

Basic Results Summary

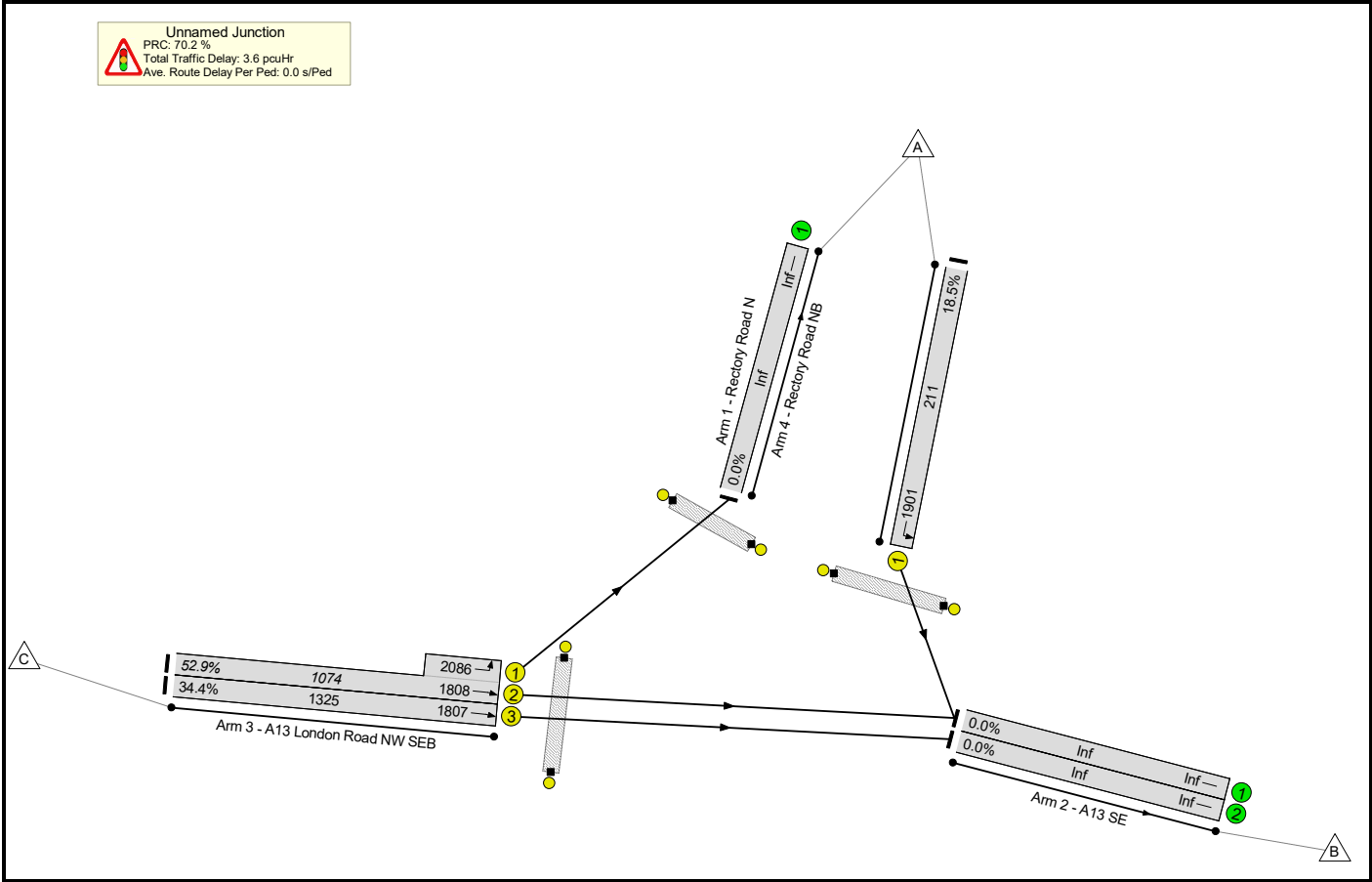
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Rectory Road - High Road (With Mitigation).lsg3x
Author:	
Company:	
Address:	

Scenario 1: '2024 Base AM' (FG1: '2024 Base AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



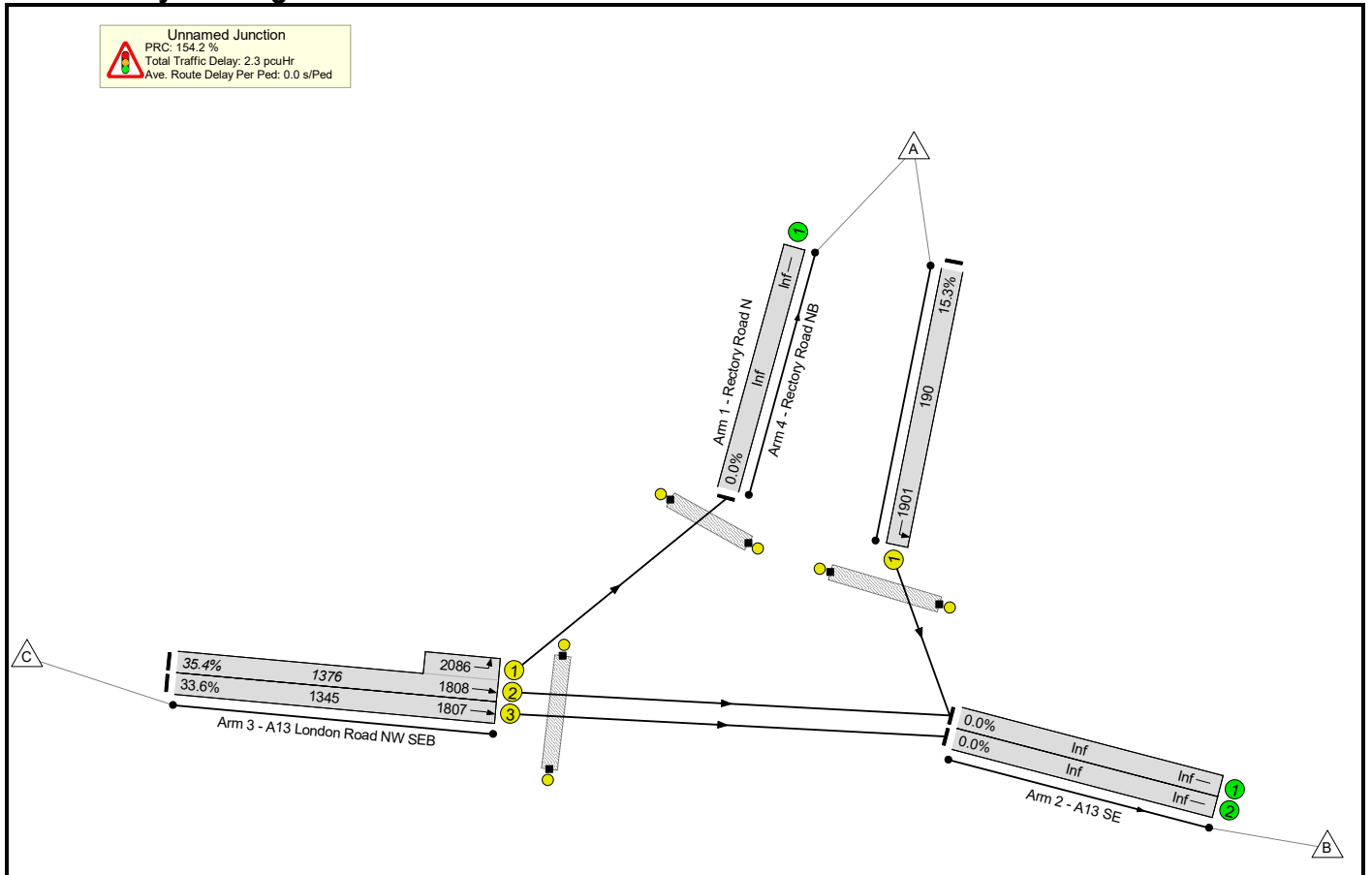
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
Network	-	-	-		-	-	-	-	-	-	52.9%	0	0	0	3.6	-	-	
Unnamed Junction	-	-	-		-	-	-	-	-	-	52.9%	0	0	0	3.6	-	-	
1/1	Rectory Road N Left	U	A		1	9	-	39	1901	211	18.5%	-	-	-	0.5	46.8	1.0	
3/2+3/1	A13 London Road NW SEB Ahead Left	U	C B		1	65.8	-	568	1808:2086	1074	52.9%	-	-	-	2.3	14.5	4.6	
3/3	A13 London Road NW SEB Ahead	U	C		1	65	-	456	1807	1325	34.4%	-	-	-	0.8	6.4	4.3	
Ped Link: P1	Unnamed Ped Link	-	D		1	70	-	0	-	0	0.0%	-	-	-	-	-	-	
Ped Link: P2	Unnamed Ped Link	-	F		1	10	-	0	-	0	0.0%	-	-	-	-	-	-	
Ped Link: P3	Unnamed Ped Link	-	E		1	70	-	0	-	0	0.0%	-	-	-	-	-	-	
C1																		
PRC for Signalled Lanes (%):							70.2	Total Delay for Signalled Lanes (pcuHr):					3.59	Cycle Time (s):		90		
PRC Over All Lanes (%):							70.2	Total Delay Over All Lanes(pcuHr):					3.59					

Basic Results Summary

Scenario 2: '2024 Base PM' (FG2: '2024 Base PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

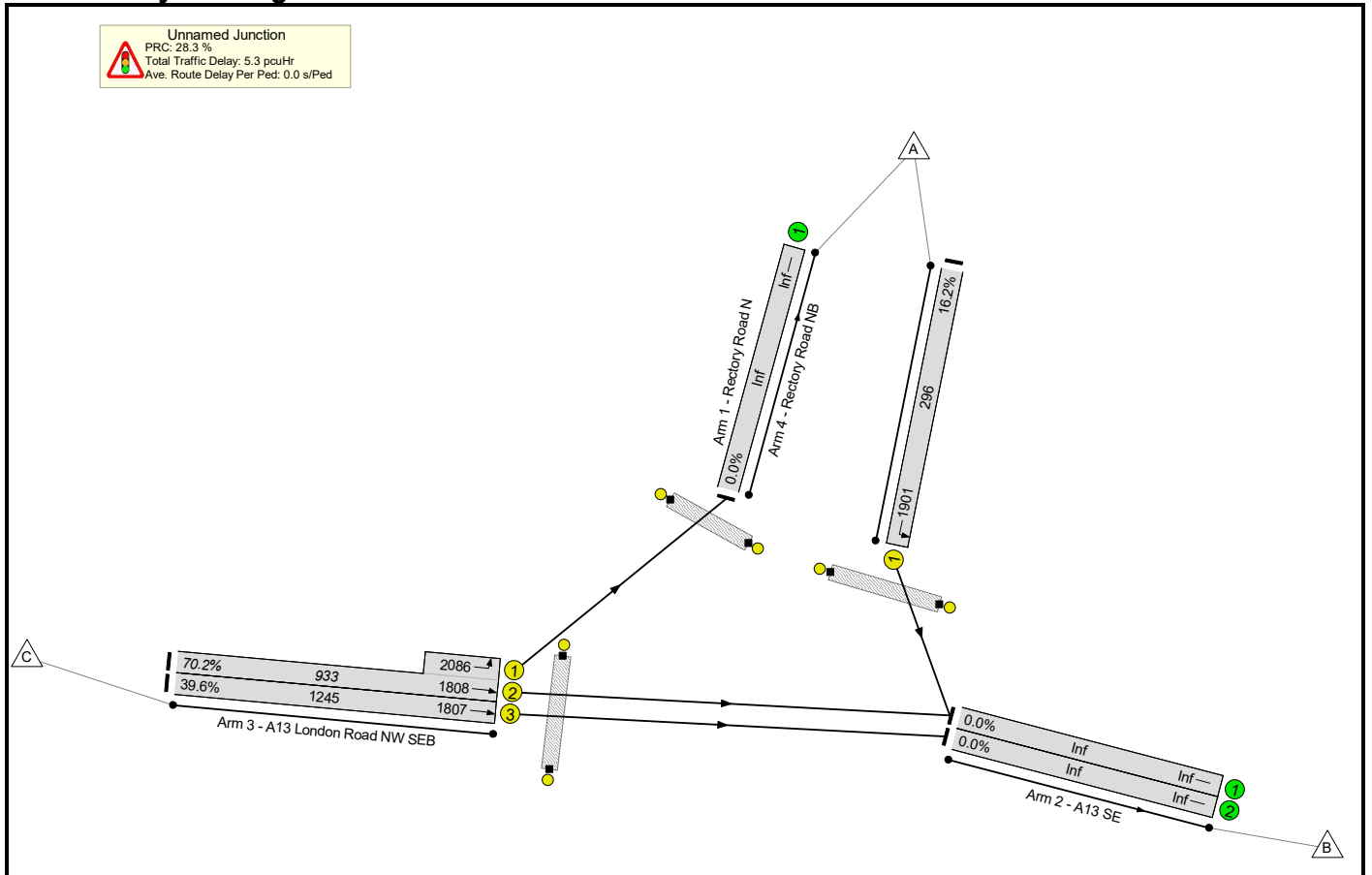


Network Results

Basic Results Summary

Scenario 3: '2043 Reference Case AM' (FG3: '2043 Reference Case AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

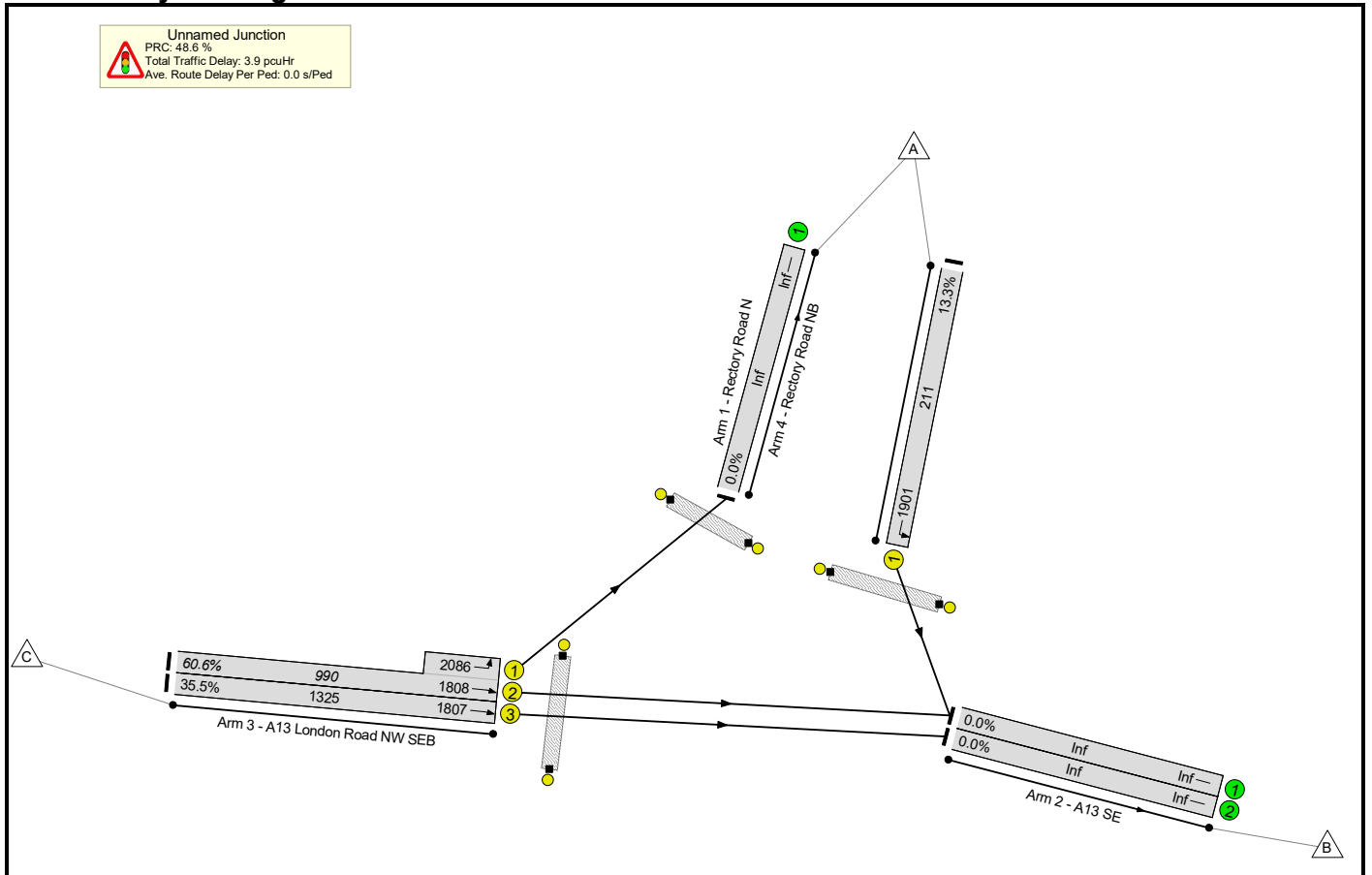


Network Results

Basic Results Summary

Scenario 4: '2043 Reference Case PM' (FG4: '2043 Reference Case PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

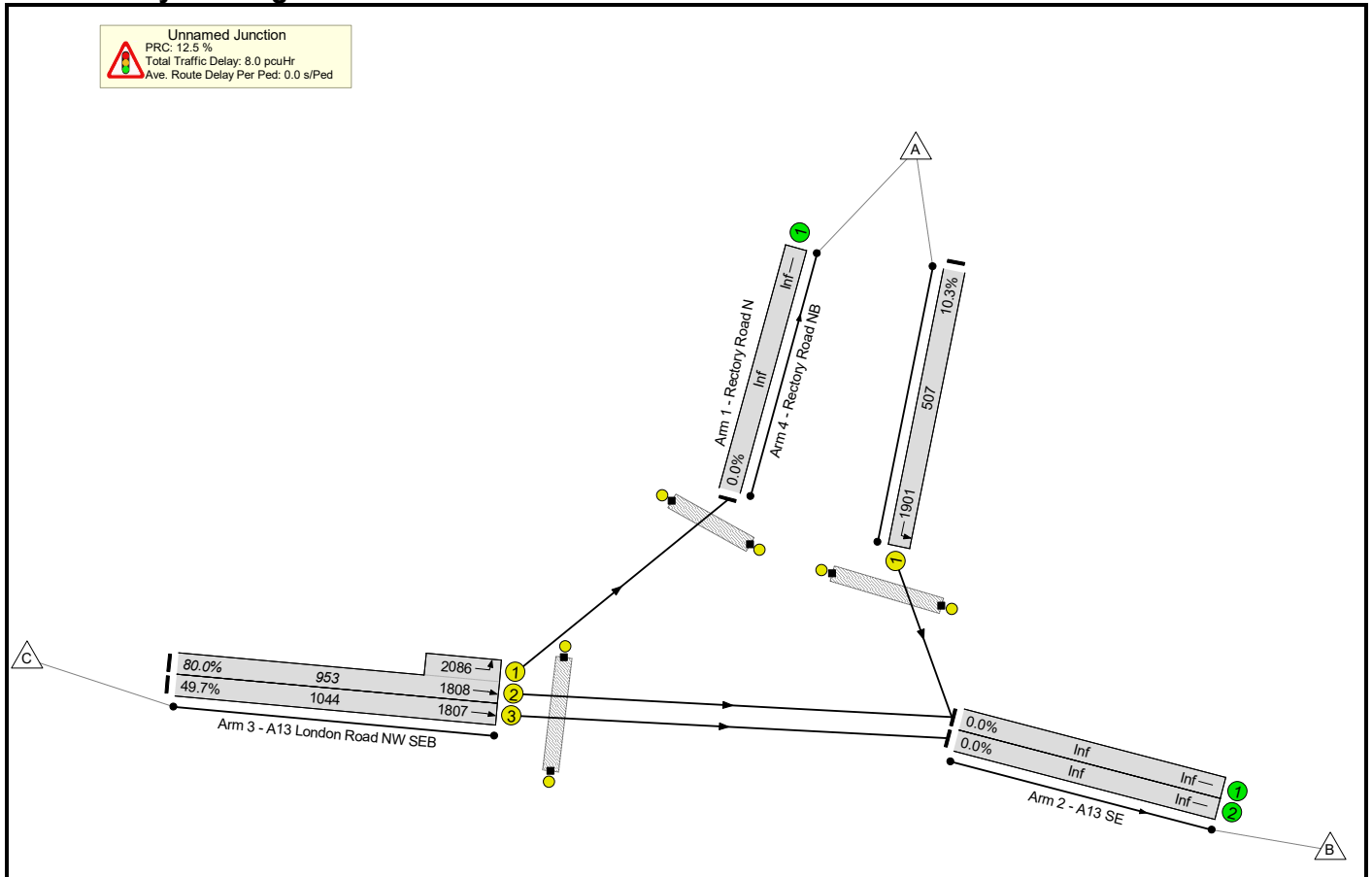


Network Results

Basic Results Summary

Scenario 5: '2043 with Mitigation BAU AM' (FG5: '2043 with Mitigation BAU AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



