17:00-17:15	1074	1106
	17:15-17:30	1315	1355
	17:30-17:45	1315	1355
	17:45-18:00	1074	1106
	18:00-18:15	899	926

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.77	247.94	2.1	F	26	39
C-AB	0.00	10.31	0.0	B	0.99	1
C-A					1095	1642
A-B					87	131
A-C					1077	1616

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	5	284	0.075	21	0.0	0.1	13.686	B
C-AB	0.81	0.20	483	0.002	0.81	0.0	0.0	7.462	A
C-A	898	225			898				
A-B	72	18			72				
A-C	884	221			884				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	181	0.140	25	0.1	0.2	23.087	C
C-AB	0.97	0.24	427	0.002	0.97	0.0	0.0	8.441	A
C-A	1073	268			1073				
A-B	86	21			86				
A-C	1055	264			1055				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	8	40	0.774	25	0.2	1.6	202.604	F
C-AB	1	0.30	350	0.003	1	0.0	0.0	10.311	B
C-A	1314	328			1314				
A-B	105	26			105				
A-C	1292	323			1292				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	8	40	0.774	29	1.6	2.1	247.942	F
C-AB	1	0.30	350	0.003	1	0.0	0.0	10.311	B
C-A	1314	328			1314				
A-B	105	26			105				
A-C	1292	323			1292				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	181	0.140	33	2.1	0.2	25.517	D
C-AB	0.97	0.24	427	0.002	0.98	0.0	0.0	8.443	A
C-A	1073	268			1073				
A-B	86	21			86				
A-C	1055	264			1055				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	5	284	0.075	22	0.2	0.1	13.753	B
C-AB	0.81	0.20	483	0.002	0.82	0.0	0.0	7.462	A
C-A	898	225			898				
A-B	72	18			72				
A-C	884	221			884				

2026 Base + CD + D - ST, 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
J8	Warren Road/ A421	T-Junction	Two-way		88.89	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	2026 Base + CD + D - ST	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A421 (East)		ONE HOUR	✓	1180	100.000
B - Warren Rd		ONE HOUR	✓	97	100.000
C - A421 (West)		ONE HOUR	✓	1183	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	0	68	1112
	B - Warren Rd	94	0	3
	C - A421 (West)	1179	3	0

Proportions

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	0.00	0.06	0.94
	B - Warren Rd	0.97	0.00	0.03
	C - A421 (West)	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	0	3	6
	B - Warren Rd	0	0	33
	C - A421 (West)	5	0	0

Average PCU Per Veh

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	1.000	1.032	1.058
	B - Warren Rd	1.000	1.000	1.333
	C - A421 (West)	1.053	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A421 (East)	07:30-07:45	888	938
	07:45-08:00	1061	1120
	08:00-08:15	1299	1372
	08:15-08:30	1299	1372
	08:30-08:45	1061	1120
	08:45-09:00	888	938
B - Warren Rd	07:30-07:45	73	74
	07:45-08:00	87	88
	08:00-08:15	107	108
	08:15-08:30	107	108
	08:30-08:45	87	88
	08:45-09:00	73	74
C - A421 (West)	07:30-07:45	890	937
	07:45-08:00	1063	1119
	08:00-08:15	1302	1371
	08:15-08:30	1302	1371
	08:30-08:45	1063	1119
	08:45-09:00	890	937

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	2.58	2341.65	34.0	F	89	134
C-AB	0.01	9.95	0.0	A	3	4
C-A					1082	1623
A-B					62	94
A-C					1020	1531

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	18	281	0.260	72	0.0	0.3	17.095	C
C-AB	2	0.61	493	0.005	2	0.0	0.0	7.330	A
C-A	888	222			888				
A-B	51	13			51				
A-C	837	209			837				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	87	22	181	0.482	85	0.3	0.9	36.681	E
C-AB	3	0.73	440	0.007	3	0.0	0.0	8.242	A
C-A	1060	265			1060				
A-B	61	15			61				
A-C	1000	250			1000				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	107	27	41	2.579	40	0.9	17.6	823.095	F
C-AB	4	0.89	365	0.010	4	0.0	0.0	9.950	A
C-A	1299	325			1299				
A-B	75	19			75				
A-C	1224	306			1224				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	107	27	41	2.579	41	17.6	34.0	2341.654	F
C-AB	4	0.89	365	0.010	4	0.0	0.0	9.950	A
C-A	1299	325			1299				
A-B	75	19			75				
A-C	1224	306			1224				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	87	22	181	0.482	176	34.0	11.8	454.127	F
C-AB	3	0.73	440	0.007	3	0.0	0.0	8.244	A
C-A	1060	265			1060				
A-B	61	15			61				
A-C	1000	250			1000				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	18	281	0.260	119	11.8	0.4	29.083	D
C-AB	2	0.61	493	0.005	2	0.0	0.0	7.333	A
C-A	888	222			888				
A-B	51	13			51				
A-C	837	209			837				

2026 Base + CD + D - ST, 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
J8	Warren Road/ A421	T-Junction	Two-way		2.71	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
D10	2026 Base + CD + D - ST	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A421 (East)		ONE HOUR	✓	1283	100.000

B - Warren Rd		ONE HOUR	✓	28	100.000
C - A421 (West)		ONE HOUR	✓	1217	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	0	95	1188
	B - Warren Rd	26	0	2
	C - A421 (West)	1216	1	0

Proportions

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	0.00	0.07	0.93
	B - Warren Rd	0.92	0.00	0.08
	C - A421 (West)	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	0	0	2
	B - Warren Rd	0	0	0
	C - A421 (West)	3	0	0