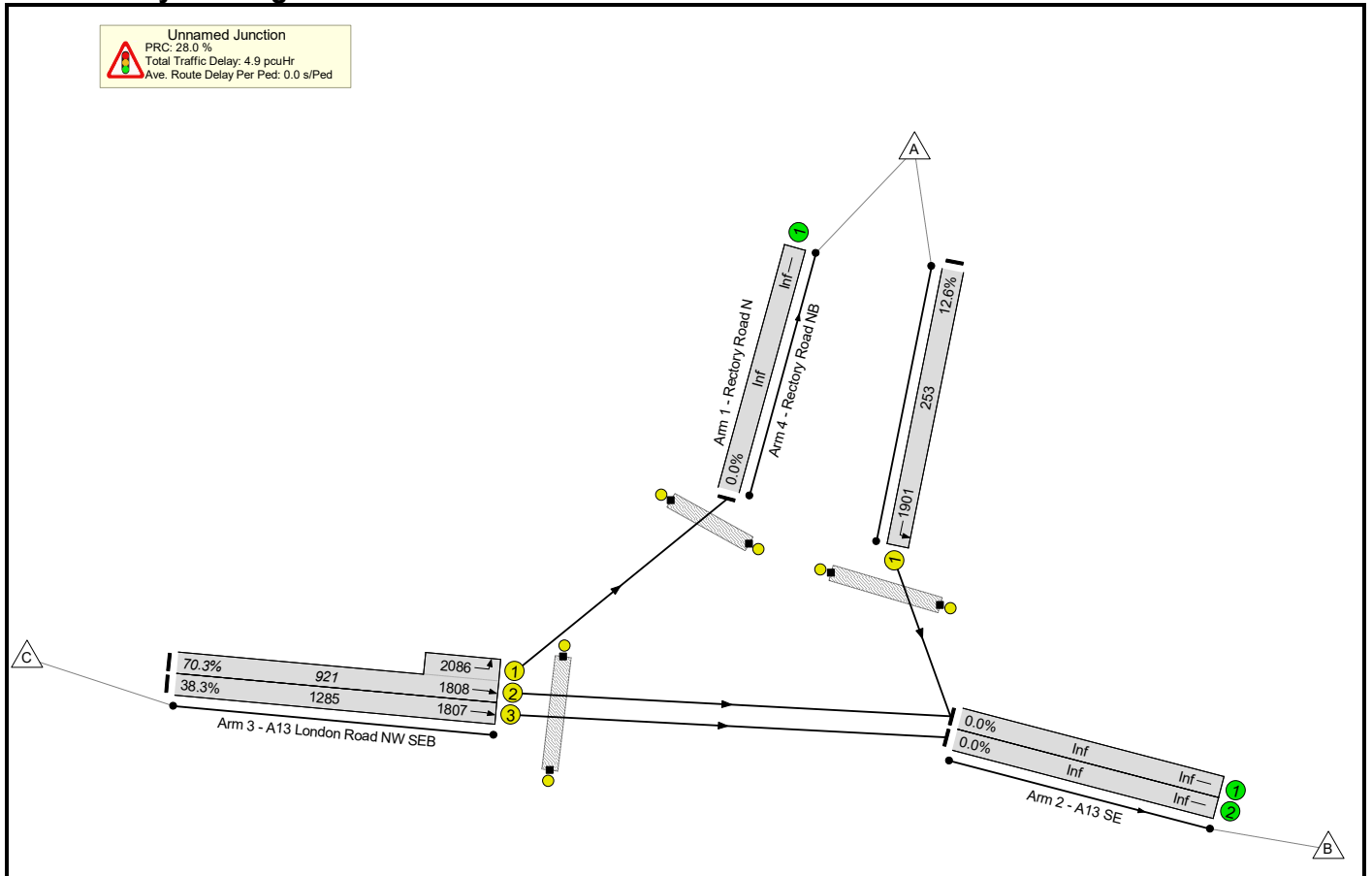
Network Results

C1	PRC for Signalled Lanes (%):	12.5	Total Delay for Signalled Lanes (pcuHr):	8.04	Cycle Time (s):	90
	PRC Over All Lanes (%):	12.5	Total Delay Over All Lanes(pcuHr):	8.04		

Basic Results Summary

Scenario 6: '2043 with Mitigation BAU PM' (FG6: '2043 with Mitigation BAU PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

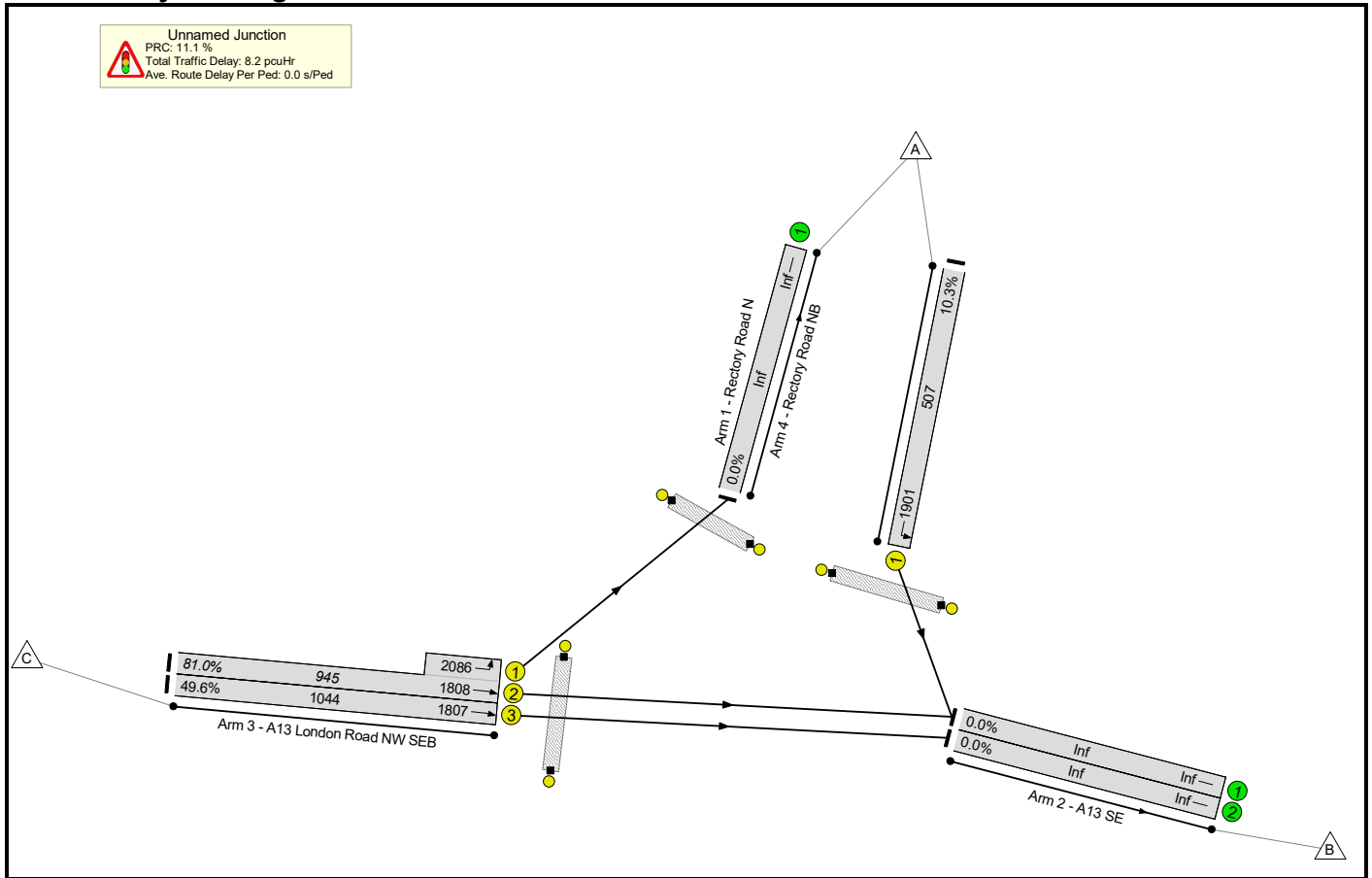


Network Results

Basic Results Summary

Scenario 7: '2043 with Mitigation Sustainable AM' (FG7: '2043 with Mitigation Sustainable AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



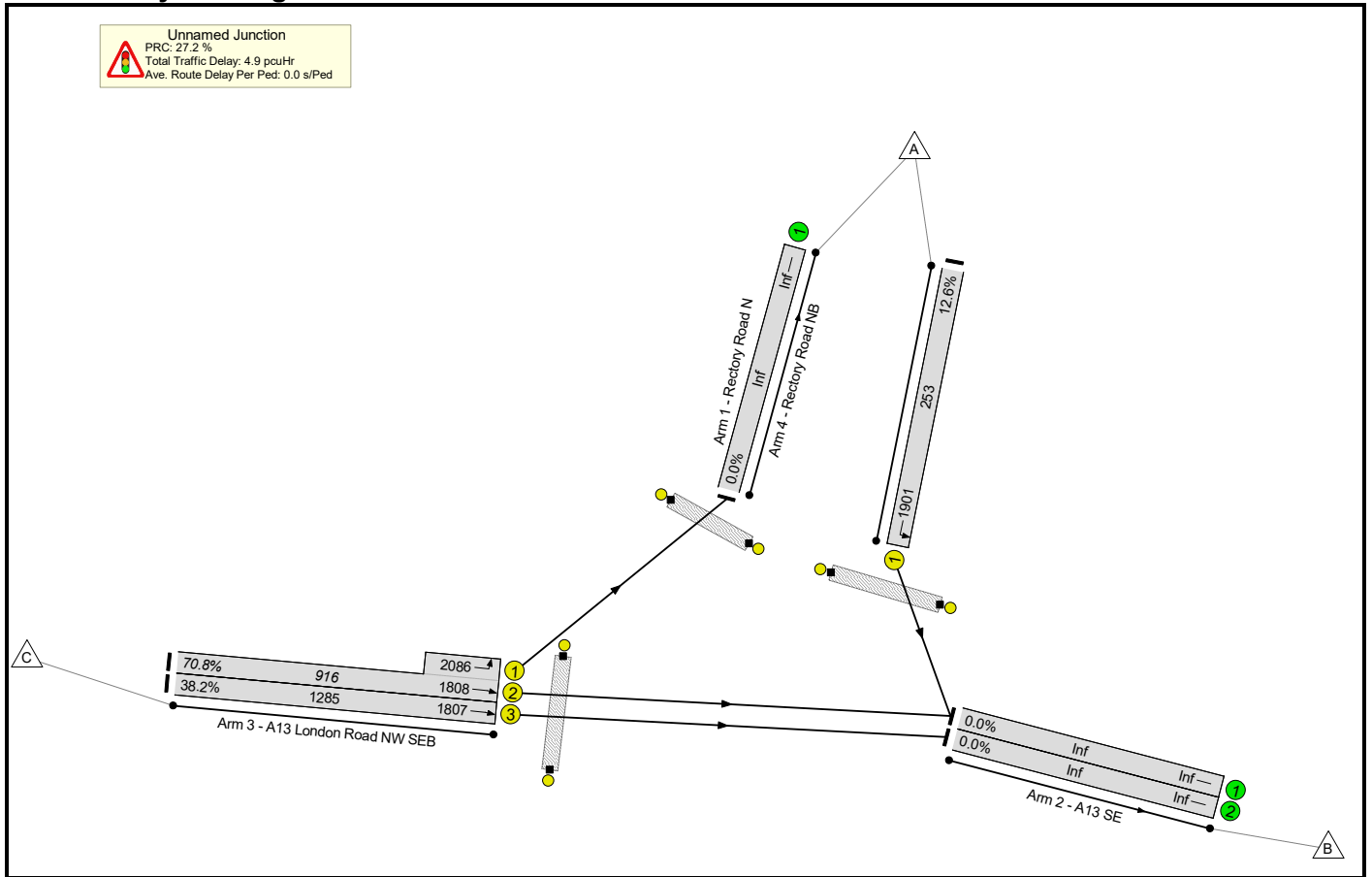
Network Results

C1	PRC for Signalled Lanes (%):	11.1	Total Delay for Signalled Lanes (pcuHr):	8.19	Cycle Time (s):	90
	PRC Over All Lanes (%):	11.1	Total Delay Over All Lanes(pcuHr):	8.19		

Basic Results Summary

Scenario 8: '2043 with Mitigation Sustainable PM' (FG8: '2043 with Mitigation Sustainable PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

Basic Results Summary

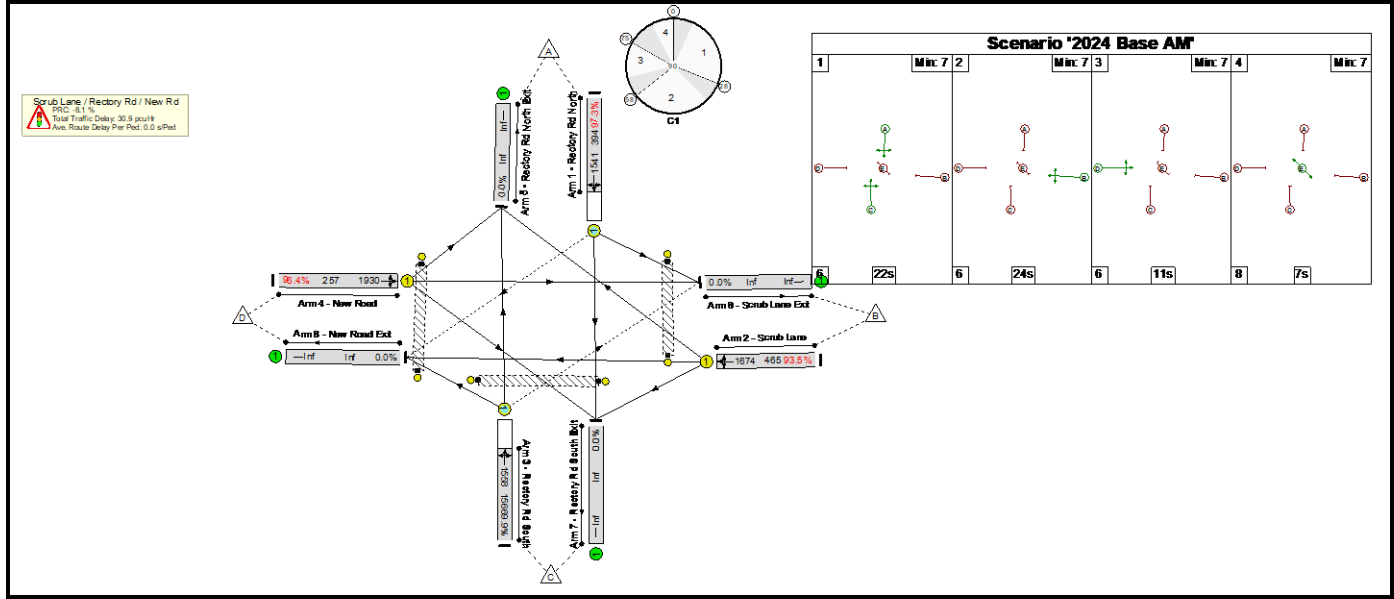
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Scrub Lane - Rectory Rd - New Rd (With Mitigation).lsg3x
Author:	
Company:	
Address:	

Scenario 1: '2024 Base AM' (FG1: '2024 Base AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

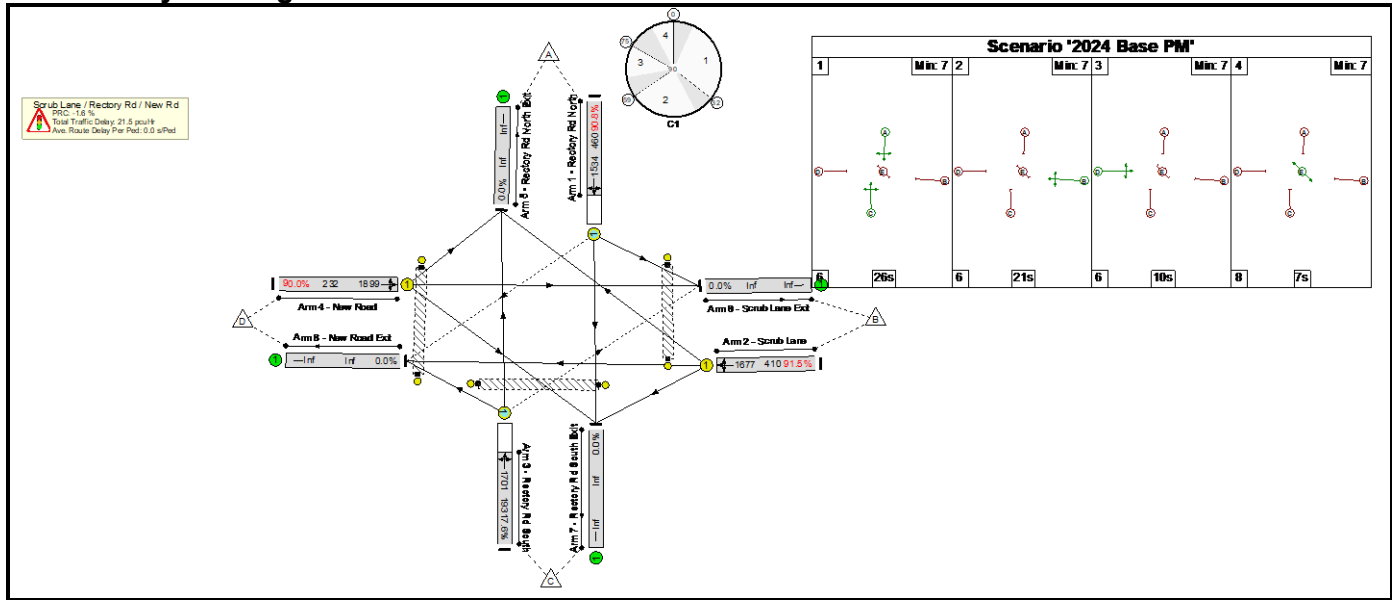


Network Results

Basic Results Summary

Scenario 2: '2024 Base PM' (FG2: '2024 Base PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

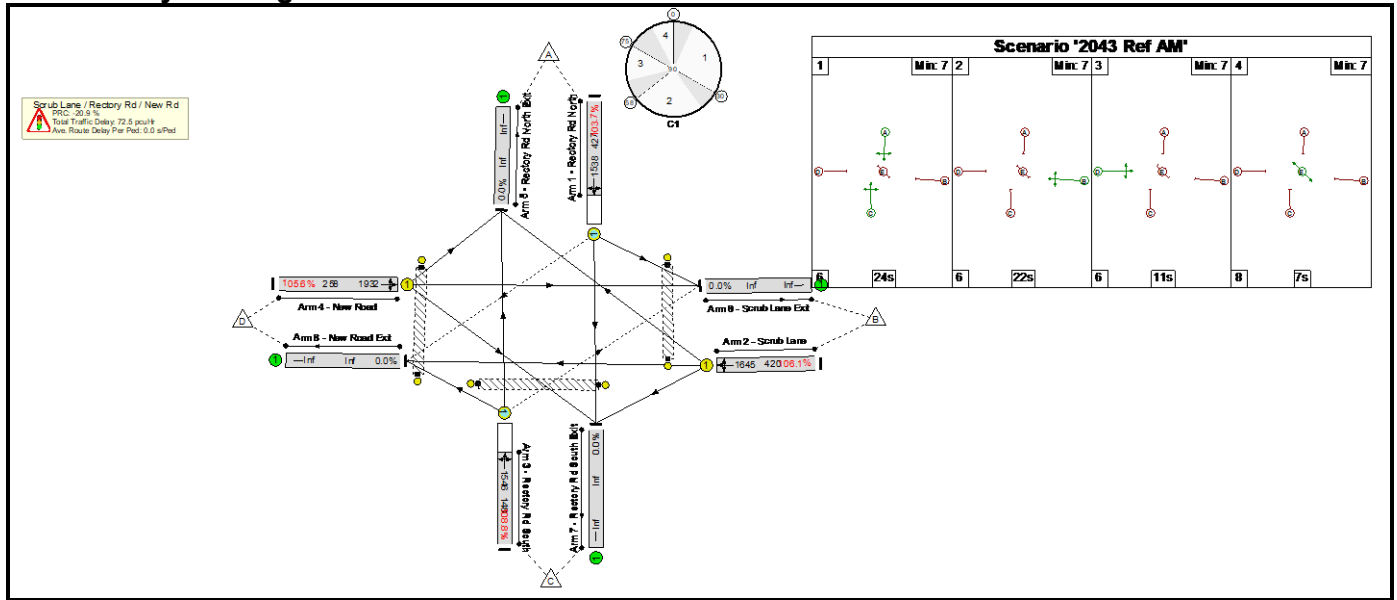
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	91.5%	92	0	5	21.5	-	-
Scrub Lane / Rectory Rd / New Rd	-	-	-		-	-	-	-	-	-	91.5%	92	0	5	21.5	-	-
1/1	Rectory Rd North Left Ahead Right	O	A		1	26	-	418	1534	460	90.8%	77	0	4	7.7	66.1	14.1
2/1	Scrub Lane Right Left Ahead	U	B		1	21	-	375	1677	410	91.5%	-	-	-	7.8	74.4	13.4
3/1	Rectory Rd South Ahead Right Left	O	C		1	26	-	34	1701	193	17.6%	15	0	1	0.3	33.9	0.7
4/1	New Road Left Ahead Right	U	D		1	10	-	209	1899	232	90.0%	-	-	-	5.7	98.9	8.6
Ped Link: P1	Unnamed Ped Link	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
C1				PRC for Signalled Lanes (%):			-1.6	Total Delay for Signalled Lanes (pcuHr):			21.48	Cycle Time (s):		90			
				PRC Over All Lanes (%):			-1.6	Total Delay Over All Lanes(pcuHr):			21.48						

Basic Results Summary

Scenario 3: '2043 Ref AM' (FG3: '2034 Ref AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

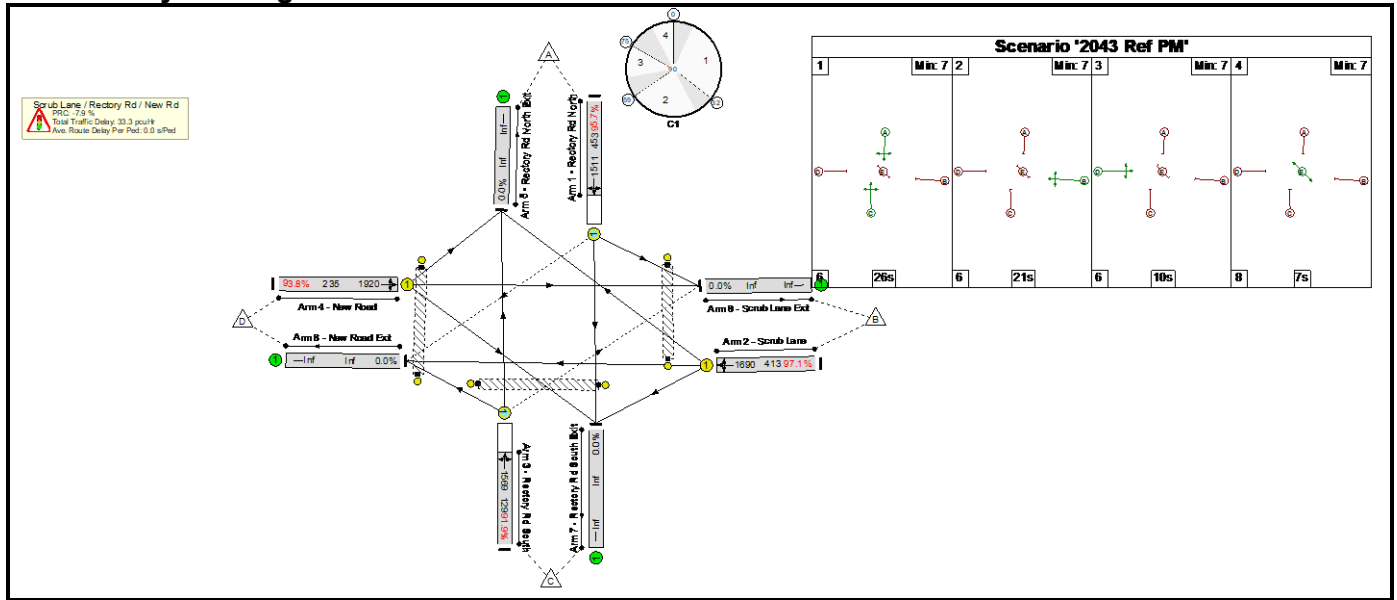


Network Results

Basic Results Summary

Scenario 4: '2043 Ref PM' (FG4: '2034 Ref PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

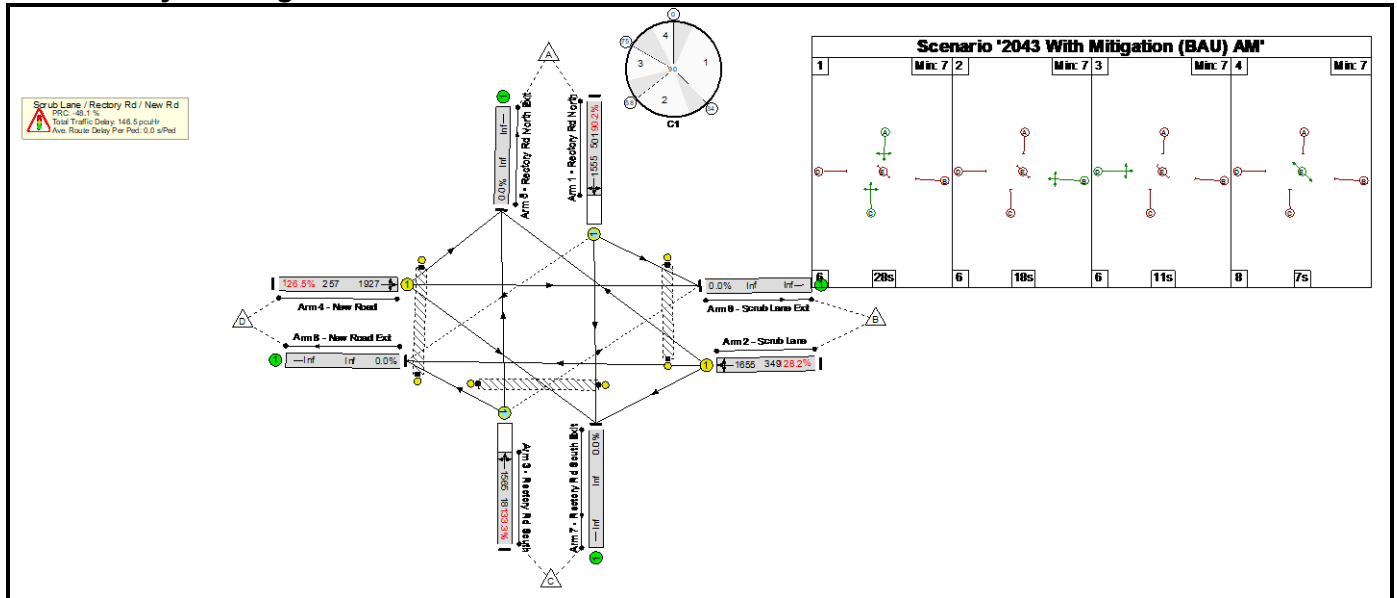


Network Results

Basic Results Summary

Scenario 5: '2043 With Mitigation (BAU) AM' (FG7: '2034 With Mitigation (BAU) AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



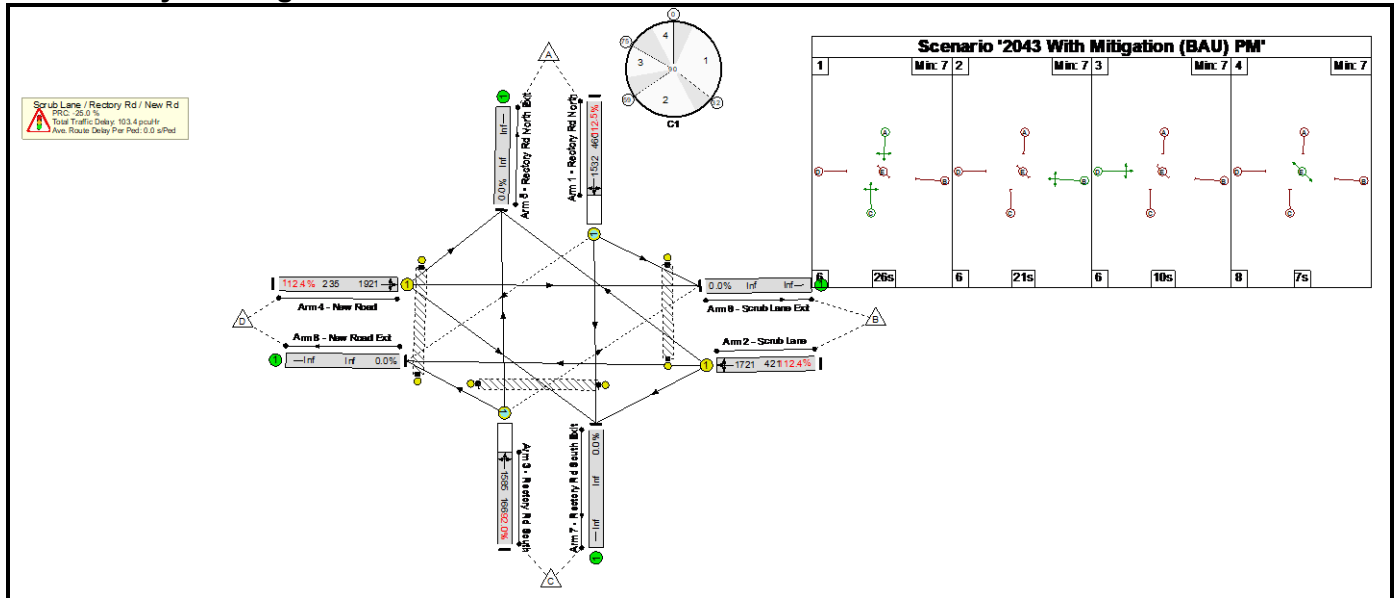
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	133.3%	184	0	71	146.5	-	-
Scrub Lane / Rectory Rd / New Rd	-	-	-		-	-	-	-	-	-	133.3%	184	0	71	146.5	-	-
1/1	Rectory Rd North Left Ahead Right	O	A		1	28	-	452	1555	501	90.2%	99	0	4	7.6	60.8	14.6
2/1	Scrub Lane Right Left Ahead	U	B		1	18	-	448	1655	349	128.2%	-	-	-	59.4	477.6	65.1
3/1	Rectory Rd South Ahead Right Left	O	C		1	28	-	241	1565	181	133.3%	85	0	67	37.0	552.0	38.9
4/1	New Road Left Ahead Right	U	D		1	11	-	325	1927	257	126.5%	-	-	-	42.5	470.4	46.7
Ped Link: P1	Unnamed Ped Link	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
C1 PRC for Signalised Lanes (%): -48.1 Total Delay for Signalised Lanes (pcuHr): 146.49 Cycle Time (s): 90 PRC Over All Lanes (%): -48.1 Total Delay Over All Lanes(pcuHr): 146.49																	

Basic Results Summary

Scenario 6: '2043 With Mitigation (BAU) PM' (FG8: '2034 With Mitigation (BAU) PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

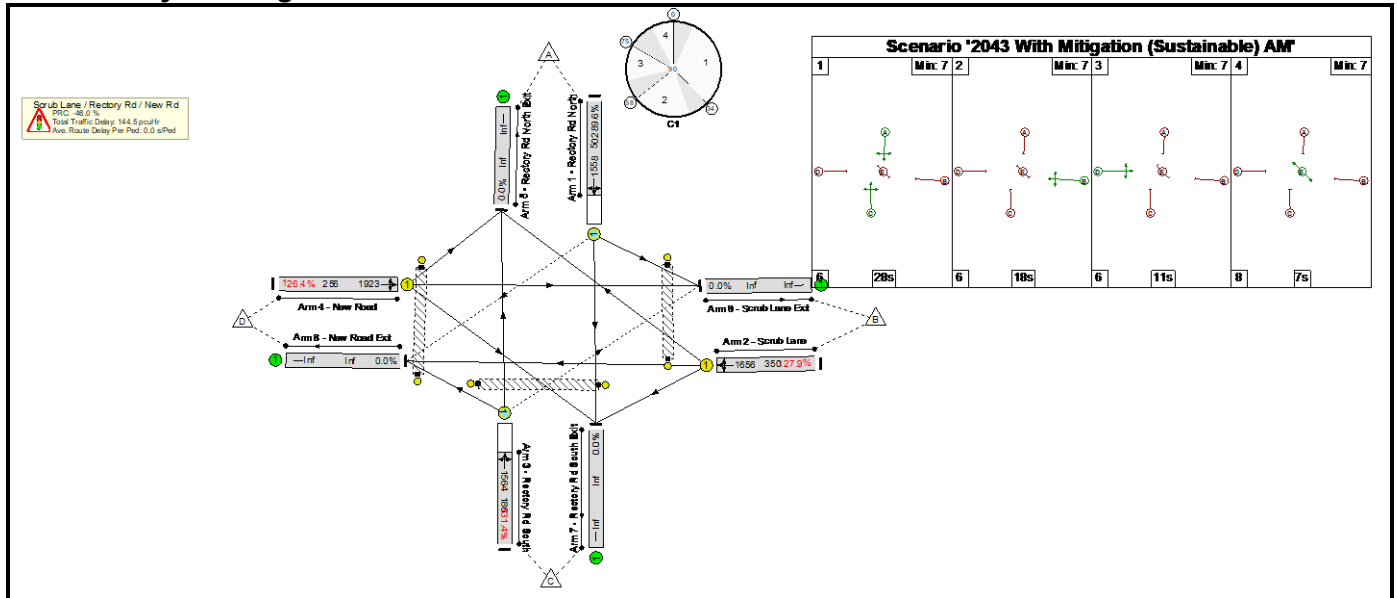
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	112.5%	135	0	74	103.4	-	-
Scrub Lane / Rectory Rd / New Rd	-	-	-		-	-	-	-	-	-	112.5%	135	0	74	103.4	-	-
1/1	Rectory Rd North Left Ahead Right	O	A		1	26	-	517	1532	460	112.5%	77	0	12	39.7	276.7	47.0
2/1	Scrub Lane Right Left Ahead	U	B		1	21	-	473	1721	421	112.4%	-	-	-	36.4	277.3	43.2
3/1	Rectory Rd South Ahead Right Left	O	C		1	26	-	153	1585	166	92.0%	57	0	63	5.2	122.0	6.6
4/1	New Road Left Ahead Right	U	D		1	10	-	264	1921	235	112.4%	-	-	-	22.0	300.0	25.6
Ped Link: P1	Unnamed Ped Link	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
C1																	

Basic Results Summary

Scenario 7: '2043 With Mitigation (Sustainable) AM' (FG9: '2034 With Mitigation (Sustainable) AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

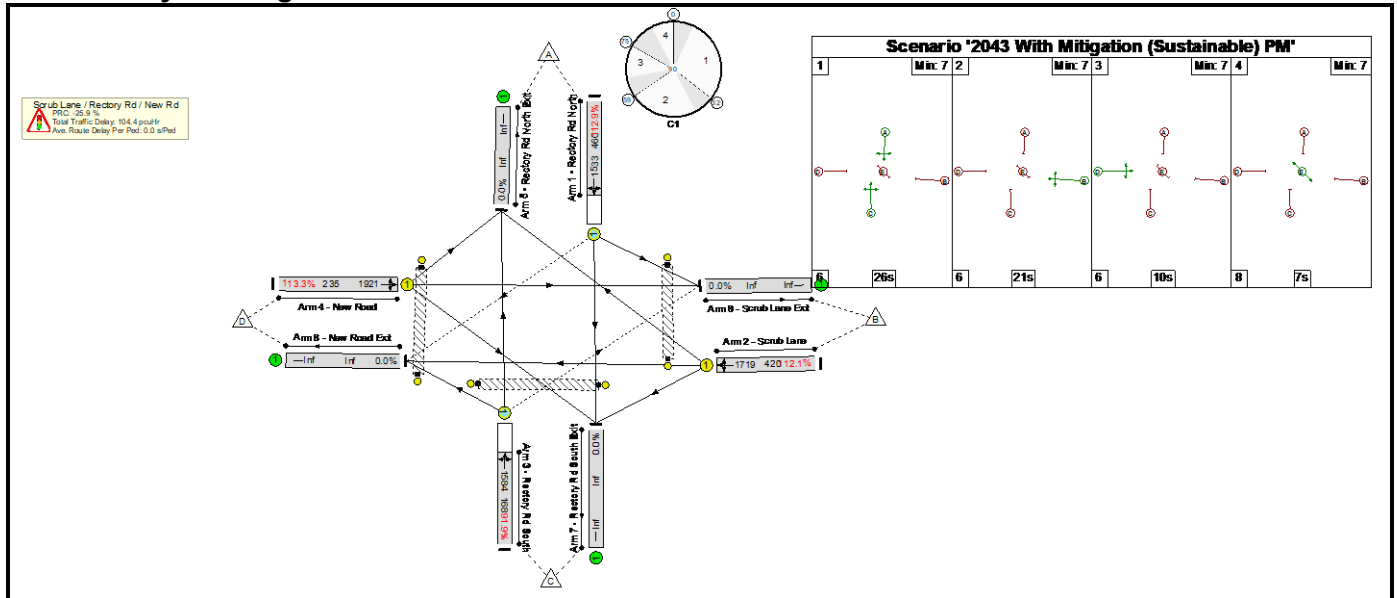
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	131.4%	192	0	71	144.5	-	-
Scrub Lane / Rectory Rd / New Rd	-	-	-		-	-	-	-	-	-	131.4%	192	0	71	144.5	-	-
1/1	Rectory Rd North Left Ahead Right	O	A		1	28	-	450	1558	502	89.6%	103	0	4	7.4	59.4	14.4
2/1	Scrub Lane Right Left Ahead	U	B		1	18	-	447	1656	350	127.9%	-	-	-	58.8	473.5	64.5
3/1	Rectory Rd South Ahead Right Left	O	C		1	28	-	244	1564	186	131.4%	89	0	67	36.0	531.6	38.1
4/1	New Road Left Ahead Right	U	D		1	11	-	324	1923	256	126.4%	-	-	-	42.2	468.9	46.4
Ped Link: P1	Unnamed Ped Link	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
C1																	

Basic Results Summary

Scenario 8: '2043 With Mitigation (Sustainable) PM' (FG10: '2034 With Mitigation (Sustainable) PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	113.3%	137	0	75	104.4	-	-
Scrub Lane / Rectory Rd / New Rd	-	-	-		-	-	-	-	-	-	113.3%	137	0	75	104.4	-	-
1/1	Rectory Rd North Left Ahead Right	O	A		1	26	-	519	1533	460	112.9%	79	0	12	40.6	281.6	47.9
2/1	Scrub Lane Right Left Ahead	U	B		1	21	-	471	1719	420	112.1%	-	-	-	35.7	272.7	42.4
3/1	Rectory Rd South Ahead Right Left	O	C		1	26	-	154	1584	168	91.9%	58	0	63	5.2	120.5	6.6
4/1	New Road Left Ahead Right	U	D		1	10	-	266	1921	235	113.3%	-	-	-	22.9	310.5	26.5
Ped Link: P1	Unnamed Ped Link	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
C1				PRC for Signalled Lanes (%):		-25.9		Total Delay for Signalled Lanes (pcuHr):		104.38		Cycle Time (s):		90			
				PRC Over All Lanes (%):		-25.9		Total Delay Over All Lanes(pcuHr):		104.38							

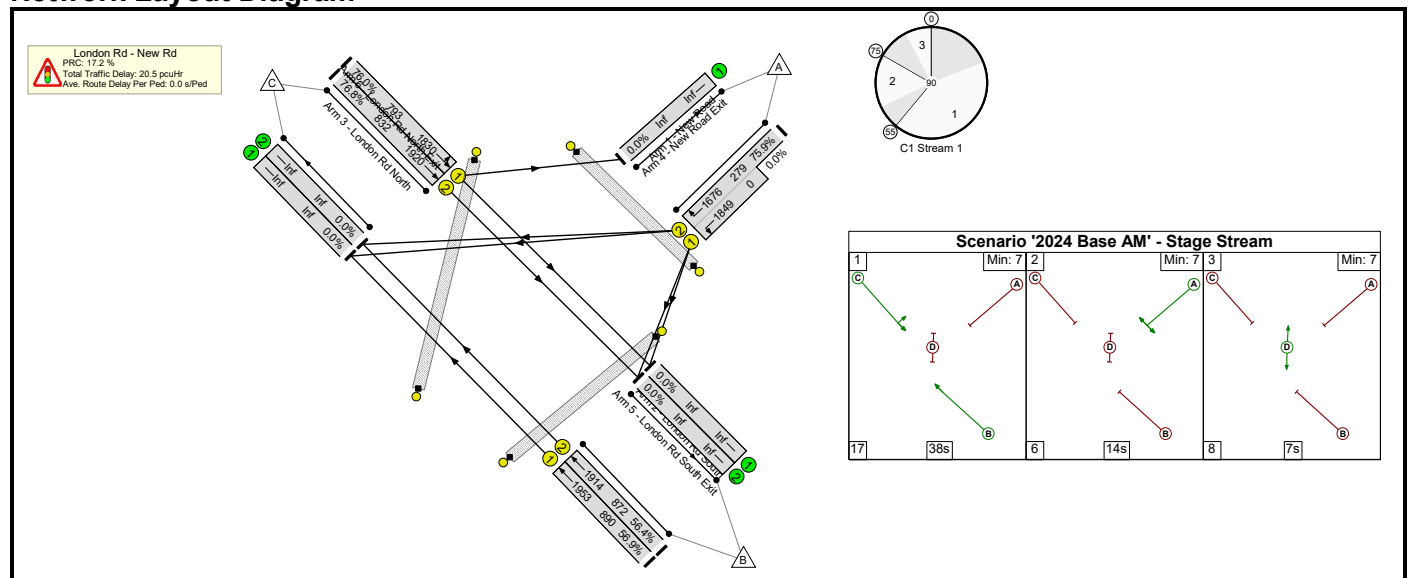
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	London Rd - New Rd (With Mitigation).lsg3x
Author:	
Company:	
Address:	

Scenario 1: '2024 Base AM' (FG1: '2024 Base AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

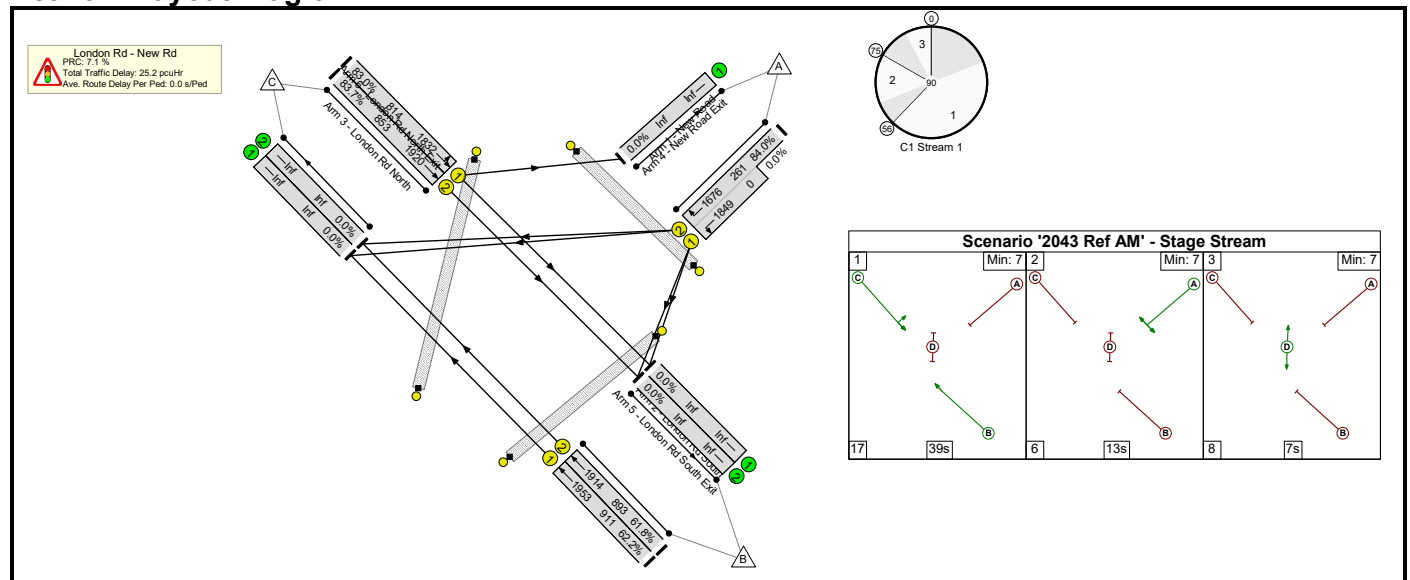
C1	Stream: 1 PRC for Signalled Lanes (%):	17.2	Total Delay for Signalled Lanes (pcuHr):	20.54	Cycle Time (s): 90
	PRC Over All Lanes (%):	17.2	Total Delay Over All Lanes(pcuHr):	20.54	

Network Layout Diagram

Network Results

C1	Stream: 1 PRC for Signalled Lanes (%):	22.8	Total Delay for Signalled Lanes (pcuHr):	19.16	Cycle Time (s): 90
	PRC Over All Lanes (%):	22.8	Total Delay Over All Lanes(pcuHr):	19.16	

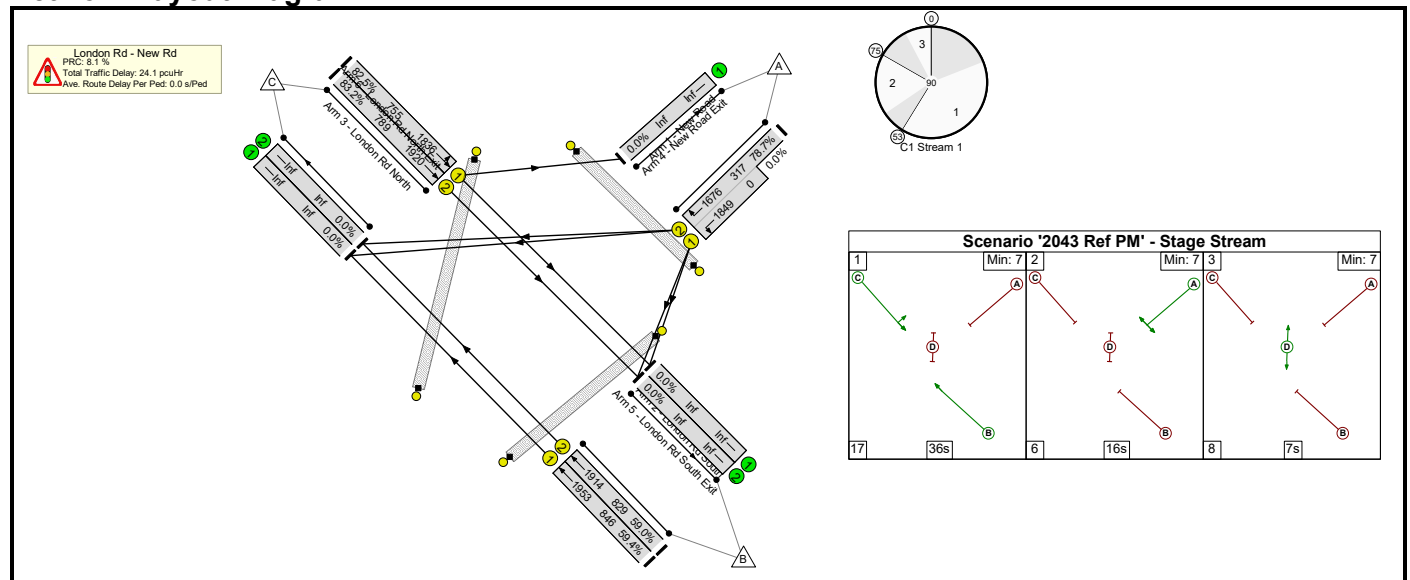
Network Layout Diagram



Network Results

[illegible]