Average PCU Per Veh

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	1.000	1.000	1.020
	B - Warren Rd	1.000	1.000	1.000
	C - A421 (West)	1.030	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A421 (East)	16:45-17:00	966	984
	17:00-17:15	1153	1175
	17:15-17:30	1413	1439
	17:30-17:45	1413	1439
	17:45-18:00	1153	1175
	18:00-18:15	966	984
B - Warren Rd	16:45-17:00	21	21
	17:00-17:15	25	25
	17:15-17:30	31	31
	17:30-17:45	31	31
	17:45-18:00	25	25
	18:00-18:15	21	21
C - A421 (West)	16:45-17:00	916	944
	17:00-17:15	1094	1127
	17:15-17:30	1340	1380
	17:30-17:45	1340	1380
	17:45-18:00	1094	1127
	18:00-18:15	916	944

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.77	248.54	2.1	F	26	39
C-AB	0.00	10.45	0.0	B	0.99	1
C-A					1116	1673
A-B					87	131
A-C					1090	1635

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	5	276	0.077	21	0.0	0.1	14.092	B
C-AB	0.81	0.20	480	0.002	0.81	0.0	0.0	7.511	A
C-A	915	229			915				
A-B	72	18			72				
A-C	894	224			894				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	171	0.148	25	0.1	0.2	24.548	C
C-AB	0.97	0.24	424	0.002	0.97	0.0	0.0	8.517	A
C-A	1093	273			1093				
A-B	86	21			86				
A-C	1068	267			1068				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	8	40	0.774	25	0.2	1.6	203.037	F
C-AB	1	0.30	346	0.003	1	0.0	0.0	10.450	B
C-A	1339	335			1339				
A-B	105	26			105				
A-C	1308	327			1308				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	8	40	0.774	29	1.6	2.1	248.538	F
C-AB	1	0.30	346	0.003	1	0.0	0.0	10.450	B

C-A	1339	335			1339				
A-B	105	26			105				
A-C	1308	327			1308				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	171	0.148	33	2.1	0.2	27.272	D
C-AB	0.97	0.24	424	0.002	0.98	0.0	0.0	8.517	A
C-A	1093	273			1093				
A-B	86	21			86				
A-C	1068	267			1068				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	5	276	0.077	22	0.2	0.1	14.166	B
C-AB	0.81	0.20	480	0.002	0.82	0.0	0.0	7.511	A
C-A	915	229			915				
A-B	72	18			72				
A-C	894	224			894				

2026 Base + CD + SP (ST), 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
J8	Warren Road/ A421	T-Junction	Two-way		23.60	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2026 Base + CD + SP (ST)	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A421 (East)		ONE HOUR	✓	1136	100.000
B - Warren Rd		ONE HOUR	✓	97	100.000
C - A421 (West)		ONE HOUR	✓	1148	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	0	68	1068
	B - Warren Rd	94	0	3
	C - A421 (West)	1144	3	0

Proportions

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	0.00	0.06	0.94
	B - Warren Rd	0.97	0.00	0.03
	C - A421 (West)	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	0	3	6
	B - Warren Rd	0	0	33
	C - A421 (West)	5	0	0

Average PCU Per Veh

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	1.000	1.032	1.058
	B - Warren Rd	1.000	1.000	1.333
	C - A421 (West)	1.053	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A421 (East)	07:30-07:45	855	903
	07:45-08:00	1021	1078
	08:00-08:15	1250	1320
	08:15-08:30	1250	1320
	08:30-08:45	1021	1078
	08:45-09:00	855	903
B - Warren Rd	07:30-07:45	73	74
	07:45-08:00	87	88
	08:00-08:15	107	108
	08:15-08:30	107	108
	08:30-08:45	87	88
	08:45-09:00	73	74
C - A421 (West)	07:30-07:45	864	909
	07:45-08:00	1032	1086
	08:00-08:15	1264	1330

	08:15-08:30	1264	1330
	08:30-08:45	1032	1086
	08:45-09:00	864	909

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	1.56	601.29	21.1	F	89	134
C-AB	0.01	9.55	0.0	A	3	4
C-A					1050	1575
A-B					62	94
A-C					980	1470

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	18	299	0.245	72	0.0	0.3	15.762	C
C-AB	2	0.61	504	0.005	2	0.0	0.0	7.178	A
C-A	862	215			862				
A-B	51	13			51				
A-C	804	201			804				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	87	22	203	0.430	86	0.3	0.7	30.267	D
C-AB	3	0.73	452	0.006	3	0.0	0.0	8.013	A
C-A	1029	257			1029				
A-B	61	15			61				
A-C	960	240			960				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	107	27	69	1.558	64	0.7	11.4	400.129	F
C-AB	4	0.89	381	0.009	4	0.0	0.0	9.547	A
C-A	1260	315			1260				
A-B	75	19			75				
A-C	1175	294			1175				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	107	27	69	1.559	68	11.4	21.1	601.285	F
C-AB	4	0.89	381	0.009	4	0.0	0.0	9.547	A
C-A	1260	315			1260				
A-B	75	19			75				
A-C	1175	294			1175				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	87	22	203	0.430	168	21.1	0.9	179.615	F
C-AB	3	0.73	452	0.006	3	0.0	0.0	8.013	A
C-A	1029	257			1029				
A-B	61	15			61				
A-C	960	240			960				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	18	299	0.245	75	0.9	0.3	16.245	C
C-AB	2	0.61	504	0.005	2	0.0	0.0	7.181	A
C-A	862	215			862				
A-B	51	13			51				
A-C	804	201			804				