Network Layout Diagram



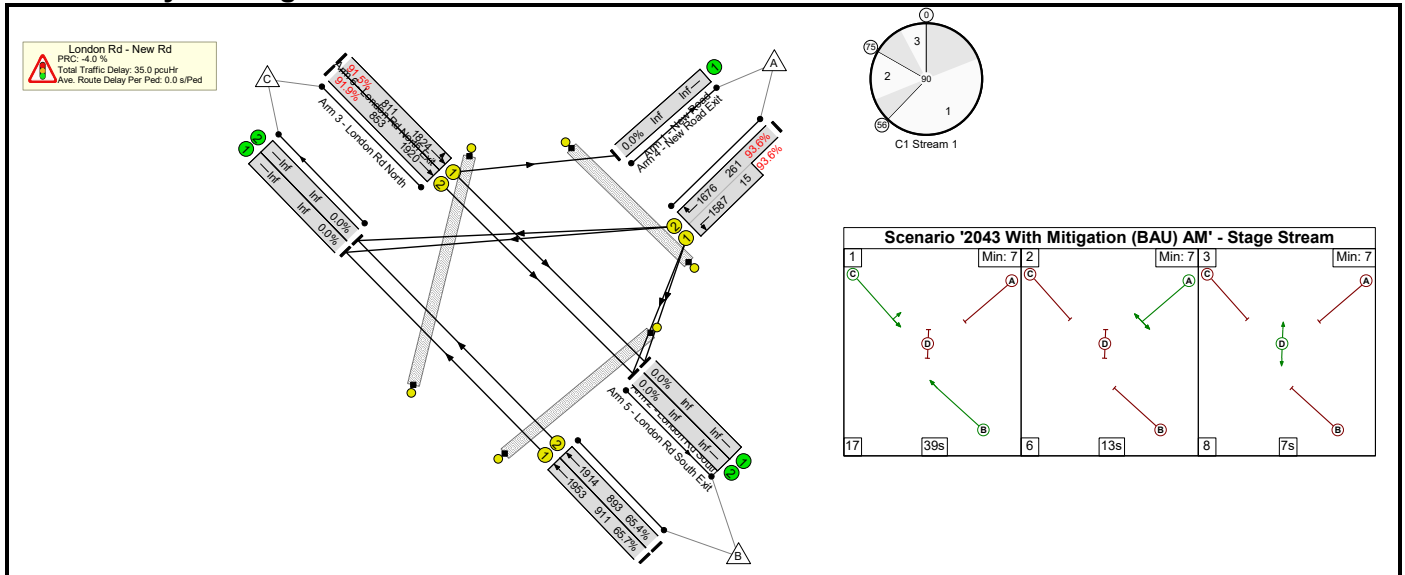
Network Results

[illegible]

Basic Results Summary

Scenario 5: '2043 With Mitigation (BAU) AM' (FG7: '2034 With Mitigation (BAU) AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



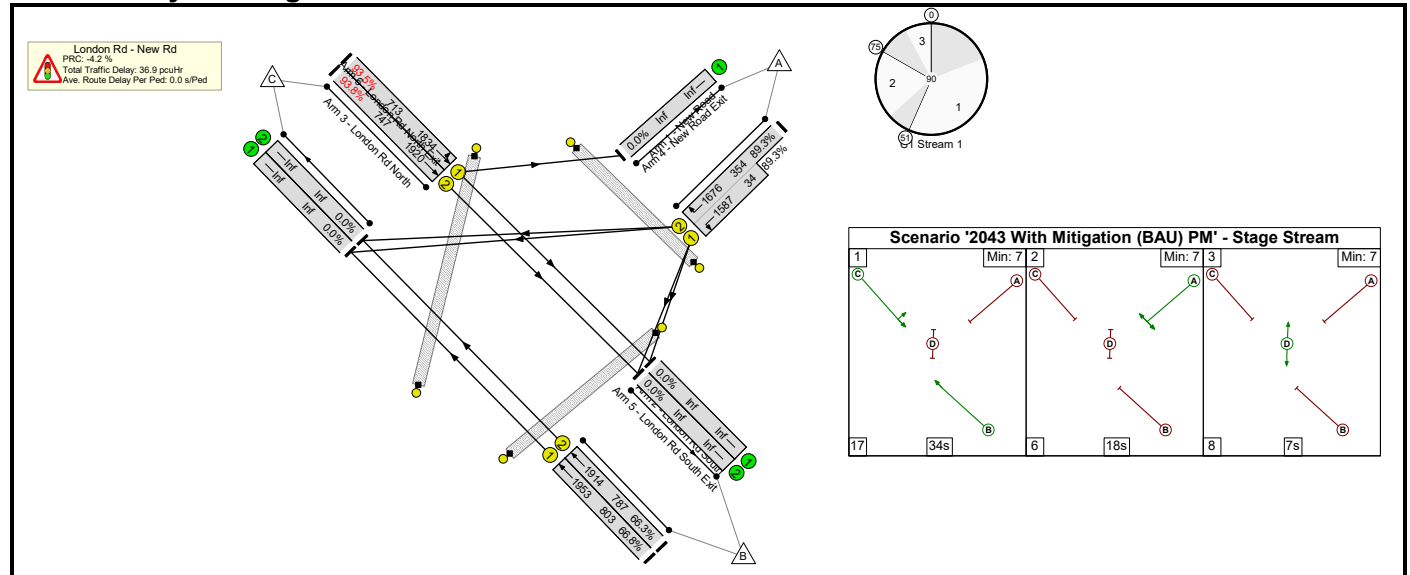
Network Results

C1	Stream: 1 PRC for Signalled Lanes (%):	-4.0	Total Delay for Signalled Lanes (pcuHr):	35.01	Cycle Time (s):	90
	PRC Over All Lanes (%):	-4.0	Total Delay Over All Lanes(pcuHr):	35.01		

Basic Results Summary

Scenario 6: '2043 With Mitigation (BAU) PM' (FG8: '2034 With Mitigation (BAU) PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



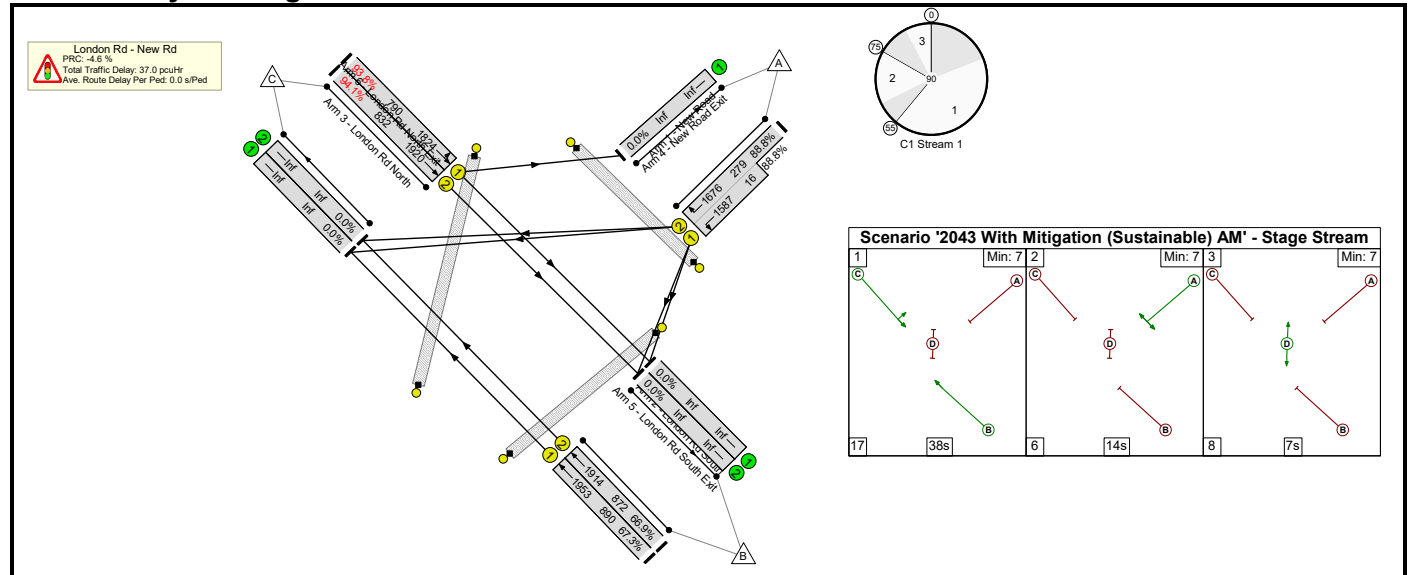
Network Results

C1	Stream: 1 PRC for Signalled Lanes (%):	-4.2	Total Delay for Signalled Lanes (pcuHr):	36.90	Cycle Time (s):	90
	PRC Over All Lanes (%):	-4.2	Total Delay Over All Lanes(pcuHr):	36.90		

Basic Results Summary

Scenario 7: '2043 With Mitigation (Sustainable) AM' (FG9: '2034 With Mitigation (Sustainable) AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

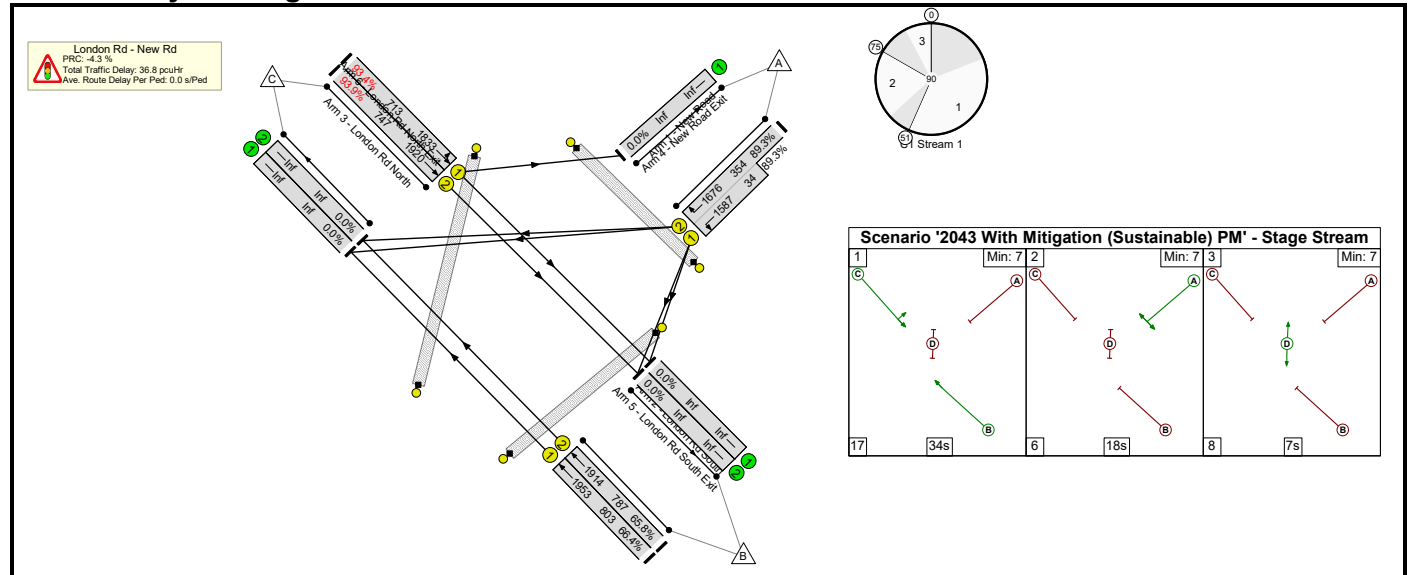
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	94.1%	0	0	0	37.0	-	-
London Rd - New Rd	-	-	-		-	-	-	-	-	-	94.1%	0	0	0	37.0	-	-
1/2+1/1	New Road Left Right	U	A		1	14	-	262	1676:1587	279+16	88.8 : 88.8%	-	-	-	5.9	81.7	9.4
2/1	London Rd South Ahead	U	B		1	40	-	599	1953	890	67.3%	-	-	-	4.2	25.4	12.7
2/2	London Rd South Ahead	U	B		1	40	-	583	1914	872	66.9%	-	-	-	4.1	25.4	12.3
3/1	London Rd North Left Ahead	U	C		1	38	-	741	1824	790	93.8%	-	-	-	11.0	53.6	23.5
3/2	London Rd North Ahead	U	C		1	38	-	783	1920	832	94.1%	-	-	-	11.7	53.6	25.1
Ped Link: P1	Unnamed Ped Link	-	D		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	D		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	D		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
C1 Stream: 1 PRC for Signalled Lanes (%): -4.6 PRC Over All Lanes (%): -4.6								Total Delay for Signalled Lanes (pcuHr): 36.97 Total Delay Over All Lanes(pcuHr): 36.97				Cycle Time (s): 90					

Basic Results Summary

Scenario 8: '2043 With Mitigation (Sustainable) PM' (FG10: '2034 With Mitigation (Sustainable) PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

C1	Stream: 1	PRC for Signalled Lanes (%):	-4.3	Total Delay for Signalled Lanes (pcuHr):	36.84	Cycle Time (s):	90
		PRC Over All Lanes (%):	-4.3	Total Delay Over All Lanes(pcuHr):	36.84		

Basic Results Summary

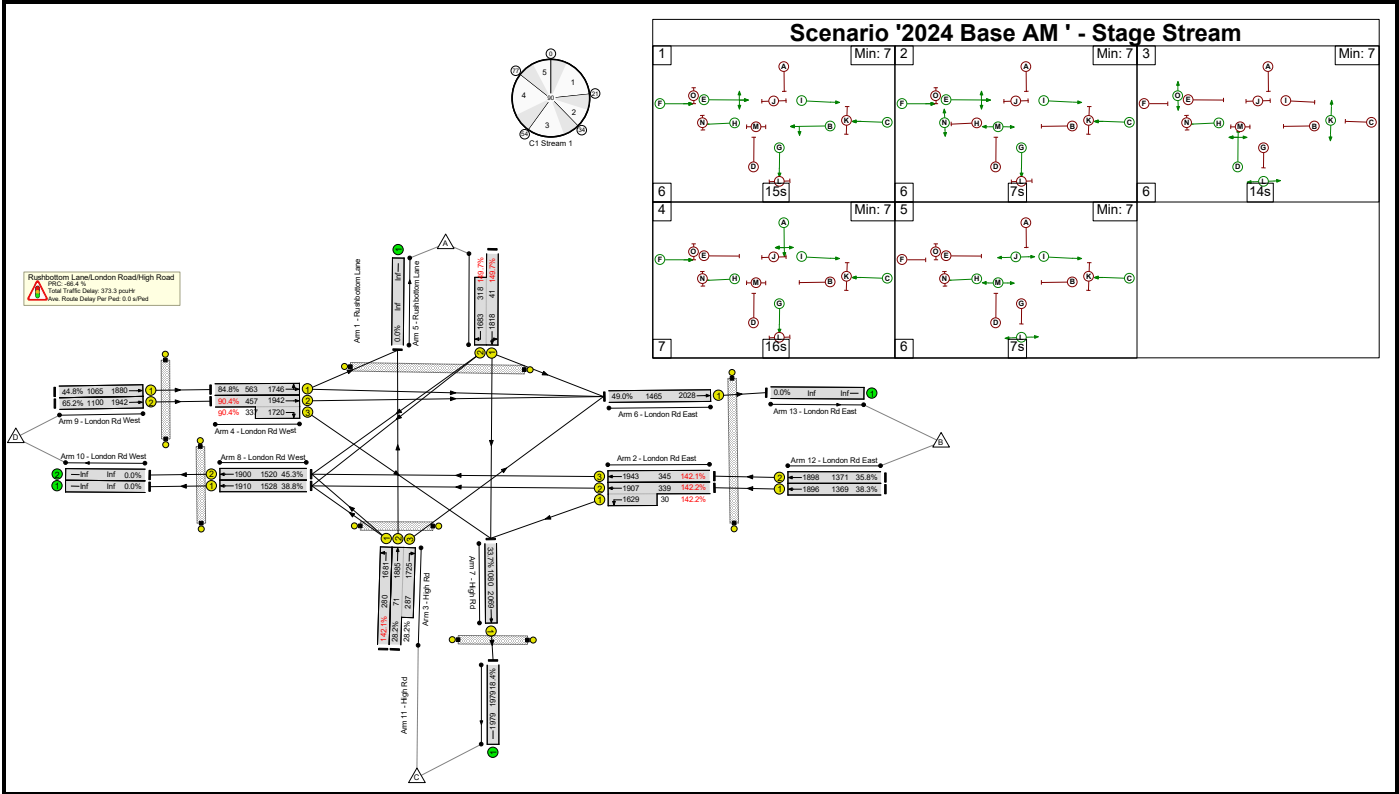
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Rushbottom Lane - London Road - High Rd (With Mitigation).lsg3x
Author:	
Company:	
Address:	

Scenario 1: '2024 Base AM ' (FG1: '2024 Ref AM ', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	149.7%	0	0	0	373.3	-	-
Rushbottom Lane/London Road/High Road	-	-	-		-	-	-	-	-	-	149.7%	0	0	0	373.3	-	-
1/1+1/2	Rushbottom Lane Left Ahead Right	U	A		1	16	-	537	1818:1683	41+318	149.7 : 149.7%	-	-	-	103.0	690.2	110.4
2/2+2/1	London Rd East Left Ahead	U	B		1	15	-	525	1907:1629	339+30	142.2 : 142.2%	-	-	-	91.3	626.3	96.7
2/3	London Rd East Ahead	U	B		1	15	-	491	1943	345	142.1%	-	-	-	85.5	626.9	90.7
3/1	High Rd Left	U	D		1	14	-	398	1681	280	142.1%	-	-	-	69.0	624.1	73.5
3/2+3/3	High Rd Ahead Right	U	D		1	14	-	101	1885:1725	71+287	28.2 : 28.2%	-	-	-	1.1	39.6	2.0
4/1	London Rd West Left Ahead	U	E		1	28	-	477	1746	563	84.8%	-	-	-	5.6	42.1	13.6
4/2+4/3	London Rd West Ahead Right	U	E		1	28	-	718	1942:1720	457+337	90.4 : 90.4%	-	-	-	8.1	40.8	16.6
6/1	London Rd East Ahead	U	I		1	64	-	723	2028	1465	49.0%	-	-	-	2.1	10.5	11.7
7/1	High Rd Ahead	U	G		2	45	-	391	2069	1080	33.7%	-	-	-	0.3	3.2	1.4
8/1	London Rd West Ahead	U	H		1	71	-	854	1910	1528	38.8%	-	-	-	0.7	4.5	2.6
8/2	London Rd West Ahead	U	H		1	71	-	993	1900	1520	45.3%	-	-	-	0.9	4.5	4.7
9/1	London Rd West Ahead	U	F		2	49	-	477	1880	1065	44.8%	-	-	-	1.2	9.2	4.8
9/2	London Rd West Ahead	U	F		2	49	-	718	1942	1100	65.2%	-	-	-	2.4	11.9	8.7
11/1	High Rd	U	-		-	-	-	391	1979	1979	18.4%	-	-	-	0.1	1.1	0.1

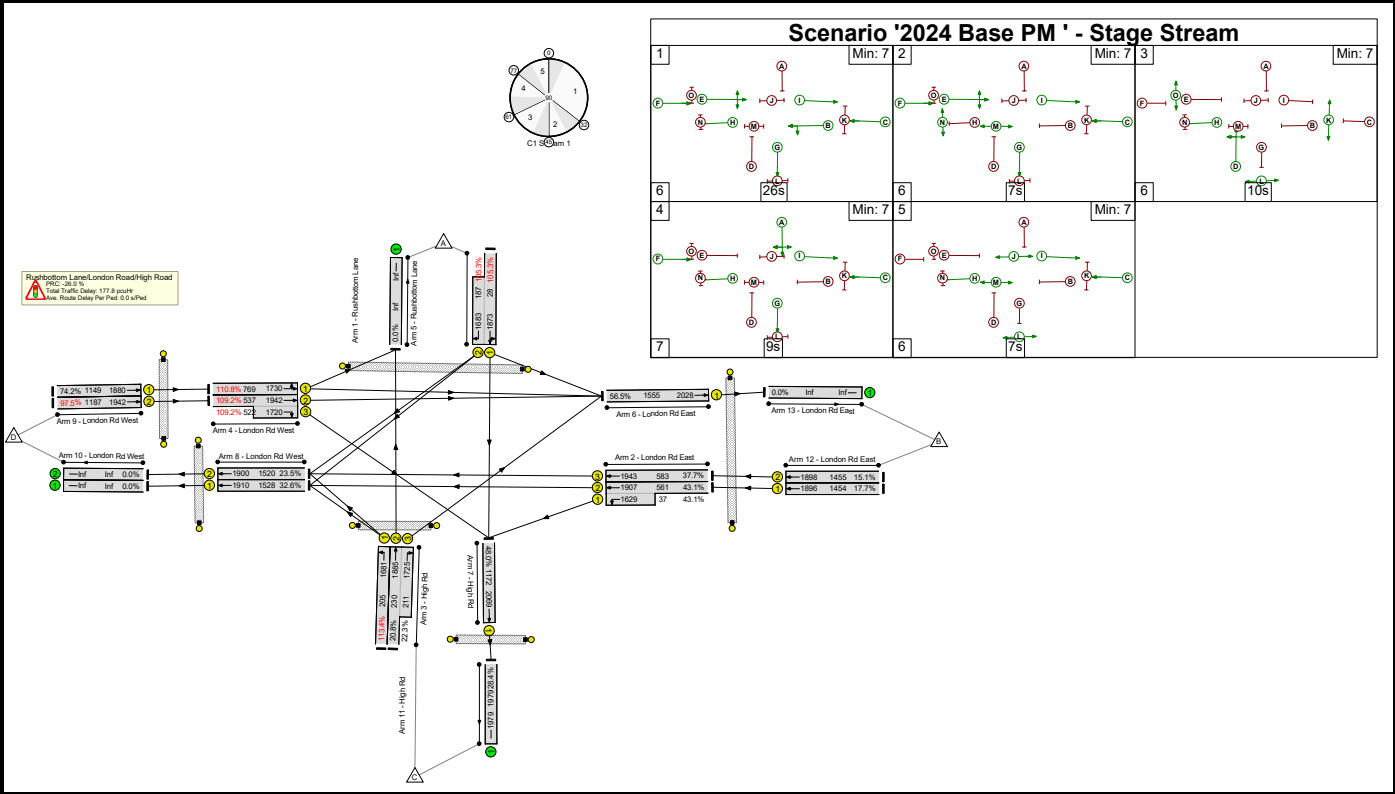
Basic Results Summary

12/1	London Rd East Ahead	U	C		1	64	-	525	1896	1369	38.3%	-	-	-	1.0	6.9	5.3
12/2	London Rd East Ahead	U	C		1	64	-	491	1898	1371	35.8%	-	-	-	0.9	6.7	4.8
Ped Link: P1	Unnamed Ped Link	-	J		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	K		1	14	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	M		2	26	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	L		2	21	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	O		1	14	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	N		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
C1		Stream: 1 PRC for Signalled Lanes (%):			-66.4		Total Delay for Signalled Lanes (pcuHr):			373.16		Cycle Time (s):		90			
		PRC Over All Lanes (%):			-66.4		Total Delay Over All Lanes(pcuHr):			373.27							

Basic Results Summary

Scenario 2: '2024 Base PM ' (FG2: '2024 Ref PM ', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	113.4%	0	0	0	177.8	-	-
Rushbottom Lane/London Road/High Road	-	-	-		-	-	-	-	-	-	113.4%	0	0	0	177.8	-	-
1/1+1/2	Rushbottom Lane Left Ahead Right	U	A		1	9	-	226	1873:1683	28+187	105.3 : 105.3%	-	-	-	13.7	218.0	16.1
2/2+2/1	London Rd East Left Ahead	U	B		1	26	-	258	1907:1629	561+37	43.1 : 43.1%	-	-	-	2.0	27.5	6.7
2/3	London Rd East Ahead	U	B		1	26	-	220	1943	583	37.7%	-	-	-	1.7	27.0	4.6
3/1	High Rd Left	U	D		1	10	-	233	1681	205	113.4%	-	-	-	20.7	319.1	23.7
3/2+3/3	High Rd Ahead Right	U	D		1	10	-	95	1885:1725	230+211	20.8 : 22.3%	-	-	-	1.1	40.8	1.2
4/1	London Rd West Left Ahead	U	E		1	39	-	852	1730	769	110.8%	-	-	-	53.6	226.3	69.5
4/2+4/3	London Rd West Ahead Right	U	E		1	39	-	1157	1942:1720	537+522	109.2 : 109.2%	-	-	-	62.5	194.4	82.9
6/1	London Rd East Ahead	U	I		1	68	-	959	2028	1555	56.5%	-	-	-	1.8	7.4	10.3
7/1	High Rd Ahead	U	G		2	49	-	611	2069	1172	48.0%	-	-	-	0.6	3.9	1.1
8/1	London Rd West Ahead	U	H		1	71	-	523	1910	1528	32.6%	-	-	-	0.3	2.1	0.5
8/2	London Rd West Ahead	U	H		1	71	-	369	1900	1520	23.5%	-	-	-	0.2	2.0	1.8
9/1	London Rd West Ahead	U	F		2	53	-	852	1880	1149	74.2%	-	-	-	3.5	14.7	10.8
9/2	London Rd West Ahead	U	F		2	53	-	1157	1942	1187	97.5%	-	-	-	15.6	48.6	32.8
11/1	High Rd	U	-		-	-	-	611	1979	1979	28.4%	-	-	-	0.2	1.3	0.2

Basic Results Summary

[illegible]

Network Layout Diagram

Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	160.0%	0	0	0	570.1	-	-
Rushbottom Lane/London Road/High Road	-	-	-		-	-	-	-	-	-	160.0%	0	0	0	570.1	-	-
1/1+1/2	Rushbottom Lane Left Ahead Right	U	A		1	13	-	417	1604:1683	11+262	152.8 : 152.8%	-	-	-	83.4	720.4	89.6
2/2+2/1	London Rd East Left Ahead	U	B		1	15	-	604	1907:1629	339+41	159.0 : 159.0%	-	-	-	128.8	767.5	134.9
2/3	London Rd East Ahead	U	B		1	15	-	548	1943	345	158.6%	-	-	-	116.6	765.9	122.8
3/1	High Rd Left	U	D		1	17	-	538	1681	336	160.0%	-	-	-	115.4	772.3	121.3
3/2+3/3	High Rd Ahead Right	U	D		1	17	-	18	1885:1725	0+345	0.0 : 5.2%	-	-	-	0.2	34.7	0.4
4/1	London Rd West Left Ahead	U	E		1	28	-	634	1739	560	113.1%	-	-	-	47.9	271.9	58.4
4/2+4/3	London Rd West Ahead Right	U	E		1	28	-	850	1942:1720	490+259	113.4 : 113.4%	-	-	-	62.6	265.3	75.9
6/1	London Rd East Ahead	U	I		1	61	-	854	2028	1397	53.8%	-	-	-	2.9	14.1	11.9
7/1	High Rd Ahead	U	G		2	42	-	359	2069	1012	29.7%	-	-	-	0.4	4.3	2.6
8/1	London Rd West Ahead	U	H		1	71	-	970	1910	1528	40.2%	-	-	-	0.8	4.5	2.6
8/2	London Rd West Ahead	U	H		1	71	-	1055	1900	1520	44.0%	-	-	-	0.8	4.6	4.7
9/1	London Rd West Ahead	U	F		2	46	-	634	1880	1003	63.2%	-	-	-	2.3	13.1	8.3
9/2	London Rd West Ahead	U	F		2	46	-	850	1942	1036	82.1%	-	-	-	5.1	21.6	12.4
11/1	High Rd	U	-		-	-	-	359	1979	1979	15.2%	-	-	-	0.1	1.1	0.1

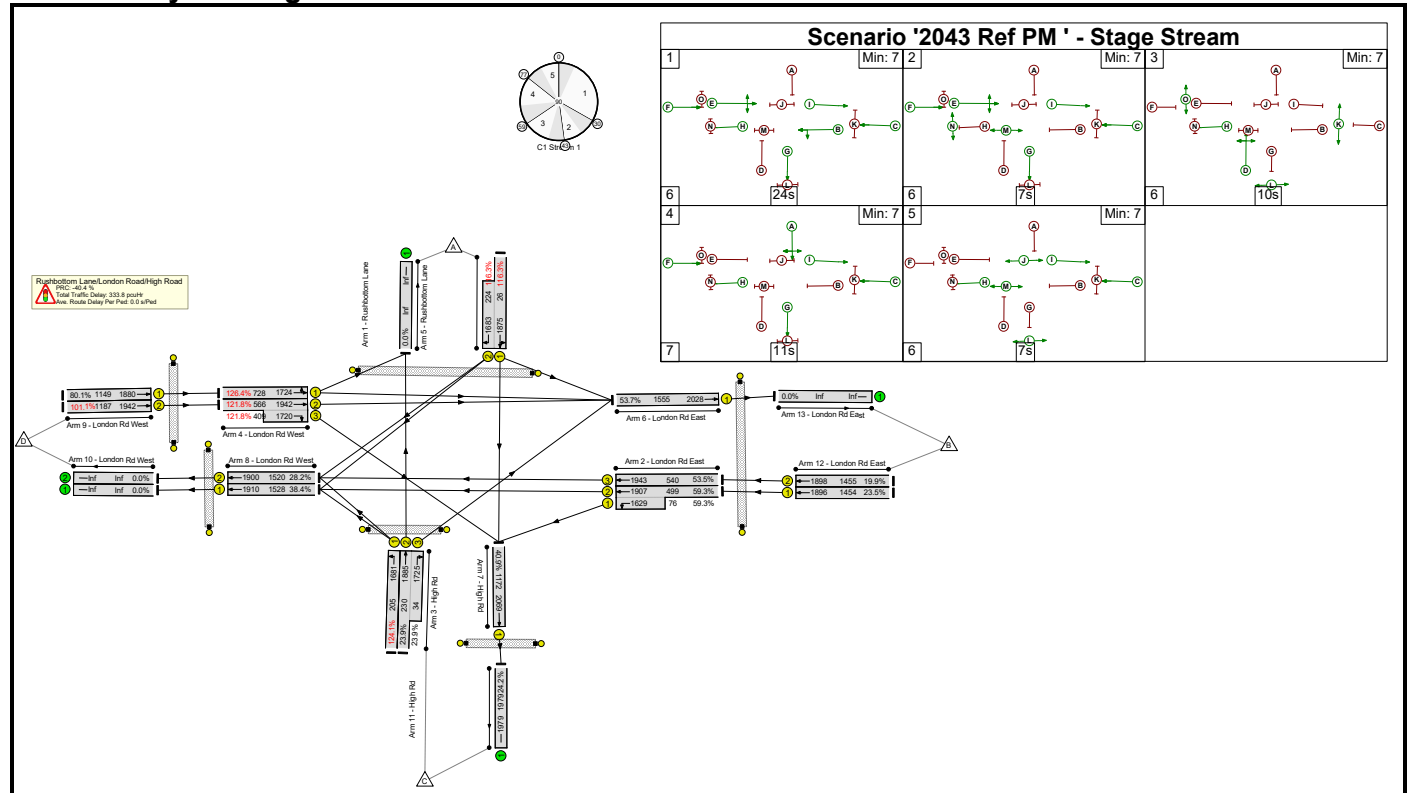
Basic Results Summary

12/1	London Rd East Ahead	U	C		1	61	-	604	1896	1306	46.2%	-	-	-	1.5	9.0	7.3
12/2	London Rd East Ahead	U	C		1	61	-	548	1898	1308	41.9%	-	-	-	1.3	8.5	6.3
Ped Link: P1	Unnamed Ped Link	-	J		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	K		1	17	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	M		2	26	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	L		2	24	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	O		1	17	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	N		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
		C1	Stream: 1 PRC for Signalled Lanes (%): -77.8 PRC Over All Lanes (%): -77.8				Total Delay for Signalled Lanes (pcuHr): 570.00 Total Delay Over All Lanes(pcuHr): 570.09				Cycle Time (s): 90						

Basic Results Summary

Scenario 4: '2043 Ref PM ' (FG4: '2034 Ref PM ', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

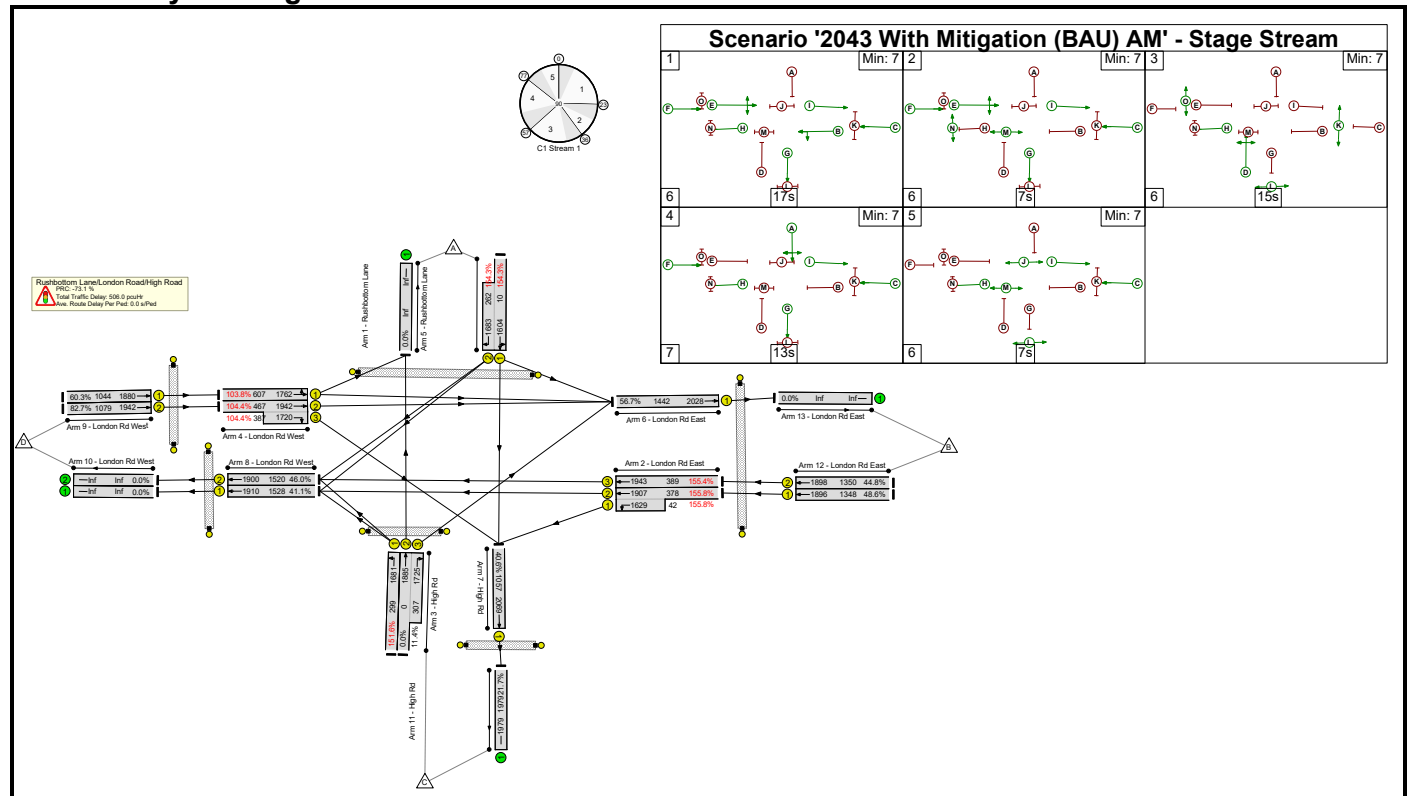


Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	126.4%	0	0	0	333.8	-	-
Rushbottom Lane/London Road/High Road	-	-	-		-	-	-	-	-	-	126.4%	0	0	0	333.8	-	-
1/1+1/2	Rushbottom Lane Left Ahead Right	U	A		1	11	-	291	1875:1683	26+224	116.3 : 116.3%	-	-	-	27.7	342.6	30.9
2/2+2/1	London Rd East Left Ahead	U	B		1	24	-	341	1907:1629	499+76	59.3 : 59.3%	-	-	-	3.0	32.0	7.1
2/3	London Rd East Ahead	U	B		1	24	-	289	1943	540	53.5%	-	-	-	2.6	31.8	6.7
3/1	High Rd Left	U	D		1	10	-	255	1681	205	124.1%	-	-	-	31.6	446.5	34.7
3/2+3/3	High Rd Ahead Right	U	D		1	10	-	63	1885:1725	230+34	23.9 : 23.9%	-	-	-	0.8	44.6	1.4
4/1	London Rd West Left Ahead	U	E		1	37	-	920	1724	728	126.4%	-	-	-	110.9	433.8	126.2
4/2+4/3	London Rd West Ahead Right	U	E		1	37	-	1200	1942:1720	566+409	121.8 : 121.8%	-	-	-	122.9	372.9	142.9
6/1	London Rd East Ahead	U	I		1	68	-	1034	2028	1555	53.7%	-	-	-	1.7	7.2	11.9
7/1	High Rd Ahead	U	G		2	49	-	574	2069	1172	40.9%	-	-	-	0.5	3.6	2.7
8/1	London Rd West Ahead	U	H		1	71	-	645	1910	1528	38.4%	-	-	-	0.4	2.3	0.6
8/2	London Rd West Ahead	U	H		1	71	-	456	1900	1520	28.2%	-	-	-	0.3	2.2	3.4
9/1	London Rd West Ahead	U	F		2	53	-	920	1880	1149	80.1%	-	-	-	4.3	16.9	12.6
9/2	London Rd West Ahead	U	F		2	53	-	1200	1942	1187	101.1%	-	-	-	26.3	78.8	44.3
11/1	High Rd	U	-		-	-	-	574	1979	1979	24.2%	-	-	-	0.2	1.2	0.2

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	155.8%	0	0	0	506.0	-	-
Rushbottom Lane/London Road/High Road	-	-	-		-	-	-	-	-	-	155.8%	0	0	0	506.0	-	-
1/1+1/2	Rushbottom Lane Left Ahead Right	U	A		1	13	-	419	1604:1683	10+262	154.3 : 154.3%	-	-	-	85.3	733.2	91.5
2/2+2/1	London Rd East Left Ahead	U	B		1	17	-	655	1907:1629	378+42	155.8 : 155.8%	-	-	-	134.9	741.4	141.4
2/3	London Rd East Ahead	U	B		1	17	-	604	1943	389	155.4%	-	-	-	124.0	739.0	130.6
3/1	High Rd Left	U	D		1	15	-	453	1681	299	151.6%	-	-	-	88.8	705.4	93.8
3/2+3/3	High Rd Ahead Right	U	D		1	15	-	35	1885:1725	0+307	0.0 : 11.4%	-	-	-	0.4	37.7	0.8
4/1	London Rd West Left Ahead	U	E		1	30	-	630	1762	607	103.8%	-	-	-	24.5	139.9	35.9
4/2+4/3	London Rd West Ahead Right	U	E		1	30	-	892	1942:1720	467+387	104.4 : 104.4%	-	-	-	32.8	132.4	46.7
6/1	London Rd East Ahead	U	I		1	63	-	855	2028	1442	56.7%	-	-	-	3.1	13.5	13.9
7/1	High Rd Ahead	U	G		2	44	-	470	2069	1057	40.6%	-	-	-	0.5	4.3	2.6
8/1	London Rd West Ahead	U	H		1	71	-	972	1910	1528	41.1%	-	-	-	0.8	4.3	2.5
8/2	London Rd West Ahead	U	H		1	71	-	1078	1900	1520	46.0%	-	-	-	0.9	4.6	5.8
9/1	London Rd West Ahead	U	F		2	48	-	630	1880	1044	60.3%	-	-	-	2.0	11.6	7.6
9/2	London Rd West Ahead	U	F		2	48	-	892	1942	1079	82.7%	-	-	-	5.1	20.8	12.5
11/1	High Rd	U	-		-	-	-	470	1979	1979	21.7%	-	-	-	0.1	1.2	0.1

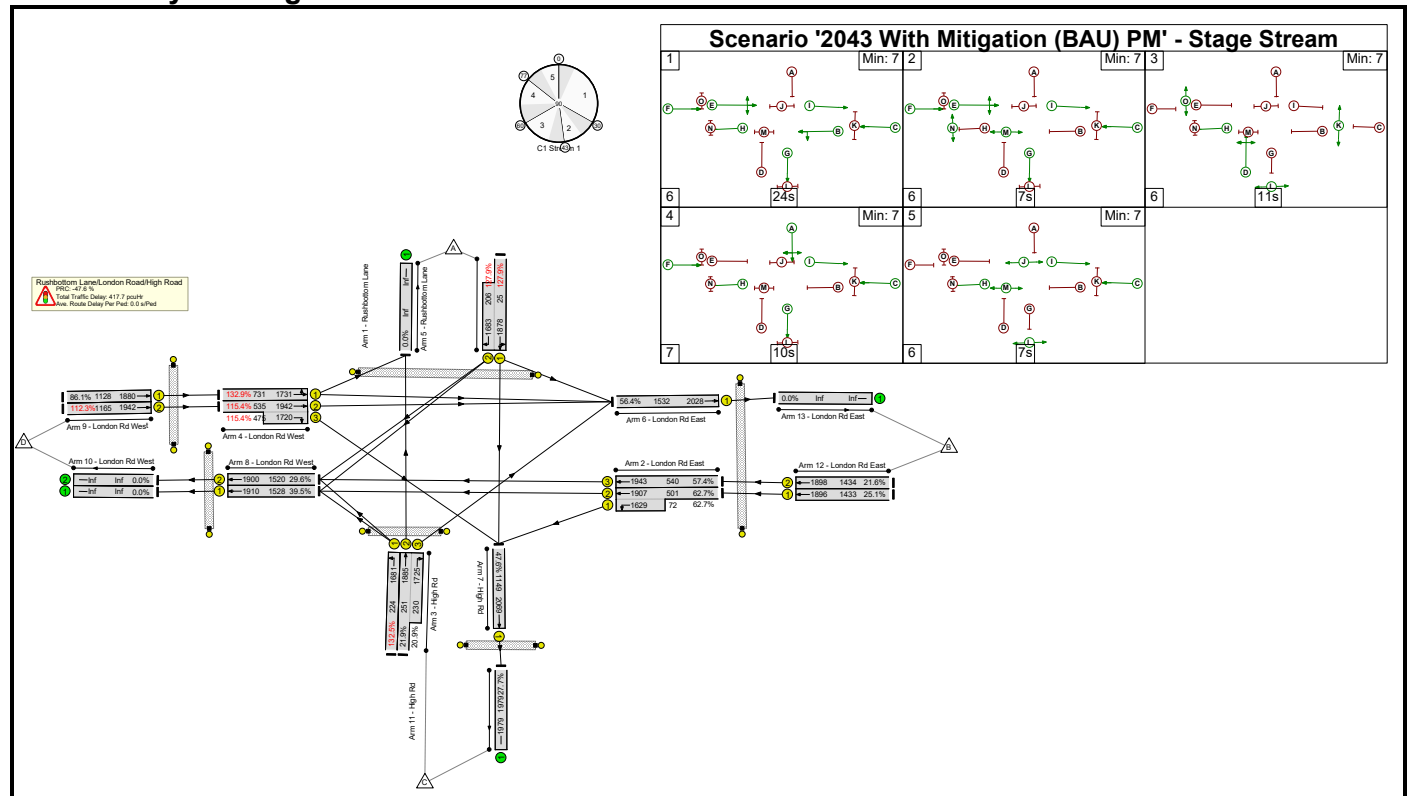
Basic Results Summary

12/1	London Rd East Ahead	U	C		1	63	-	655	1896	1348	48.6%	-	-	-	1.5	8.3	7.6
12/2	London Rd East Ahead	U	C		1	63	-	604	1898	1350	44.8%	-	-	-	1.3	7.9	6.8
Ped Link: P1	Unnamed Ped Link	-	J		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	K		1	15	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	M		2	26	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	L		2	22	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	O		1	15	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	N		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
C1 Stream: 1 PRC for Signalled Lanes (%): -73.1 Total Delay for Signalled Lanes (pcuHr): 505.87 Cycle Time (s): 90 PRC Over All Lanes (%): -73.1 Total Delay Over All Lanes(pcuHr): 506.01																	