2026 Base + CD + SP (ST), 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
J8	Warren Road/ A421	T-Junction	Two-way		2.00	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
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D12	2026 Base + CD + SP (ST)	PM	ONE HOUR	16:45	18:15	15	✓
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Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A421 (East)		ONE HOUR	✓	1248	100.000
B - Warren Rd		ONE HOUR	✓	28	100.000
C - A421 (West)		ONE HOUR	✓	1170	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	0	95	1153
	B - Warren Rd	26	0	2
	C - A421 (West)	1168	1	0

Proportions

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	0.00	0.08	0.92
	B - Warren Rd	0.92	0.00	0.08
	C - A421 (West)	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	0	0	2
	B - Warren Rd	0	0	0
	C - A421 (West)	3	0	0

Average PCU Per Veh

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	1.000	1.000	1.020
	B - Warren Rd	1.000	1.000	1.000
	C - A421 (West)	1.030	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A421 (East)	16:45-17:00	939	957
	17:00-17:15	1122	1142
	17:15-17:30	1374	1399
	17:30-17:45	1374	1399
	17:45-18:00	1122	1142
	18:00-18:15	939	957
B - Warren Rd	16:45-17:00	21	21
	17:00-17:15	25	25
	17:15-17:30	31	31
	17:30-17:45	31	31

	17:45-18:00	25	25
	18:00-18:15	21	21
C - A421 (West)	16:45-17:00	881	907
	17:00-17:15	1051	1083
	17:15-17:30	1288	1327
	17:30-17:45	1288	1327
	17:45-18:00	1051	1083
	18:00-18:15	881	907

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.63	177.87	1.4	F	26	39
C-AB	0.00	10.11	0.0	B	0.99	1
C-A					1072	1608
A-B					87	131
A-C					1058	1586

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	5	293	0.072	21	0.0	0.1	13.193	B
C-AB	0.81	0.20	488	0.002	0.81	0.0	0.0	7.388	A
C-A	880	220			880				
A-B	72	18			72				
A-C	868	217			868				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	193	0.131	25	0.1	0.1	21.445	C
C-AB	0.97	0.24	433	0.002	0.97	0.0	0.0	8.328	A
C-A	1050	263			1050				
A-B	86	21			86				
A-C	1036	259			1036				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	8	49	0.631	27	0.1	1.2	145.127	F
C-AB	1	0.30	357	0.003	1	0.0	0.0	10.106	B

C-A	1287	322			1287				
A-B	105	26			105				
A-C	1269	317			1269				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	8	49	0.631	30	1.2	1.4	177.868	F
C-AB	1	0.30	357	0.003	1	0.0	0.0	10.106	B
C-A	1287	322			1287				
A-B	105	26			105				
A-C	1269	317			1269				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	193	0.131	30	1.4	0.2	22.760	C
C-AB	0.97	0.24	433	0.002	0.98	0.0	0.0	8.328	A
C-A	1050	263			1050				
A-B	86	21			86				
A-C	1036	259			1036				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	5	293	0.072	21	0.2	0.1	13.253	B
C-AB	0.81	0.20	488	0.002	0.82	0.0	0.0	7.391	A
C-A	880	220			880				
A-B	72	18			72				
A-C	868	217			868				

2033 Base, 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
J8	Warren Road/ A421	T-Junction	Two-way		109.48	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
D13	2033 Base	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A421 (East)		ONE HOUR	✓	1185	100.000
B - Warren Rd		ONE HOUR	✓	103	100.000
C - A421 (West)		ONE HOUR	✓	1206	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	0	72	1113
	B - Warren Rd	100	0	3
	C - A421 (West)	1203	3	0

Proportions

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	0.00	0.06	0.94
	B - Warren Rd	0.97	0.00	0.03
	C - A421 (West)	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	0	3	6
	B - Warren Rd	0	0	33
	C - A421 (West)	5	0	0

Average PCU Per Veh

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	1.000	1.032	1.058
	B - Warren Rd	1.000	1.000	1.333
	C - A421 (West)	1.053	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A421 (East)	07:30-07:45	892	942
	07:45-08:00	1065	1125
	08:00-08:15	1305	1378
	08:15-08:30	1305	1378
	08:30-08:45	1065	1125

	08:45-09:00	892	942
B - Warren Rd	07:30-07:45	78	79
	07:45-08:00	93	94
	08:00-08:15	114	115
	08:15-08:30	114	115
	08:30-08:45	93	94
	08:45-09:00	78	79
C - A421 (West)	07:30-07:45	908	956
	07:45-08:00	1084	1141
	08:00-08:15	1328	1398
	08:15-08:30	1328	1398
	08:30-08:45	1084	1141
	08:45-09:00	908	956

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	2.87	2753.04	38.4	F	95	142
C-AB	0.01	10.00	0.0	B	3	5
C-A					1104	1655
A-B					66	99
A-C					1021	1532

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	78	19	276	0.281	76	0.0	0.4	17.848	C
C-AB	3	0.65	492	0.005	3	0.0	0.0	7.349	A
C-A	905	226			905				
A-B	54	14			54				
A-C	838	209			838				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	93	23	176	0.528	90	0.4	1.0	40.902	E
C-AB	3	0.77	438	0.007	3	0.0	0.0	8.270	A
C-A	1081	270			1081				
A-B	65	16			65				
A-C	1000	250			1000				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	114	28	40	2.873	38	1.0	19.8	909.170	F
C-AB	4	0.95	364	0.010	4	0.0	0.0	10.002	B
C-A	1324	331			1324				
A-B	80	20			80				
A-C	1225	306			1225				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	114	28	40	2.873	39	19.8	38.4	2753.044	F
C-AB	4	0.95	364	0.010	4	0.0	0.0	10.002	B
C-A	1324	331			1324				
A-B	80	20			80				
A-C	1225	306			1225				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	93	23	176	0.528	171	38.4	18.7	548.704	F
C-AB	3	0.77	438	0.007	3	0.0	0.0	8.273	A
C-A	1081	270			1081				
A-B	65	16			65				
A-C	1000	250			1000				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	78	19	276	0.281	151	18.7	0.4	50.155	F
C-AB	3	0.65	492	0.005	3	0.0	0.0	7.350	A
C-A	905	226			905				
A-B	54	14			54				
A-C	838	209			838				