Basic Results Summary

Scenario 6: '2043 With Mitigation (BAU) PM' (FG8: '2034 With Mitigation (BAU) PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	132.9%	0	0	0	417.7	-	-
Rushbottom Lane/London Road/High Road	-	-	-		-	-	-	-	-	-	132.9%	0	0	0	417.7	-	-
1/1+1/2	Rushbottom Lane Left Ahead Right	U	A		1	10	-	295	1878:1683	25+206	127.9 : 127.9%	-	-	-	39.2	478.6	42.3
2/2+2/1	London Rd East Left Ahead	U	B		1	24	-	359	1907:1629	501+72	62.7 : 62.7%	-	-	-	3.3	32.7	7.6
2/3	London Rd East Ahead	U	B		1	24	-	310	1943	540	57.4%	-	-	-	2.8	32.5	7.3
3/1	High Rd Left	U	D		1	11	-	297	1681	224	132.5%	-	-	-	44.1	534.4	47.6
3/2+3/3	High Rd Ahead Right	U	D		1	11	-	103	1885:1725	251+230	21.9 : 20.9%	-	-	-	1.1	39.6	1.4
4/1	London Rd West Left Ahead	U	E		1	37	-	971	1731	731	132.9%	-	-	-	136.3	505.2	152.3
4/2+4/3	London Rd West Ahead Right	U	E		1	37	-	1308	1942:1720	535+475	115.4 : 115.4%	-	-	-	93.0	287.3	112.8
6/1	London Rd East Ahead	U	I		1	67	-	1114	2028	1532	56.4%	-	-	-	1.9	8.0	11.9
7/1	High Rd Ahead	U	G		2	48	-	688	2069	1149	47.6%	-	-	-	0.6	4.0	2.8
8/1	London Rd West Ahead	U	H		1	71	-	691	1910	1528	39.5%	-	-	-	0.4	2.3	0.7
8/2	London Rd West Ahead	U	H		1	71	-	493	1900	1520	29.6%	-	-	-	0.3	2.2	4.0
9/1	London Rd West Ahead	U	F		2	52	-	971	1880	1128	86.1%	-	-	-	6.0	22.3	16.7
9/2	London Rd West Ahead	U	F		2	52	-	1308	1942	1165	112.3%	-	-	-	87.7	241.3	105.5
11/1	High Rd	U	-		-	-	-	688	1979	1979	27.7%	-	-	-	0.2	1.3	0.2

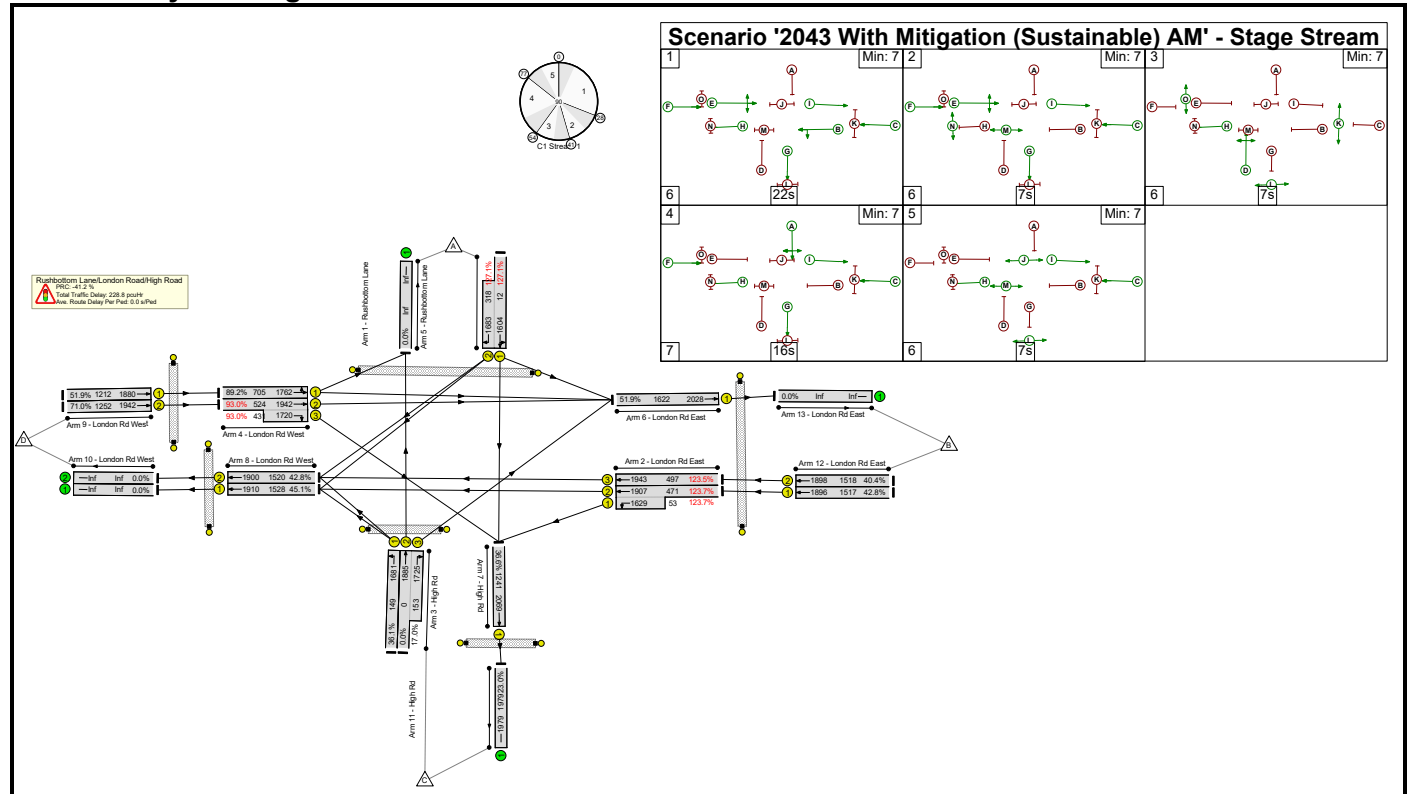
Basic Results Summary

12/1	London Rd East Ahead	U	C		1	67	-	359	1896	1433	25.1%	-	-	-	0.5	5.0	2.9
12/2	London Rd East Ahead	U	C		1	67	-	310	1898	1434	21.6%	-	-	-	0.4	4.8	2.4
Ped Link: P1	Unnamed Ped Link	-	J		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	K		1	11	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	M		2	26	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	L		2	18	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	O		1	11	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	N		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
C1 Stream: 1 PRC for Signalled Lanes (%): -47.6 Total Delay for Signalled Lanes (pcuHr): 417.56 Cycle Time (s): 90 PRC Over All Lanes (%): -47.6 Total Delay Over All Lanes(pcuHr): 417.75																	

Basic Results Summary

Scenario 7: '2043 With Mitigation (Sustainable) AM' (FG9: '2034 With Mitigation (Sustainable) AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	127.1%	0	0	0	228.8	-	-
Rushbottom Lane/London Road/High Road	-	-	-		-	-	-	-	-	-	127.1%	0	0	0	228.8	-	-
1/1+1/2	Rushbottom Lane Left Ahead Right	U	A		1	16	-	419	1604:1683	12+318	127.1 : 127.1%	-	-	-	53.8	462.2	60.3
2/2+2/1	London Rd East Left Ahead	U	B		1	22	-	649	1907:1629	471+53	123.7 : 123.7%	-	-	-	75.7	420.0	84.2
2/3	London Rd East Ahead	U	B		1	22	-	613	1943	497	123.5%	-	-	-	71.2	418.2	79.0
3/1	High Rd Left	U	D		1	7	-	54	1681	149	36.1%	-	-	-	0.9	57.4	1.5
3/2+3/3	High Rd Ahead Right	U	D		1	7	-	26	1885:1725	0+153	0.0 : 17.0%	-	-	-	0.4	52.1	0.7
4/1	London Rd West Left Ahead	U	E		1	35	-	629	1762	705	89.2%	-	-	-	7.4	42.4	18.3
4/2+4/3	London Rd West Ahead Right	U	E		1	35	-	888	1942:1720	524+431	93.0 : 93.0%	-	-	-	10.0	40.5	21.4
6/1	London Rd East Ahead	U	I		1	71	-	846	2028	1622	51.9%	-	-	-	1.9	7.9	16.4
7/1	High Rd Ahead	U	G		2	52	-	467	2069	1241	36.6%	-	-	-	0.4	2.8	2.6
8/1	London Rd West Ahead	U	H		1	71	-	852	1910	1528	45.1%	-	-	-	0.8	4.1	2.3
8/2	London Rd West Ahead	U	H		1	71	-	802	1900	1520	42.8%	-	-	-	0.9	4.8	8.5
9/1	London Rd West Ahead	U	F		2	56	-	629	1880	1212	51.9%	-	-	-	1.3	7.4	5.3
9/2	London Rd West Ahead	U	F		2	56	-	888	1942	1252	71.0%	-	-	-	2.5	10.2	9.4
11/1	High Rd	U	-		-	-	-	467	1979	1979	23.0%	-	-	-	0.1	1.2	0.1

Basic Results Summary

12/1	London Rd East Ahead	U	C		1	71	-	649	1896	1517	42.8%	-	-	-	0.9	4.8	5.2
12/2	London Rd East Ahead	U	C		1	71	-	613	1898	1518	40.4%	-	-	-	0.8	4.6	4.8
Ped Link: P1	Unnamed Ped Link	-	J		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	K		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	M		2	26	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	L		2	14	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	O		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	N		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
C1		Stream: 1 PRC for Signalled Lanes (%): -41.2						Total Delay for Signalled Lanes (pcuHr): 228.70				Cycle Time (s): 90					
		PRC Over All Lanes (%): -41.2						Total Delay Over All Lanes(pcuHr): 228.84									

Network Layout Diagram

Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	133.0%	0	0	0	415.2	-	-
Rushbottom Lane/London Road/High Road	-	-	-		-	-	-	-	-	-	133.0%	0	0	0	415.2	-	-
1/1+1/2	Rushbottom Lane Left Ahead Right	U	A		1	10	-	291	1877:1683	25+206	126.4 : 126.4%	-	-	-	37.4	462.4	40.5
2/2+2/1	London Rd East Left Ahead	U	B		1	24	-	357	1907:1629	501+72	62.3 : 62.3%	-	-	-	3.2	32.5	7.6
2/3	London Rd East Ahead	U	B		1	24	-	308	1943	540	57.1%	-	-	-	2.8	32.4	7.2
3/1	High Rd Left	U	D		1	11	-	298	1681	224	133.0%	-	-	-	44.6	539.0	48.1
3/2+3/3	High Rd Ahead Right	U	D		1	11	-	102	1885:1725	251+230	21.9 : 20.4%	-	-	-	1.1	39.6	1.4
4/1	London Rd West Left Ahead	U	E		1	37	-	970	1731	731	132.7%	-	-	-	135.7	503.7	151.8
4/2+4/3	London Rd West Ahead Right	U	E		1	37	-	1308	1942:1720	534+477	115.3 : 115.3%	-	-	-	92.4	285.5	112.2
6/1	London Rd East Ahead	U	I		1	67	-	1112	2028	1532	56.4%	-	-	-	1.9	8.0	11.9
7/1	High Rd Ahead	U	G		2	48	-	689	2069	1149	47.7%	-	-	-	0.6	4.0	2.8
8/1	London Rd West Ahead	U	H		1	71	-	687	1910	1528	39.3%	-	-	-	0.4	2.3	0.7
8/2	London Rd West Ahead	U	H		1	71	-	491	1900	1520	29.5%	-	-	-	0.3	2.2	4.0
9/1	London Rd West Ahead	U	F		2	52	-	970	1880	1128	86.0%	-	-	-	6.0	22.2	16.6
9/2	London Rd West Ahead	U	F		2	52	-	1308	1942	1165	112.3%	-	-	-	87.7	241.3	105.5
11/1	High Rd	U	-		-	-	-	689	1979	1979	27.7%	-	-	-	0.2	1.3	0.2

Basic Results Summary

[illegible]

Basic Results Summary

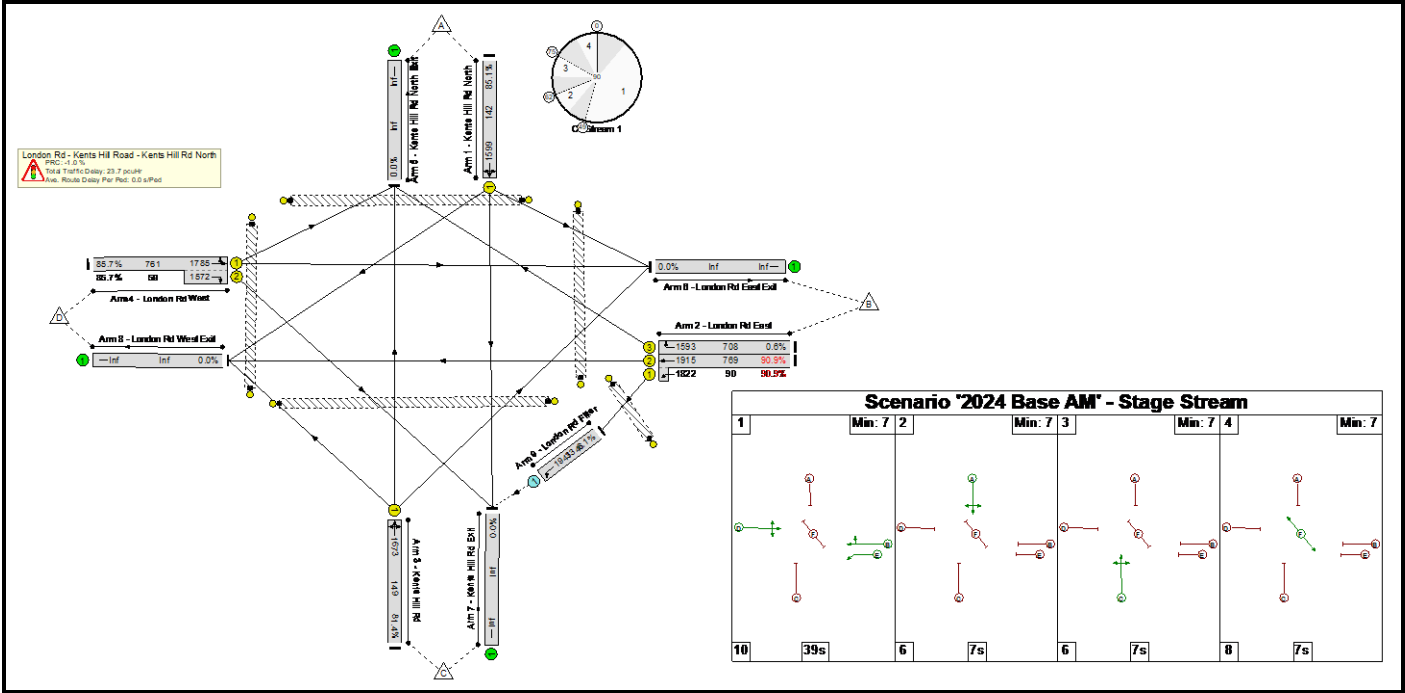
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	London Rd - Kents Hill Rd - Kents Hill Rd North (With Mitigation).lsg3x
Author:	
Company:	
Address:	

Scenario 1: '2024 Base AM' (FG1: '2024 Base AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



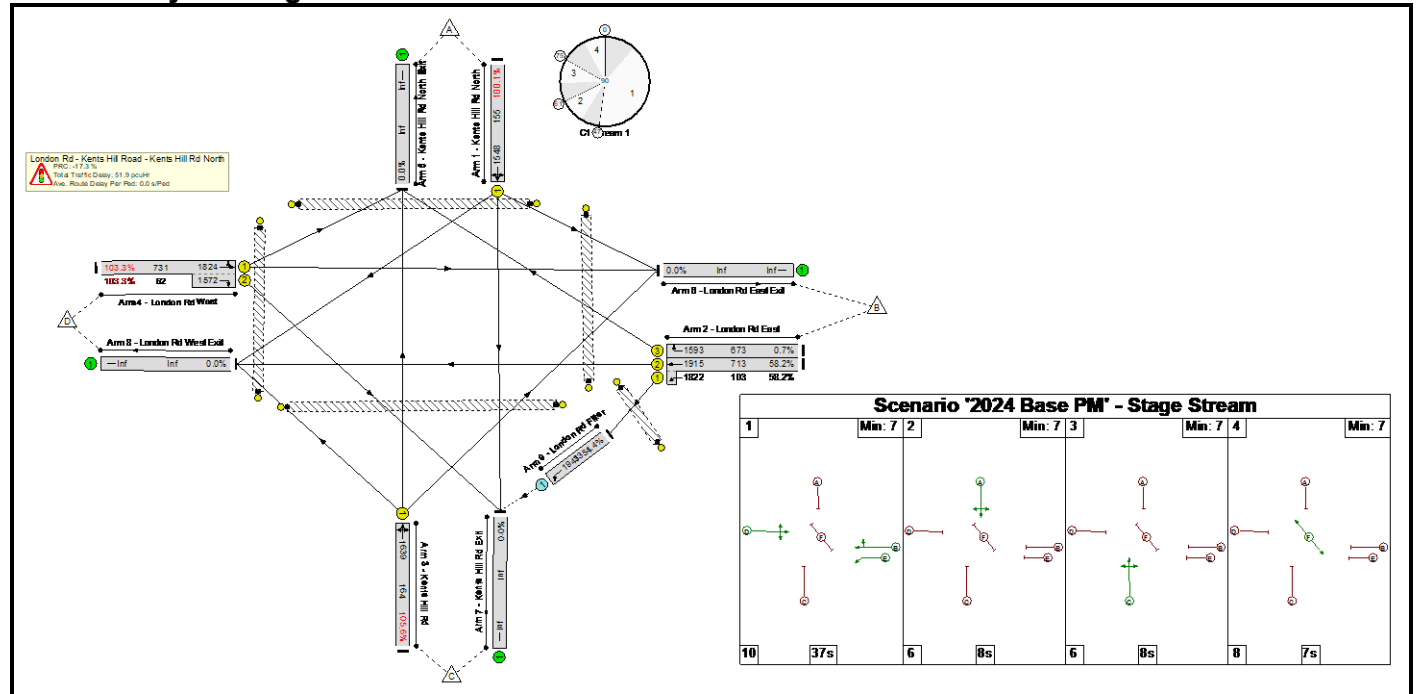
Network Results

C1	Stream: 1 PRC for Signalled Lanes (%):	-1.0	Total Delay for Signalled Lanes (pcuHr):	23.62	Cycle Time (s): 90
	PRC Over All Lanes (%):	-1.0	Total Delay Over All Lanes(pcuHr):	23.65	

Basic Results Summary

Scenario 2: '2024 Base PM' (FG2: '2024 Base PM', Plan 1: 'Network Control Plan 1')

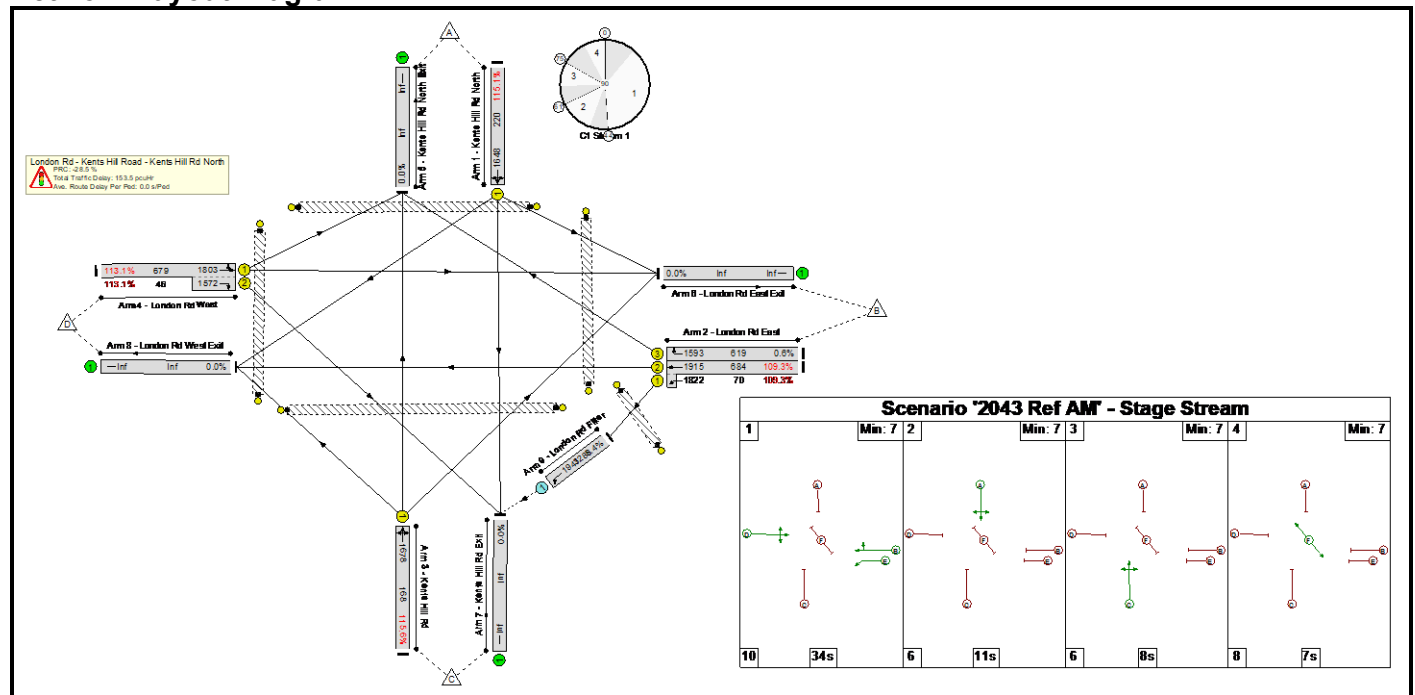
Network Layout Diagram



Network Results

C1	Stream: 1 PRC for Signalled Lanes (%):	-17.3	Total Delay for Signalled Lanes (pcuHr):	51.87	Cycle Time (s):	90
	PRC Over All Lanes (%):	-17.3	Total Delay Over All Lanes(pcuHr):	51.89		

Network Layout Diagram



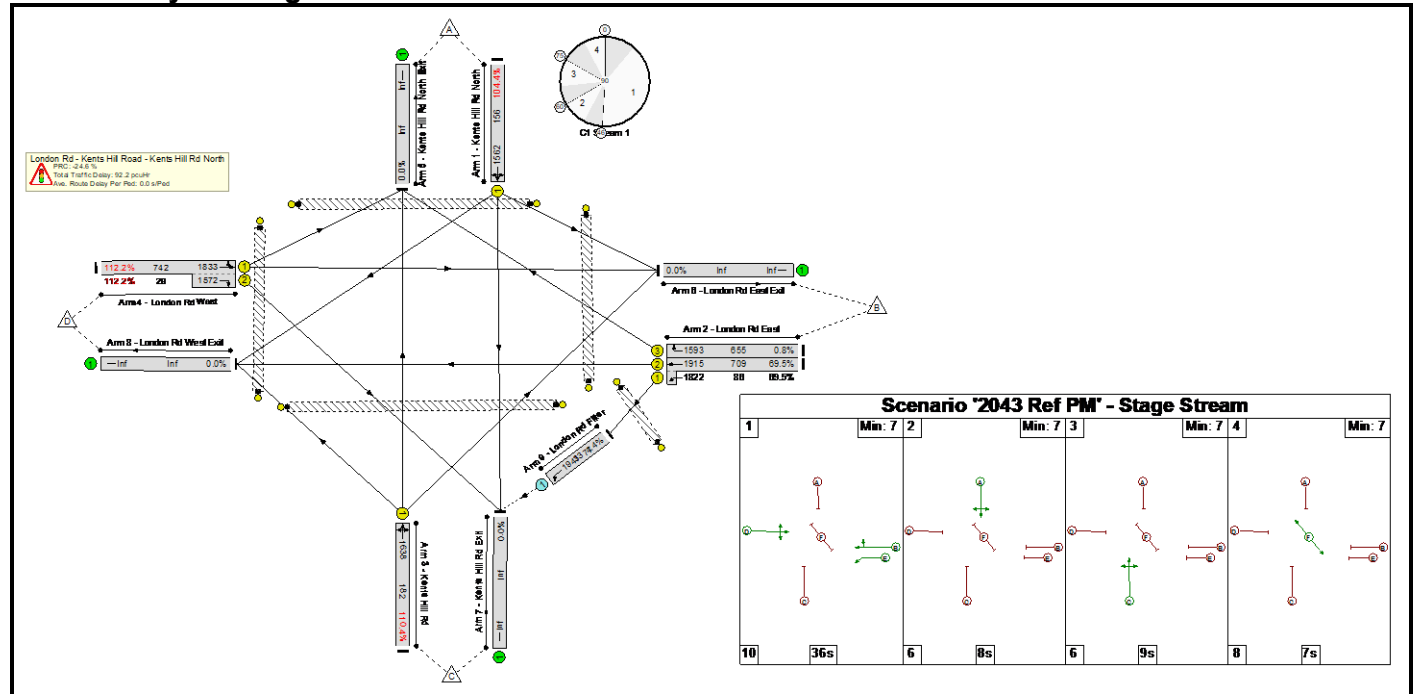
Network Results

C1	Stream: 1 PRC for Signalled Lanes (%):	-28.5	Total Delay for Signalled Lanes (pcuHr):	153.52	Cycle Time (s):	90
	PRC Over All Lanes (%):	-28.5	Total Delay Over All Lanes(pcuHr):	153.55		

Basic Results Summary

Scenario 4: '2043 Ref PM' (FG4: '2034 Ref PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



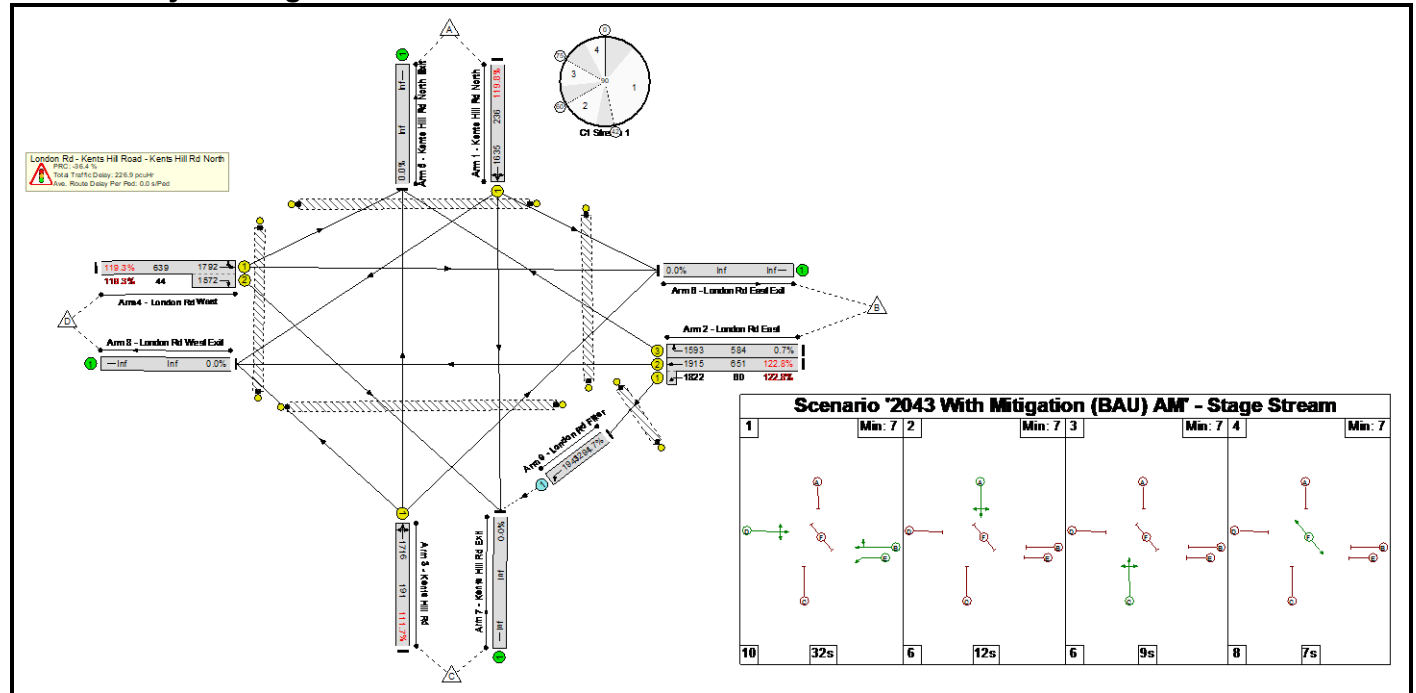
Network Results

C1	Stream: 1 PRC for Signalled Lanes (%):	-24.6	Total Delay for Signalled Lanes (pcuHr):	92.19	Cycle Time (s):	90
	PRC Over All Lanes (%):	-24.6	Total Delay Over All Lanes(pcuHr):	92.21		

Basic Results Summary

Scenario 5: '2043 With Mitigation (BAU) AM' (FG7: '2034 With Mitigation (BAU) AM', Plan 1: 'Network Control Plan 1')

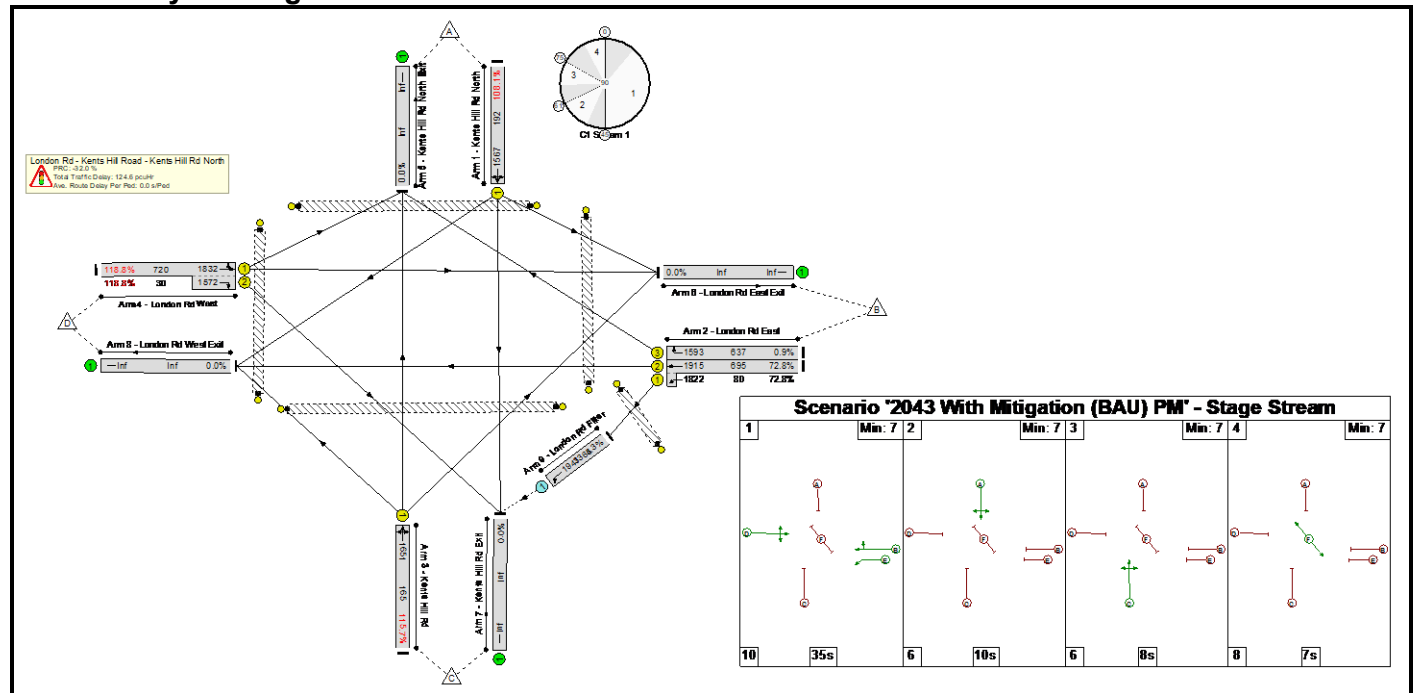
Network Layout Diagram



Network Results

C1	Stream: 1 PRC for Signalled Lanes (%):	-36.4	Total Delay for Signalled Lanes (pcuHr):	226.83	Cycle Time (s):	90
	PRC Over All Lanes (%):	-36.4	Total Delay Over All Lanes(pcuHr):	226.86		

Network Layout Diagram



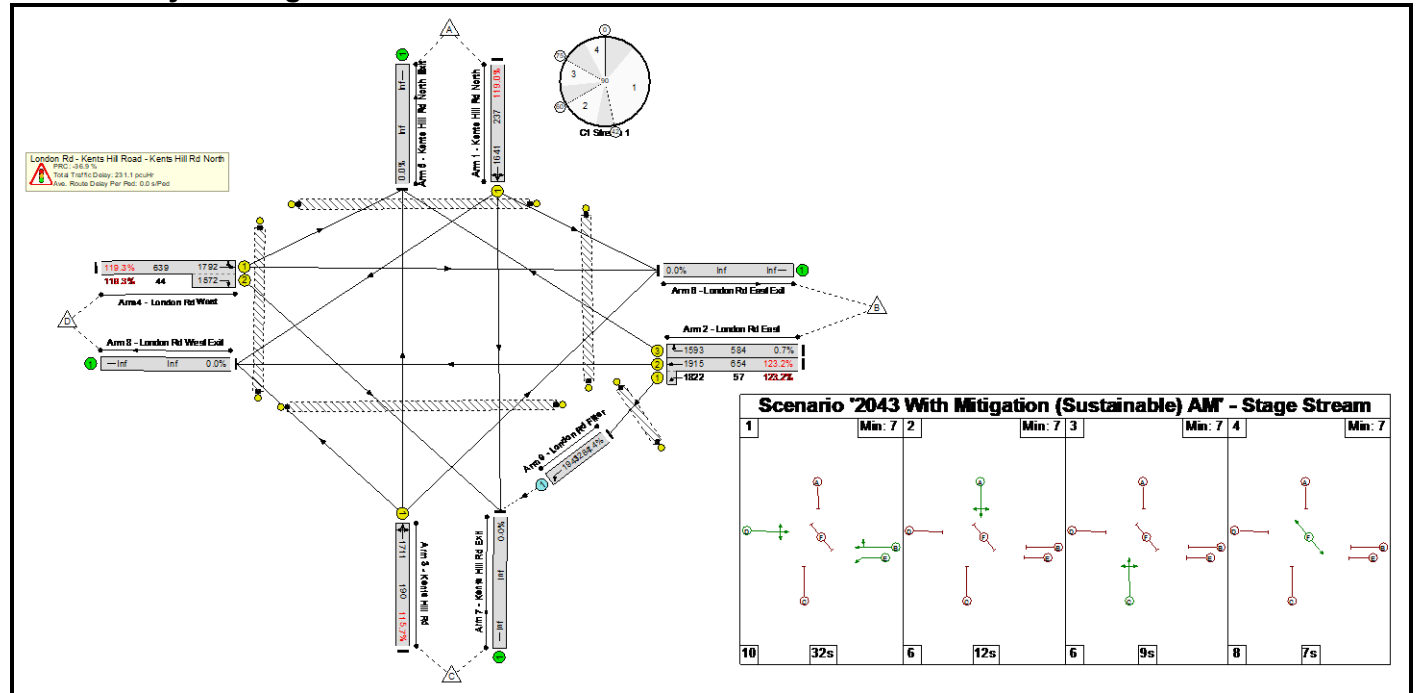
Network Results

C1	Stream: 1 PRC for Signalled Lanes (%):	-32.0	Total Delay for Signalled Lanes (pcuHr):	124.54	Cycle Time (s):	90
	PRC Over All Lanes (%):	-32.0	Total Delay Over All Lanes(pcuHr):	124.56		

Basic Results Summary

Scenario 7: '2043 With Mitigation (Sustainable) AM' (FG9: '2034 With Mitigation (Sustainable) AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



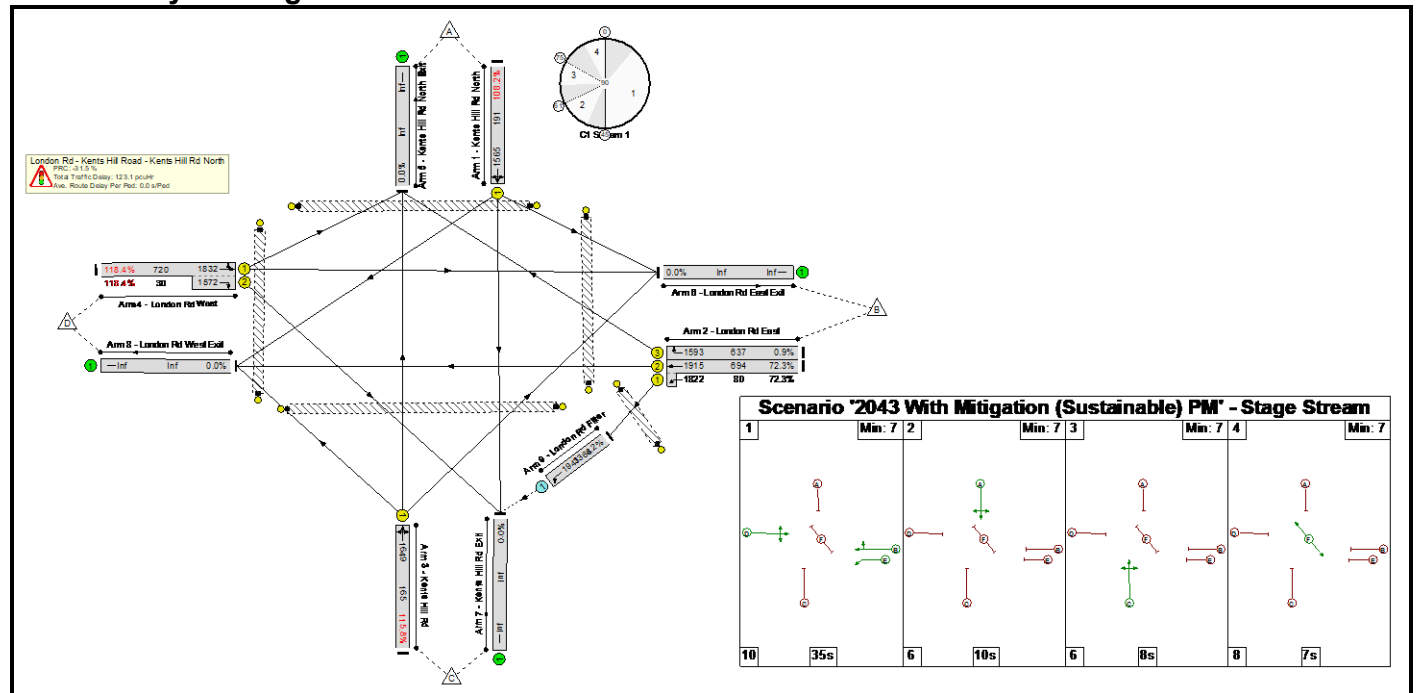
Network Results

C1	Stream: 1 PRC for Signalled Lanes (%):	-36.9	Total Delay for Signalled Lanes (pcuHr):	231.05	Cycle Time (s):	90
	PRC Over All Lanes (%):	-36.9	Total Delay Over All Lanes(pcuHr):	231.08		

Basic Results Summary

Scenario 8: '2043 With Mitigation (Sustainable) PM' (FG10: '2034 With Mitigation (Sustainable) PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

C1	Stream: 1 PRC for Signalled Lanes (%):	-31.5	Total Delay for Signalled Lanes (pcuHr):	123.06	Cycle Time (s):	90
	PRC Over All Lanes (%):	-31.5	Total Delay Over All Lanes(pcuHr):	123.08		

Junctions 11										
ARCADY 11 - Roundabout Module										
Version: 11.0.0.2177										
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Filename: J7 - Canvey Road Roundabout (August 2025 Update) - Existing.j11

Path: \\sysra.info\UK_DFS\LONDONFILE\ProjectData\GB01T23H92 Castle Point Local Plan Transport Assessment\5.

Technical\5. Modelling\Junctions 11\J7 - Canvey Road Roundabout

Report generation date: 12/08/2025 16:17:44

- »2025 | Base | AM
- »2025 | Base | PM
- »2043 | Reference Case | AM
- »2043 | Reference Case | PM
- »2043 | With Mitigation (BAU) | AM
- »2043 | With Mitigation (BAU) | PM
- »2043 | With Mitigation (Sustainable) | AM
- »2043 | With Mitigation (Sustainable) | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2025 - Base									
Arm A	D1	0.4	2.37	0.30	A	D2	0.7	2.80	0.42	A
Arm B		1.0	3.30	0.50	A		0.4	2.38	0.30	A
Arm C		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Arm D		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2043 - Reference Case									
Arm A	D3	0.8	2.98	0.45	A	D4	1.0	3.26	0.50	A
Arm B		1.3	3.84	0.57	A		0.8	2.97	0.44	A
Arm C		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Arm D		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2043 - With Mitigation (BAU)									
Arm A	D5	0.9	3.13	0.48	A	D6	1.6	4.17	0.62	A
Arm B		3.8	8.02	0.79	A		1.0	3.23	0.49	A
Arm C		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Arm D		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2043 - With Mitigation (Sustainable)									
Arm A	D7	0.9	3.11	0.47	A	D8	1.5	4.08	0.61	A
Arm B		3.5	7.58	0.78	A		0.9	3.21	0.48	A
Arm C		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Arm D		0.0	0.00	0.00	A		0.0	0.00	0.00	A

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

File summary

File Description

Title	
Location	
Site number	
Date	22/05/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ADSYSTRA\thodgson
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025	Base	AM	ONE HOUR	07:45	09:15	15
D2	2025	Base	PM	ONE HOUR	16:45	18:15	15
D3	2043	Reference Case	AM	ONE HOUR	07:45	09:15	15
D4	2043	Reference Case	PM	ONE HOUR	16:45	18:15	15
D5	2043	With Mitigation (BAU)	AM	ONE HOUR	07:45	09:15	15
D6	2043	With Mitigation (BAU)	PM	ONE HOUR	16:45	18:15	15
D7	2043	With Mitigation (Sustainable)	AM	ONE HOUR	07:45	09:15	15
D8	2043	With Mitigation (Sustainable)	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 | 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
1	untitled	Standard Roundabout		A, B, C, D, E	2.94	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.94	A

Arms

Arms

Arm	Name	Description	No give-way line
A	Canvey Road A130 N (Entry)		
B	Canvey Road A130 SE		
C	Charfleets Service Road		
D	Northwick Road		
E	Canvey Road A130 N (Exit)		

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)	Entry only	Exit only
A	6.30	8.08	5.3	19.8	39.4	20.0	✓	
B	7.02	7.70	2.6	17.9	39.4	35.0		
C	2.94	5.17	27.7	29.6	39.4	24.0		
D	3.68	7.61	19.3	11.4	39.4	30.0		
E								✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.762	2244
B	0.734	2188
C	0.610	1480
D	0.646	1769
E		

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025	Base	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	616	100.000
B		✓	987	100.000
C		✓	0	100.000
D		✓	0	100.000
E				

Origin-Destination Data

Demand (PCU/hr)

	To					
		A	B	C	D	E
From	A	0	616	0	0	0
	B	0	0	0	0	987
	C	0	0	0	0	0
	D	0	0	0	0	0
	E	0	0	0	0	0

Vehicle Mix

Heavy Vehicle %

	To					
		A	B	C	D	E
From	A	0	3	0	0	0
	B	0	0	0	0	1
	C	0	0	0	0	0
	D	0	0	0	0	0
	E	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.30	2.37	0.4	A
B	0.50	3.30	1.0	A
C	0.00	0.00	0.0	A
D	0.00	0.00	0.0	A
E				

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	464	0	2244	0.207	463	0.3	2.080	A
B	743	0	2188	0.340	741	0.5	2.510	A
C	0	741	1028	0.000	0	0.0	0.000	A
D	0	741	1290	0.000	0	0.0	0.000	A
E		0						

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	554	0	2244	0.247	553	0.3	2.193	A
B	887	0	2188	0.406	887	0.7	2.793	A
C	0	887	939	0.000	0	0.0	0.000	A
D	0	887	1196	0.000	0	0.0	0.000	A
E		0						

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	678	0	2244	0.302	678	0.4	2.367	A
B	1087	0	2188	0.497	1085	1.0	3.297	A
C	0	1085	818	0.000	0	0.0	0.000	A
D	0	1085	1068	0.000	0	0.0	0.000	A
E		0						

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	678	0	2244	0.302	678	0.4	2.367	A
B	1087	0	2188	0.497	1087	1.0	3.302	A
C	0	1087	817	0.000	0	0.0	0.000	A
D	0	1087	1067	0.000	0	0.0	0.000	A
E		0						

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	554	0	2244	0.247	554	0.3	2.194	A
B	887	0	2188	0.406	888	0.7	2.800	A
C	0	888	938	0.000	0	0.0	0.000	A
D	0	888	1195	0.000	0	0.0	0.000	A
E		0						

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	464	0	2244	0.207	464	0.3	2.084	A
B	743	0	2188	0.340	744	0.5	2.519	A
C	0	744	1026	0.000	0	0.0	0.000	A
D	0	744	1288	0.000	0	0.0	0.000	A
E		0						

2025 | 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
1	untitled	Standard Roundabout		A, B, C, D, E	2.63	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.63	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2025	Base	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	861	100.000
B		✓	602	100.000
C		✓	0	100.000
D		✓	0	100.000
E				

Origin-Destination Data

Demand (PCU/hr)

	To					
		A	B	C	D	E
From	A	0	861	0	0	0
	B	0	0	0	0	602
	C	0	0	0	0	0
	D	0	0	0	0	0
	E	0	0	0	0	0

Vehicle Mix

Heavy Vehicle %

	To					
		A	B	C	D	E
From	A	0	1	0	0	0
	B	0	0	0	0	1
	C	0	0	0	0	0
	D	0	0	0	0	0
	E	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.42	2.80	0.7	A
B	0.30	2.38	0.4	A
C	0.00	0.00	0.0	A
D	0.00	0.00	0.0	A
E				