2033 Base, 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
J8	Warren Road/ A421	T-Junction	Two-way		3.07	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
D14	2033 Base	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A421 (East)		ONE HOUR	✓	1323	100.000
B - Warren Rd		ONE HOUR	✓	30	100.000
C - A421 (West)		ONE HOUR	✓	1233	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
	From			
	A - A421 (East)	0	102	1222
	B - Warren Rd	28	0	2
C - A421 (West)	1232	1	0	

Proportions

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
	From			
	A - A421 (East)	0.00	0.08	0.92
	B - Warren Rd	0.92	0.00	0.08
C - A421 (West)	1.00	0.00	0.00	

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
	From			
	A - A421 (East)	0	0	2
	B - Warren Rd	0	0	0
C - A421 (West)	3	0	0	

Average PCU Per Veh

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
	From			
	A - A421 (East)	1.000	1.000	1.020
	B - Warren Rd	1.000	1.000	1.000
C - A421 (West)	1.030	1.000	1.000	

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
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A - A421 (East)	16:45-17:00	996	1014
	17:00-17:15	1189	1211
	17:15-17:30	1457	1484
	17:30-17:45	1457	1484
	17:45-18:00	1189	1211
	18:00-18:15	996	1014
B - Warren Rd	16:45-17:00	23	23
	17:00-17:15	27	27
	17:15-17:30	33	33
	17:30-17:45	33	33
	17:45-18:00	27	27
	18:00-18:15	23	23
C - A421 (West)	16:45-17:00	929	957
	17:00-17:15	1109	1142
	17:15-17:30	1358	1399
	17:30-17:45	1358	1399
	17:45-18:00	1109	1142
	18:00-18:15	929	957

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.83	270.29	2.4	F	28	41
C-AB	0.00	10.87	0.0	B	1	2
C-A					1131	1696
A-B					93	140
A-C					1121	1681

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	23	6	263	0.086	22	0.0	0.1	14.899	B
C-AB	0.87	0.22	471	0.002	0.86	0.0	0.0	7.657	A
C-A	928	232			928				
A-B	76	19			76				
A-C	920	230			920				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27	7	156	0.173	27	0.1	0.2	27.695	D

C-AB	1	0.26	413	0.003	1	0.0	0.0	8.742	A
C-A	1108	277			1108				
A-B	91	23			91				
A-C	1098	275			1098				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	33	8	40	0.826	26	0.2	1.8	216.740	F
C-AB	1	0.32	332	0.004	1	0.0	0.0	10.870	B
C-A	1357	339			1357				
A-B	112	28			112				
A-C	1345	336			1345				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	33	8	40	0.826	31	1.8	2.4	270.287	F
C-AB	1	0.32	332	0.004	1	0.0	0.0	10.870	B
C-A	1357	339			1357				
A-B	112	28			112				
A-C	1345	336			1345				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27	7	156	0.173	36	2.4	0.2	31.895	D
C-AB	1	0.26	413	0.003	1	0.0	0.0	8.744	A
C-A	1108	277			1108				
A-B	91	23			91				
A-C	1098	275			1098				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	23	6	263	0.086	23	0.2	0.1	15.002	C
C-AB	0.87	0.22	471	0.002	0.87	0.0	0.0	7.660	A
C-A	928	232			928				
A-B	76	19			76				
A-C	920	230			920				

2033 Base + CD + D, 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
J8	Warren Road/ A421	T-Junction	Two-way		107.02	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
D15	2033 Base + CD + D	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A421 (East)		ONE HOUR	✓	1229	100.000
B - Warren Rd		ONE HOUR	✓	103	100.000
C - A421 (West)		ONE HOUR	✓	1241	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - A421 (East)	B - Warren Rd	C - A421 (West)
	A - A421 (East)	0	72	1157
	B - Warren Rd	100	0	3
	C - A421 (West)	1238	3	0

Proportions

	To			
From		A - A421 (East)	B - Warren Rd	C - A421 (West)
	A - A421 (East)	0.00	0.06	0.94
	B - Warren Rd	0.97	0.00	0.03
	C - A421 (West)	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - A421 (East)	B - Warren Rd	C - A421 (West)
	A - A421 (East)	0	3	6
	B - Warren Rd	0	0	33
	C - A421 (West)	5	0	0

Average PCU Per Veh

	To			
From		A - A421 (East)	B - Warren Rd	C - A421 (West)
	A - A421 (East)	1.000	1.032	1.058
	B - Warren Rd	1.000	1.000	1.333
	C - A421 (West)	1.053	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A421 (East)	07:30-07:45	926	977
	07:45-08:00	1105	1167
	08:00-08:15	1354	1429
	08:15-08:30	1354	1429
	08:30-08:45	1105	1167
	08:45-09:00	926	977
B - Warren Rd	07:30-07:45	78	79
	07:45-08:00	93	94
	08:00-08:15	114	115
	08:15-08:30	114	115
	08:30-08:45	93	94
	08:45-09:00	78	79
C - A421 (West)	07:30-07:45	934	983
	07:45-08:00	1116	1174
	08:00-08:15	1366	1438
	08:15-08:30	1366	1438
	08:30-08:45	1116	1174
	08:45-09:00	934	983

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	2.87	2777.18	38.6	F	95	142
C-AB	0.01	10.45	0.0	B	3	5
C-A					1136	1704
A-B					66	99
A-C					1062	1593

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	78	19	258	0.301	76	0.0	0.4	19.571	C
C-AB	3	0.65	482	0.005	3	0.0	0.0	7.510	A
C-A	932	233			932				
A-B	54	14			54				
A-C	871	218			871				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	93	23	154	0.602	89	0.4	1.3	52.891	F
C-AB	3	0.77	426	0.007	3	0.0	0.0	8.514	A
C-A	1113	278			1113				
A-B	65	16			65				
A-C	1040	260			1040				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	114	28	40	2.873	39	1.3	20.1	934.368	F
C-AB	4	0.95	348	0.011	4	0.0	0.0	10.445	B
C-A	1363	341			1363				
A-B	80	20			80				
A-C	1274	319			1274				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	114	28	40	2.873	39	20.1	38.6	2777.183	F
C-AB	4	0.95	348	0.011	4	0.0	0.0	10.445	B
C-A	1363	341			1363				
A-B	80	20			80				
A-C	1274	319			1274				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	93	23	154	0.602	150	38.6	24.3	816.513	F
C-AB	3	0.77	426	0.007	3	0.0	0.0	8.515	A
C-A	1113	278			1113				
A-B	65	16			65				
A-C	1040	260			1040				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	78	19	258	0.301	173	24.3	0.5	100.212	F
C-AB	3	0.65	482	0.005	3	0.0	0.0	7.510	A
C-A	932	233			932				
A-B	54	14			54				
A-C	871	218			871				

2033 Base + CD + D, 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
J8	Warren Road/ A421	T-Junction	Two-way		3.00	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
D16	2033 Base + CD + D	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A421 (East)		ONE HOUR	✓	1358	100.000
B - Warren Rd		ONE HOUR	✓	30	100.000
C - A421 (West)		ONE HOUR	✓	1281	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
	A - A421 (East)	0	102	1257
	B - Warren Rd	28	0	2
	C - A421 (West)	1280	1	0

Proportions

From	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
	A - A421 (East)	0.00	0.07	0.93
	B - Warren Rd	0.92	0.00	0.08
	C - A421 (West)	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
	A - A421 (East)	0	0	2
	B - Warren Rd	0	0	0
	C - A421 (West)	3	0	0

Average PCU Per Veh

From	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
	A - A421 (East)	1.000	1.000	1.020
	B - Warren Rd	1.000	1.000	1.000
	C - A421 (West)	1.030	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A421 (East)	16:45-17:00	1023	1042
	17:00-17:15	1221	1244
	17:15-17:30	1496	1523
	17:30-17:45	1496	1523
	17:45-18:00	1221	1244
	18:00-18:15	1023	1042
B - Warren Rd	16:45-17:00	23	23
	17:00-17:15	27	27
	17:15-17:30	33	33
	17:30-17:45	33	33
	17:45-18:00	27	27
	18:00-18:15	23	23
C - A421 (West)	16:45-17:00	964	993
	17:00-17:15	1151	1186
	17:15-17:30	1410	1453
	17:30-17:45	1410	1453
	17:45-18:00	1151	1186
	18:00-18:15	964	993

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.83	272.93	2.4	F	28	41
C-AB	0.00	11.27	0.0	B	1	2
C-A					1174	1761
A-B					93	140
A-C					1153	1730

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	23	6	246	0.092	22	0.0	0.1	16.059	C
C-AB	0.87	0.22	463	0.002	0.86	0.0	0.0	7.790	A
C-A	963	241			963				
A-B	76	19			76				
A-C	946	237			946				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27	7	135	0.200	26	0.1	0.2	33.086	D
C-AB	1	0.26	403	0.003	1	0.0	0.0	8.950	A
C-A	1150	288			1150				
A-B	91	23			91				
A-C	1130	282			1130				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	33	8	40	0.826	27	0.2	1.8	218.537	F
C-AB	1	0.32	321	0.004	1	0.0	0.0	11.269	B
C-A	1409	352			1409				
A-B	112	28			112				
A-C	1384	346			1384				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	33	8	40	0.826	31	1.8	2.4	272.935	F
C-AB	1	0.32	321	0.004	1	0.0	0.0	11.269	B
C-A	1409	352			1409				
A-B	112	28			112				
A-C	1384	346			1384				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27	7	135	0.200	36	2.4	0.3	39.101	E
C-AB	1	0.26	403	0.003	1	0.0	0.0	8.952	A
C-A	1150	288			1150				
A-B	91	23			91				
A-C	1130	282			1130				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	23	6	246	0.092	23	0.3	0.1	16.207	C
C-AB	0.87	0.22	463	0.002	0.87	0.0	0.0	7.790	A
C-A	963	241			963				
A-B	76	19			76				
A-C	946	237			946				

2033 Base + CD + D with TP, 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
J8	Warren Road/ A421	T-Junction	Two-way		107.35	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
D17	2033 Base + CD + D with TP	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A421 (East)		ONE HOUR	✓	1222	100.000
B - Warren Rd		ONE HOUR	✓	103	100.000
C - A421 (West)		ONE HOUR	✓	1236	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	0	72	1150
	B - Warren Rd	100	0	3
	C - A421 (West)	1232	3	0

Proportions

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	0.00	0.06	0.94
	B - Warren Rd	0.97	0.00	0.03
	C - A421 (West)	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	0	3	6
	B - Warren Rd	0	0	33
	C - A421 (West)	5	0	0

Average PCU Per Veh

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	1.000	1.032	1.058
	B - Warren Rd	1.000	1.000	1.333
	C - A421 (West)	1.053	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A421 (East)	07:30-07:45	920	972
	07:45-08:00	1099	1161
	08:00-08:15	1346	1421
	08:15-08:30	1346	1421
	08:30-08:45	1099	1161
	08:45-09:00	920	972
B - Warren Rd	07:30-07:45	78	79
	07:45-08:00	93	94
	08:00-08:15	114	115
	08:15-08:30	114	115
	08:30-08:45	93	94
	08:45-09:00	78	79
C - A421 (West)	07:30-07:45	930	979
	07:45-08:00	1111	1169
	08:00-08:15	1361	1432
	08:15-08:30	1361	1432
	08:30-08:45	1111	1169
	08:45-09:00	930	979

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	2.87	2772.59	38.6	F	95	142
C-AB	0.01	10.37	0.0	B	3	5
C-A					1131	1696
A-B					66	99
A-C					1055	1583

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	78	19	261	0.298	76	0.0	0.4	19.285	C
C-AB	3	0.65	484	0.005	3	0.0	0.0	7.484	A
C-A	928	232			928				
A-B	54	14			54				
A-C	866	216			866				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	93	23	157	0.589	89	0.4	1.3	50.653	F
C-AB	3	0.77	428	0.007	3	0.0	0.0	8.475	A
C-A	1108	277			1108				
A-B	65	16			65				
A-C	1034	259			1034				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	114	28	40	2.873	39	1.3	20.0	929.700	F
C-AB	4	0.95	351	0.011	4	0.0	0.0	10.373	B
C-A	1357	339			1357				
A-B	80	20			80				
A-C	1266	317			1266				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	114	28	40	2.873	39	20.0	38.6	2772.594	F
C-AB	4	0.95	351	0.011	4	0.0	0.0	10.373	B
C-A	1357	339			1357				
A-B	80	20			80				
A-C	1266	317			1266				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	93	23	157	0.589	153	38.6	23.4	799.538	F
C-AB	3	0.77	428	0.007	3	0.0	0.0	8.477	A
C-A	1108	277			1108				
A-B	65	16			65				
A-C	1034	259			1034				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	78	19	261	0.298	170	23.4	0.4	89.689	F
C-AB	3	0.65	484	0.005	3	0.0	0.0	7.487	A
C-A	928	232			928				
A-B	54	14			54				
A-C	866	216			866				

2033 Base + CD + D with TP, 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
J8	Warren Road/ A421	T-Junction	Two-way		3.01	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
D18	2033 Base + CD + D with TP	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A421 (East)		ONE HOUR	✓	1352	100.000

B - Warren Rd		ONE HOUR	✓	30	100.000
C - A421 (West)		ONE HOUR	✓	1272	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	0	102	1251
	B - Warren Rd	28	0	2
	C - A421 (West)	1271	1	0

Proportions

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	0.00	0.08	0.92
	B - Warren Rd	0.92	0.00	0.08
	C - A421 (West)	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	0	0	2
	B - Warren Rd	0	0	0
	C - A421 (West)	3	0	0

Average PCU Per Veh

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	1.000	1.000	1.020
	B - Warren Rd	1.000	1.000	1.000
	C - A421 (West)	1.030	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A421 (East)	16:45-17:00	1018	1037
	17:00-17:15	1216	1238
	17:15-17:30	1489	1516
	17:30-17:45	1489	1516
	17:45-18:00	1216	1238
	18:00-18:15	1018	1037
B - Warren Rd	16:45-17:00	23	23
	17:00-17:15	27	27
	17:15-17:30	33	33
	17:30-17:45	33	33
	17:45-18:00	27	27
	18:00-18:15	23	23
C - A421 (West)	16:45-17:00	958	987
	17:00-17:15	1144	1179
	17:15-17:30	1401	1443
	17:30-17:45	1401	1443
	17:45-18:00	1144	1179
	18:00-18:15	958	987

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.83	272.42	2.4	F	28	41
C-AB	0.00	11.20	0.0	B	1	2
C-A					1167	1750
A-B					93	140
A-C					1148	1722

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	23	6	249	0.091	22	0.0	0.1	15.844	C
C-AB	0.87	0.22	464	0.002	0.86	0.0	0.0	7.767	A
C-A	957	239			957				
A-B	76	19			76				
A-C	942	235			942				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27	7	138	0.195	26	0.1	0.2	31.999	D
C-AB	1	0.26	405	0.003	1	0.0	0.0	8.913	A
C-A	1143	286			1143				
A-B	91	23			91				
A-C	1124	281			1124				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	33	8	40	0.826	27	0.2	1.8	218.166	F
C-AB	1	0.32	323	0.004	1	0.0	0.0	11.197	B
C-A	1400	350			1400				
A-B	112	28			112				
A-C	1377	344			1377				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	33	8	40	0.826	31	1.8	2.4	272.419	F
C-AB	1	0.32	323	0.004	1	0.0	0.0	11.197	B

C-A	1400	350			1400				
A-B	112	28			112				
A-C	1377	344			1377				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27	7	138	0.195	36	2.4	0.3	37.621	E
C-AB	1	0.26	405	0.003	1	0.0	0.0	8.915	A
C-A	1143	286			1143				
A-B	91	23			91				
A-C	1124	281			1124				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	23	6	249	0.091	23	0.3	0.1	15.981	C
C-AB	0.87	0.22	464	0.002	0.87	0.0	0.0	7.768	A
C-A	957	239			957				
A-B	76	19			76				
A-C	942	235			942				

2033 Base + CD + D - ST, 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
J8	Warren Road/ A421	T-Junction	Two-way		106.22	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
D19	2033 Base + CD + D - ST	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A421 (East)		ONE HOUR	✓	1251	100.000
B - Warren Rd		ONE HOUR	✓	103	100.000
C - A421 (West)		ONE HOUR	✓	1254	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	0	72	1179
	B - Warren Rd	100	0	3
	C - A421 (West)	1250	3	0

Proportions

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	0.00	0.06	0.94
	B - Warren Rd	0.97	0.00	0.03
	C - A421 (West)	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	0	3	6
	B - Warren Rd	0	0	33
	C - A421 (West)	5	0	0

Average PCU Per Veh

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	1.000	1.032	1.058
	B - Warren Rd	1.000	1.000	1.333
	C - A421 (West)	1.053	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A421 (East)	07:30-07:45	942	995
	07:45-08:00	1125	1188
	08:00-08:15	1377	1455
	08:15-08:30	1377	1455
	08:30-08:45	1125	1188
	08:45-09:00	942	995
B - Warren Rd	07:30-07:45	78	79
	07:45-08:00	93	94
	08:00-08:15	114	115
	08:15-08:30	114	115
	08:30-08:45	93	94
	08:45-09:00	78	79
C - A421 (West)	07:30-07:45	944	993
	07:45-08:00	1127	1186
	08:00-08:15	1380	1453

	08:15-08:30	1380	1453
	08:30-08:45	1127	1186
	08:45-09:00	944	993

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	2.87	2793.01	38.8	F	95	142
C-AB	0.01	10.68	0.0	B	3	5
C-A					1147	1721
A-B					66	99
A-C					1082	1622

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	78	19	250	0.310	76	0.0	0.4	20.447	C
C-AB	3	0.65	477	0.005	3	0.0	0.0	7.590	A
C-A	941	235			941				
A-B	54	14			54				
A-C	887	222			887				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	93	23	144	0.643	88	0.4	1.5	60.476	F
C-AB	3	0.77	420	0.007	3	0.0	0.0	8.638	A
C-A	1124	281			1124				
A-B	65	16			65				
A-C	1060	265			1060				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	114	28	40	2.873	39	1.5	20.3	950.103	F
C-AB	4	0.95	341	0.011	4	0.0	0.0	10.675	B
C-A	1376	344			1376				
A-B	80	20			80				
A-C	1298	324			1298				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	114	28	40	2.873	39	20.3	38.8	2793.010	F
C-AB	4	0.95	341	0.011	4	0.0	0.0	10.675	B
C-A	1376	344			1376				
A-B	80	20			80				
A-C	1298	324			1298				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	93	23	144	0.643	141	38.8	26.8	868.098	F
C-AB	3	0.77	420	0.007	3	0.0	0.0	8.639	A
C-A	1124	281			1124				
A-B	65	16			65				
A-C	1060	265			1060				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	78	19	250	0.310	183	26.8	0.5	136.903	F
C-AB	3	0.65	477	0.005	3	0.0	0.0	7.590	A
C-A	941	235			941				
A-B	54	14			54				
A-C	887	222			887				

2033 Base + CD + D - ST, 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
J8	Warren Road/ A421	T-Junction	Two-way		2.99	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
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D20	2033 Base + CD + D - ST	PM	ONE HOUR	16:45	18:15	15	✓
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Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A421 (East)		ONE HOUR	✓	1366	100.000
B - Warren Rd		ONE HOUR	✓	30	100.000
C - A421 (West)		ONE HOUR	✓	1295	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	0	102	1265
	B - Warren Rd	28	0	2
	C - A421 (West)	1294	1	0

Proportions

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	0.00	0.07	0.93
	B - Warren Rd	0.92	0.00	0.08
	C - A421 (West)	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	0	0	2
	B - Warren Rd	0	0	0
	C - A421 (West)	3	0	0

Average PCU Per Veh

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	1.000	1.000	1.020
	B - Warren Rd	1.000	1.000	1.000
	C - A421 (West)	1.030	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A421 (East)	16:45-17:00	1029	1048
	17:00-17:15	1228	1251
	17:15-17:30	1504	1532
	17:30-17:45	1504	1532
	17:45-18:00	1228	1251
	18:00-18:15	1029	1048
B - Warren Rd	16:45-17:00	23	23
	17:00-17:15	27	27
	17:15-17:30	33	33
	17:30-17:45	33	33

	17:45-18:00	27	27
	18:00-18:15	23	23
C - A421 (West)	16:45-17:00	975	1005
	17:00-17:15	1164	1200
	17:15-17:30	1426	1469
	17:30-17:45	1426	1469
	17:45-18:00	1164	1200
	18:00-18:15	975	1005

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.83	273.77	2.4	F	28	41
C-AB	0.00	11.36	0.0	B	1	2
C-A					1187	1781
A-B					93	140
A-C					1161	1741

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	23	6	241	0.094	22	0.0	0.1	16.390	C
C-AB	0.87	0.22	461	0.002	0.86	0.0	0.0	7.820	A
C-A	974	244			974				
A-B	76	19			76				
A-C	952	238			952				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27	7	129	0.209	26	0.1	0.3	34.845	D
C-AB	1	0.26	401	0.003	1	0.0	0.0	8.997	A
C-A	1163	291			1163				
A-B	91	23			91				
A-C	1137	284			1137				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	33	8	40	0.826	27	0.3	1.8	219.141	F
C-AB	1	0.32	318	0.004	1	0.0	0.0	11.361	B

C-A	1425	356			1425				
A-B	112	28			112				
A-C	1392	348			1392				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	33	8	40	0.826	31	1.8	2.4	273.772	F
C-AB	1	0.32	318	0.004	1	0.0	0.0	11.361	B
C-A	1425	356			1425				
A-B	112	28			112				
A-C	1392	348			1392				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27	7	129	0.209	36	2.4	0.3	41.527	E
C-AB	1	0.26	401	0.003	1	0.0	0.0	8.999	A
C-A	1163	291			1163				
A-B	91	23			91				
A-C	1137	284			1137				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	23	6	241	0.094	23	0.3	0.1	16.551	C
C-AB	0.87	0.22	461	0.002	0.87	0.0	0.0	7.820	A
C-A	974	244			974				
A-B	76	19			76				
A-C	952	238			952				

2033 Base + CD + SP (ST), 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
J8	Warren Road/ A421	T-Junction	Two-way		108.35	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
D21	2033 Base + CD + SP (ST)	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A421 (East)		ONE HOUR	✓	1207	100.000
B - Warren Rd		ONE HOUR	✓	103	100.000
C - A421 (West)		ONE HOUR	✓	1219	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	0	72	1134
	B - Warren Rd	100	0	3
	C - A421 (West)	1215	3	0

Proportions

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	0.00	0.06	0.94
	B - Warren Rd	0.97	0.00	0.03
	C - A421 (West)	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	0	3	6
	B - Warren Rd	0	0	33
	C - A421 (West)	5	0	0

Average PCU Per Veh

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
From	A - A421 (East)	1.000	1.032	1.058
	B - Warren Rd	1.000	1.000	1.333
	C - A421 (West)	1.053	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - A421 (East)	07:30-07:45	908	959
	07:45-08:00	1085	1145
	08:00-08:15	1328	1403
	08:15-08:30	1328	1403
	08:30-08:45	1085	1145

	08:45-09:00	908	959
B - Warren Rd	07:30-07:45	78	79
	07:45-08:00	93	94
	08:00-08:15	114	115
	08:15-08:30	114	115
	08:30-08:45	93	94
	08:45-09:00	78	79
C - A421 (West)	07:30-07:45	917	966
	07:45-08:00	1096	1153
	08:00-08:15	1342	1412
	08:15-08:30	1342	1412
	08:30-08:45	1096	1153
	08:45-09:00	917	966

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	2.87	2762.23	38.5	F	95	142
C-AB	0.01	10.21	0.0	B	3	5
C-A					1115	1673
A-B					66	99
A-C					1041	1561

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	78	19	268	0.290	76	0.0	0.4	18.574	C
C-AB	3	0.65	487	0.005	3	0.0	0.0	7.426	A
C-A	915	229			915				
A-B	54	14			54				
A-C	854	213			854				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	93	23	166	0.558	90	0.4	1.1	45.528	E
C-AB	3	0.77	432	0.007	3	0.0	0.0	8.387	A
C-A	1092	273			1092				
A-B	65	16			65				
A-C	1020	255			1020				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	114	28	40	2.873	38	1.1	19.9	918.968	F
C-AB	4	0.95	356	0.011	4	0.0	0.0	10.212	B
C-A	1338	334			1338				
A-B	80	20			80				
A-C	1249	312			1249				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	114	28	40	2.873	39	19.9	38.5	2762.233	F
C-AB	4	0.95	356	0.011	4	0.0	0.0	10.212	B
C-A	1338	334			1338				
A-B	80	20			80				
A-C	1249	312			1249				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	93	23	166	0.558	162	38.5	21.2	587.202	F
C-AB	3	0.77	432	0.007	3	0.0	0.0	8.389	A
C-A	1092	273			1092				
A-B	65	16			65				
A-C	1020	255			1020				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	78	19	268	0.290	161	21.2	0.4	67.293	F
C-AB	3	0.65	487	0.005	3	0.0	0.0	7.426	A
C-A	915	229			915				
A-B	54	14			54				
A-C	854	213			854				

2033 Base + CD + SP (ST), 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
J8	Warren Road/ A421	T-Junction	Two-way		3.05	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
D22	2033 Base + CD + SP (ST)	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A421 (East)		ONE HOUR	✓	1331	100.000
B - Warren Rd		ONE HOUR	✓	30	100.000
C - A421 (West)		ONE HOUR	✓	1248	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
	From			
	A - A421 (East)	0	102	1229
	B - Warren Rd	28	0	2
	C - A421 (West)	1247	1	0

Proportions

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
	From			
	A - A421 (East)	0.00	0.08	0.92
	B - Warren Rd	0.92	0.00	0.08
	C - A421 (West)	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
	From			
	A - A421 (East)	0	0	2
	B - Warren Rd	0	0	0
	C - A421 (West)	3	0	0

Average PCU Per Veh

	To			
		A - A421 (East)	B - Warren Rd	C - A421 (West)
	From			
	A - A421 (East)	1.000	1.000	1.020
	B - Warren Rd	1.000	1.000	1.000
	C - A421 (West)	1.030	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
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A - A421 (East)	16:45-17:00	1002	1020
	17:00-17:15	1196	1219
	17:15-17:30	1465	1492
	17:30-17:45	1465	1492
	17:45-18:00	1196	1219
	18:00-18:15	1002	1020
B - Warren Rd	16:45-17:00	23	23
	17:00-17:15	27	27
	17:15-17:30	33	33
	17:30-17:45	33	33
	17:45-18:00	27	27
	18:00-18:15	23	23
C - A421 (West)	16:45-17:00	939	968
	17:00-17:15	1122	1156
	17:15-17:30	1374	1416
	17:30-17:45	1374	1416
	17:45-18:00	1122	1156
	18:00-18:15	939	968

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.83	270.90	2.4	F	28	41
C-AB	0.00	10.96	0.0	B	1	2
C-A					1144	1716
A-B					93	140
A-C					1128	1692

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	23	6	259	0.087	22	0.0	0.1	15.207	C
C-AB	0.87	0.22	469	0.002	0.86	0.0	0.0	7.686	A
C-A	939	235			939				
A-B	76	19			76				
A-C	926	231			926				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27	7	151	0.179	27	0.1	0.2	28.921	D