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	648	0	2244	0.289	647	0.4	2.274	A
B	453	0	2188	0.207	452	0.3	2.094	A
C	0	452	1204	0.000	0	0.0	0.000	A
D	0	452	1477	0.000	0	0.0	0.000	A
E		0						

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	774	0	2244	0.345	774	0.5	2.472	A
B	541	0	2188	0.247	541	0.3	2.208	A
C	0	541	1150	0.000	0	0.0	0.000	A
D	0	541	1419	0.000	0	0.0	0.000	A
E		0						

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	948	0	2244	0.422	947	0.7	2.802	A
B	663	0	2188	0.303	662	0.4	2.384	A
C	0	662	1076	0.000	0	0.0	0.000	A
D	0	662	1341	0.000	0	0.0	0.000	A
E		0						

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	948	0	2244	0.422	948	0.7	2.804	A
B	663	0	2188	0.303	663	0.4	2.384	A
C	0	663	1076	0.000	0	0.0	0.000	A
D	0	663	1341	0.000	0	0.0	0.000	A
E		0						

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	774	0	2244	0.345	775	0.5	2.477	A
B	541	0	2188	0.247	542	0.3	2.209	A
C	0	542	1150	0.000	0	0.0	0.000	A
D	0	542	1419	0.000	0	0.0	0.000	A
E		0						

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	648	0	2244	0.289	649	0.4	2.279	A
B	453	0	2188	0.207	453	0.3	2.098	A
C	0	453	1204	0.000	0	0.0	0.000	A
D	0	453	1476	0.000	0	0.0	0.000	A
E		0						

2043 | Reference Case | 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
1	untitled	Standard Roundabout		A, B, C, D, E	3.45	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.45	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2043	Reference Case	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	918	100.000
B		✓	1128	100.000
C		✓	0	100.000
D		✓	0	100.000
E				

Origin-Destination Data

Demand (PCU/hr)

	To					
		A	B	C	D	E
From	A	0	918	0	0	0
	B	0	0	0	0	1128
	C	0	0	0	0	0
	D	0	0	0	0	0
	E	0	0	0	0	0

Vehicle Mix

Heavy Vehicle %

	To					
		A	B	C	D	E
From	A	0	2	0	0	0
	B	0	0	0	0	1
	C	0	0	0	0	0
	D	0	0	0	0	0
	E	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.45	2.98	0.8	A
B	0.57	3.84	1.3	A
C	0.00	0.00	0.0	A
D	0.00	0.00	0.0	A
E				

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	691	0	2244	0.308	689	0.5	2.360	A
B	849	0	2188	0.388	847	0.6	2.707	A
C	0	847	964	0.000	0	0.0	0.000	A
D	0	847	1222	0.000	0	0.0	0.000	A
E		0						

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	825	0	2244	0.368	825	0.6	2.585	A
B	1014	0	2188	0.464	1013	0.9	3.092	A
C	0	1013	862	0.000	0	0.0	0.000	A
D	0	1013	1114	0.000	0	0.0	0.000	A
E		0						

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1011	0	2244	0.450	1010	0.8	2.970	A
B	1242	0	2188	0.568	1240	1.3	3.831	A
C	0	1240	723	0.000	0	0.0	0.000	A
D	0	1240	968	0.000	0	0.0	0.000	A
E		0						

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1011	0	2244	0.450	1011	0.8	2.976	A
B	1242	0	2188	0.568	1242	1.3	3.844	A
C	0	1242	722	0.000	0	0.0	0.000	A
D	0	1242	967	0.000	0	0.0	0.000	A
E		0						

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	825	0	2244	0.368	826	0.6	2.592	A
B	1014	0	2188	0.464	1016	0.9	3.107	A
C	0	1016	860	0.000	0	0.0	0.000	A
D	0	1016	1113	0.000	0	0.0	0.000	A
E		0						

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	691	0	2244	0.308	692	0.5	2.367	A
B	849	0	2188	0.388	850	0.6	2.722	A
C	0	850	961	0.000	0	0.0	0.000	A
D	0	850	1220	0.000	0	0.0	0.000	A
E		0						

2043 | Reference Case | 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
1	untitled	Standard Roundabout		A, B, C, D, E	3.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.13	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2043	Reference Case	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	1027	100.000
B		✓	877	100.000
C		✓	0	100.000
D		✓	0	100.000
E				

Origin-Destination Data

Demand (PCU/hr)

	To					
	A	B	C	D	E	
From	A	0	1027	0	0	0
	B	0	0	0	0	877
	C	0	0	0	0	0
	D	0	0	0	0	0
	E	0	0	0	0	0

Vehicle Mix

Heavy Vehicle %

	To					
		A	B	C	D	E
From	A	0	1	0	0	0
	B	0	0	0	0	1
	C	0	0	0	0	0
	D	0	0	0	0	0
	E	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.50	3.26	1.0	A
B	0.44	2.97	0.8	A
C	0.00	0.00	0.0	A
D	0.00	0.00	0.0	A
E				

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	773	0	2244	0.345	771	0.5	2.465	A
B	660	0	2188	0.302	659	0.4	2.376	A
C	0	659	1078	0.000	0	0.0	0.000	A
D	0	659	1343	0.000	0	0.0	0.000	A
E		0						

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	923	0	2244	0.411	923	0.7	2.749	A
B	788	0	2188	0.360	788	0.6	2.598	A
C	0	788	999	0.000	0	0.0	0.000	A
D	0	788	1260	0.000	0	0.0	0.000	A
E		0						

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1131	0	2244	0.504	1129	1.0	3.259	A
B	966	0	2188	0.441	965	0.8	2.972	A
C	0	965	892	0.000	0	0.0	0.000	A
D	0	965	1146	0.000	0	0.0	0.000	A
E		0						

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1131	0	2244	0.504	1131	1.0	3.264	A
B	966	0	2188	0.441	966	0.8	2.974	A
C	0	966	891	0.000	0	0.0	0.000	A
D	0	966	1145	0.000	0	0.0	0.000	A
E		0						

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	923	0	2244	0.411	925	0.7	2.759	A
B	788	0	2188	0.360	789	0.6	2.603	A
C	0	789	999	0.000	0	0.0	0.000	A
D	0	789	1259	0.000	0	0.0	0.000	A
E		0						

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	773	0	2244	0.345	774	0.5	2.475	A
B	660	0	2188	0.302	661	0.4	2.381	A
C	0	661	1077	0.000	0	0.0	0.000	A
D	0	661	1342	0.000	0	0.0	0.000	A
E		0						

2043 | With Mitigation (BAU) | 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
1	untitled	Standard Roundabout		A, B, C, D, E	6.15	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.15	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2043	With Mitigation (BAU)	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	972	100.000
B		✓	1576	100.000
C		✓	0	100.000
D		✓	0	100.000
E				

Origin-Destination Data

Demand (PCU/hr)

	To					
	A	B	C	D	E	
From	A	0	972	0	0	0
	B	0	0	0	0	1576
	C	0	0	0	0	0
	D	0	0	0	0	0
	E	0	0	0	0	0

Vehicle Mix

Heavy Vehicle %

	To					
		A	B	C	D	E
From	A	0	2	0	0	0
	B	0	0	0	0	1
	C	0	0	0	0	0
	D	0	0	0	0	0
	E	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.48	3.13	0.9	A
B	0.79	8.02	3.8	A
C	0.00	0.00	0.0	A
D	0.00	0.00	0.0	A
E				

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	732	0	2244	0.326	730	0.5	2.421	A
B	1186	0	2188	0.542	1182	1.2	3.600	A
C	0	1182	759	0.000	0	0.0	0.000	A
D	0	1182	1006	0.000	0	0.0	0.000	A
E		0						

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	874	0	2244	0.389	873	0.6	2.676	A
B	1417	0	2188	0.648	1414	1.8	4.685	A
C	0	1414	617	0.000	0	0.0	0.000	A
D	0	1414	855	0.000	0	0.0	0.000	A
E		0						

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1070	0	2244	0.477	1069	0.9	3.121	A
B	1735	0	2188	0.793	1728	3.7	7.778	A
C	0	1728	426	0.000	0	0.0	0.000	A
D	0	1728	653	0.000	0	0.0	0.000	A
E		0						

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1070	0	2244	0.477	1070	0.9	3.126	A
B	1735	0	2188	0.793	1735	3.8	8.019	A
C	0	1735	421	0.000	0	0.0	0.000	A
D	0	1735	648	0.000	0	0.0	0.000	A
E		0						

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	874	0	2244	0.389	875	0.7	2.683	A
B	1417	0	2188	0.648	1424	1.9	4.810	A
C	0	1424	611	0.000	0	0.0	0.000	A
D	0	1424	849	0.000	0	0.0	0.000	A
E		0						

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	732	0	2244	0.326	732	0.5	2.429	A
B	1186	0	2188	0.542	1189	1.2	3.653	A
C	0	1189	755	0.000	0	0.0	0.000	A
D	0	1189	1001	0.000	0	0.0	0.000	A
E		0						

2043 | With Mitigation (BAU) | 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
1	untitled	Standard Roundabout		A, B, C, D, E	3.76	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.76	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2043	With Mitigation (BAU)	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	1255	100.000
B		✓	965	100.000
C		✓	0	100.000
D		✓	0	100.000
E				

Origin-Destination Data

Demand (PCU/hr)

	To					
	A	B	C	D	E	
From	A	0	1255	0	0	0
	B	0	0	0	0	965
	C	0	0	0	0	0
	D	0	0	0	0	0
	E	0	0	0	0	0

Vehicle Mix

Heavy Vehicle %

	To					
		A	B	C	D	E
From	A	0	0	0	0	0
	B	0	0	0	0	1
	C	0	0	0	0	0
	D	0	0	0	0	0
	E	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.62	4.17	1.6	A
B	0.49	3.23	1.0	A
C	0.00	0.00	0.0	A
D	0.00	0.00	0.0	A
E				

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	945	0	2244	0.421	942	0.7	2.759	A
B	727	0	2188	0.332	725	0.5	2.482	A
C	0	725	1038	0.000	0	0.0	0.000	A
D	0	725	1301	0.000	0	0.0	0.000	A
E		0						

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1128	0	2244	0.503	1127	1.0	3.219	A
B	868	0	2188	0.397	867	0.7	2.751	A
C	0	867	951	0.000	0	0.0	0.000	A
D	0	867	1209	0.000	0	0.0	0.000	A
E		0						

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1382	0	2244	0.616	1379	1.6	4.152	A
B	1062	0	2188	0.486	1061	0.9	3.226	A
C	0	1061	833	0.000	0	0.0	0.000	A
D	0	1061	1083	0.000	0	0.0	0.000	A
E		0						

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1382	0	2244	0.616	1382	1.6	4.173	A
B	1062	0	2188	0.486	1062	1.0	3.231	A
C	0	1062	832	0.000	0	0.0	0.000	A
D	0	1062	1083	0.000	0	0.0	0.000	A
E		0						

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1128	0	2244	0.503	1131	1.0	3.240	A
B	868	0	2188	0.397	869	0.7	2.758	A
C	0	869	950	0.000	0	0.0	0.000	A
D	0	869	1208	0.000	0	0.0	0.000	A
E		0						

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	945	0	2244	0.421	946	0.7	2.774	A
B	727	0	2188	0.332	727	0.5	2.490	A
C	0	727	1037	0.000	0	0.0	0.000	A
D	0	727	1299	0.000	0	0.0	0.000	A
E		0						

2043 | With Mitigation (Sustainable) | 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
1	untitled	Standard Roundabout		A, B, C, D, E	5.86	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.86	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2043	With Mitigation (Sustainable)	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	967	100.000
B		✓	1552	100.000
C		✓	0	100.000
D		✓	0	100.000
E				

Origin-Destination Data

Demand (PCU/hr)

	To					
		A	B	C	D	E
From	A	0	967	0	0	0
	B	0	0	0	0	1552
	C	0	0	0	0	0
	D	0	0	0	0	0
	E	0	0	0	0	0

Vehicle Mix

Heavy Vehicle %

	To					
		A	B	C	D	E
From	A	0	2	0	0	0
	B	0	0	0	0	1
	C	0	0	0	0	0
	D	0	0	0	0	0
	E	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.47	3.11	0.9	A
B	0.78	7.58	3.5	A
C	0.00	0.00	0.0	A
D	0.00	0.00	0.0	A
E				

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	728	0	2244	0.324	726	0.5	2.415	A
B	1168	0	2188	0.534	1164	1.1	3.536	A
C	0	1164	770	0.000	0	0.0	0.000	A
D	0	1164	1017	0.000	0	0.0	0.000	A
E		0						

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	869	0	2244	0.387	869	0.6	2.668	A
B	1395	0	2188	0.638	1393	1.8	4.561	A
C	0	1393	630	0.000	0	0.0	0.000	A
D	0	1393	869	0.000	0	0.0	0.000	A
E		0						

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1065	0	2244	0.474	1064	0.9	3.107	A
B	1709	0	2188	0.781	1702	3.5	7.383	A
C	0	1702	442	0.000	0	0.0	0.000	A
D	0	1702	670	0.000	0	0.0	0.000	A
E		0						

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1065	0	2244	0.474	1065	0.9	3.112	A
B	1709	0	2188	0.781	1709	3.5	7.578	A
C	0	1709	438	0.000	0	0.0	0.000	A
D	0	1709	665	0.000	0	0.0	0.000	A
E		0						

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	869	0	2244	0.387	870	0.6	2.676	A
B	1395	0	2188	0.638	1402	1.8	4.669	A
C	0	1402	625	0.000	0	0.0	0.000	A
D	0	1402	863	0.000	0	0.0	0.000	A
E		0						

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	728	0	2244	0.324	729	0.5	2.425	A
B	1168	0	2188	0.534	1171	1.2	3.587	A
C	0	1171	766	0.000	0	0.0	0.000	A
D	0	1171	1012	0.000	0	0.0	0.000	A
E		0						

2043 | With Mitigation (Sustainable) | 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
1	untitled	Standard Roundabout		A, B, C, D, E	3.70	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.70	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2043	With Mitigation (Sustainable)	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	1238	100.000
B		✓	958	100.000
C		✓	0	100.000
D		✓	0	100.000
E				

Origin-Destination Data

Demand (PCU/hr)

	To					
	A	B	C	D	E	
From	A	0	1238	0	0	0
	B	0	0	0	0	958
	C	0	0	0	0	0
	D	0	0	0	0	0
	E	0	0	0	0	0

Vehicle Mix

Heavy Vehicle %

	To					
		A	B	C	D	E
From	A	0	0	0	0	0
	B	0	0	0	0	1
	C	0	0	0	0	0
	D	0	0	0	0	0
	E	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.61	4.08	1.5	A
B	0.48	3.21	0.9	A
C	0.00	0.00	0.0	A
D	0.00	0.00	0.0	A
E				

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	932	0	2244	0.415	929	0.7	2.732	A
B	721	0	2188	0.330	719	0.5	2.473	A
C	0	719	1041	0.000	0	0.0	0.000	A
D	0	719	1304	0.000	0	0.0	0.000	A
E		0						

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1113	0	2244	0.496	1112	1.0	3.176	A
B	861	0	2188	0.394	861	0.7	2.738	A
C	0	861	955	0.000	0	0.0	0.000	A
D	0	861	1213	0.000	0	0.0	0.000	A
E		0						

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1363	0	2244	0.607	1361	1.5	4.065	A
B	1055	0	2188	0.482	1054	0.9	3.204	A
C	0	1054	837	0.000	0	0.0	0.000	A
D	0	1054	1088	0.000	0	0.0	0.000	A
E		0						

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1363	0	2244	0.607	1363	1.5	4.085	A
B	1055	0	2188	0.482	1055	0.9	3.209	A
C	0	1055	837	0.000	0	0.0	0.000	A
D	0	1055	1088	0.000	0	0.0	0.000	A
E		0						

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1113	0	2244	0.496	1115	1.0	3.196	A
B	861	0	2188	0.394	862	0.7	2.745	A
C	0	862	954	0.000	0	0.0	0.000	A
D	0	862	1212	0.000	0	0.0	0.000	A
E		0						

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	932	0	2244	0.415	933	0.7	2.749	A
B	721	0	2188	0.330	722	0.5	2.483	A
C	0	722	1040	0.000	0	0.0	0.000	A
D	0	722	1302	0.000	0	0.0	0.000	A
E		0						

Junctions 11				
ARCADY 11 - Roundabout Module				
Version: 11.0.0.2177				
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Filename: J9 - Long Rd-Furtherwick Rd.j11

Path: \\sysra.info\UK_DFS\LONDONFILE\ProjectData\GB01T23H92 Castle Point Local Plan Transport Assessment\5. Technical\5. Modelling\Junctions 11\J9 - Long Rd - Furtherwick Rd

Report generation date: 13/08/2025 14:29:07

- »2024 | Base | AM
- »2024 | Base | PM
- »2043 | Reference Case | AM
- »2043 | Reference Case | PM
- »2043 | With Mitigation (BAU) | AM
- »2043 | With Mitigation (BAU) | PM
- »2043 | With Mitigation (Sustainable) | AM
- »2043 | With Mitigation (Sustainable) | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2024 - Base									
Arm A	D1	3.0	18.90	0.75	C	D2	3.1	19.69	0.76	C
Arm B		3.8	23.58	0.80	C		2.9	18.58	0.75	C
Arm C		0.5	7.51	0.31	A		0.7	8.53	0.41	A
	2043 - Reference Case									
Arm A	D3	4.5	26.66	0.83	D	D4	4.9	28.21	0.84	D
Arm B		5.6	32.41	0.86	D		3.7	22.38	0.79	C
Arm C		0.5	7.95	0.32	A		0.6	8.54	0.39	A
	2043 - With Mitigation (BAU)									
Arm A	D5	8.4	45.85	0.91	E	D6	19.1	89.75	1.00	F
Arm B		7.0	40.47	0.89	E		4.1	25.44	0.81	D
Arm C		0.6	8.07	0.37	A		0.9	10.07	0.49	B
	2043 - With Mitigation (Sustainable)									
Arm A	D7	7.7	42.51	0.90	E	D8	16.8	80.99	0.98	F
Arm B		7.1	41.10	0.90	E		3.9	24.27	0.81	C
Arm C		0.6	7.88	0.36	A		0.9	9.92	0.48	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.

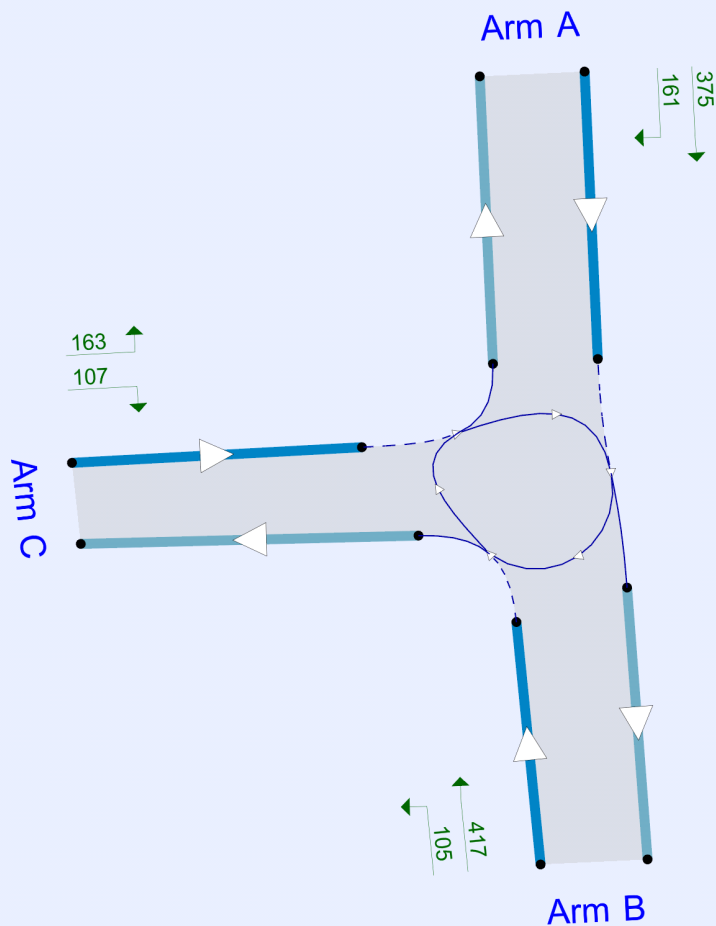
File summary

File Description

Title	
Location	
Site number	
Date	13/08/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ADSYSTRA\thodgson
Description	

Units

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



Flows show original traffic demand (PCU/hr)

The junction diagram reflects the last run of Junctions.

Analysis Options

Mini-roundabout model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9			0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024	Base	AM	ONE HOUR	07:45	09:15	15
D2	2024	Base	PM	ONE HOUR	16:45	18:15	15
D3	2043	Reference Case	AM	ONE HOUR	07:45	09:15	15
D4	2043	Reference Case	PM	ONE HOUR	16:45	18:15	15
D5	2043	With Mitigation (BAU)	AM	ONE HOUR	07:45	09:15	15
D6	2043	With Mitigation (BAU)	PM	ONE HOUR	16:45	18:15	15
D7	2043	With Mitigation (Sustainable)	AM	ONE HOUR	07:45	09:15	15
D8	2043	With Mitigation (Sustainable)	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and B have 84% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	19.16	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		19.16	C

Arms

Arms

Arm	Name	Description
A	Furtherwick Road N	
B	Furtherwick Road S	
C	Long Road	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A	2.80	2.80	3.20	1.5	11.16	9.50	0.0	
B	2.80	2.80	4.50	2.2	12.07	9.50	0.0	
C	2.70	2.70	4.90	6.0	12.93	9.70	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.592	842
B	0.603	875
C	0.619	1003

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024	Base	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	534	100.000
B		✓	556	100.000
C		✓	199	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	365	169
	B	448	0	108
	C	104	95	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A	B	C
	A	0	0	6
	B	1	0	0
	C	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	402	402
	B	419	419
	C	150	150
08:00-08:15	A	480	480
	B	500	500
	C	179	179
08:15-08:30	A	588	588
	B	612	612
	C	219	219
08:30-08:45	A	588	588
	B	612	612
	C	219	219
08:45-09:00	A	480	480
	B	500	500
	C	179	179
09:00-09:15	A	402	402
	B	419	419
	C	150	150

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.75	18.90	3.0	C
B	0.80	23.58	3.8	C
C	0.31	7.51	0.5	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	402	71	800	0.502	398	1.0	9.028	A
B	419	126	799	0.524	414	1.1	9.322	A
C	150	334	796	0.188	149	0.2	5.551	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	480	85	792	0.606	478	1.5	11.602	B
B	500	151	784	0.637	497	1.7	12.539	B
C	179	401	755	0.237	179	0.3	6.242	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	588	104	780	0.753	582	2.9	18.016	C
B	612	184	764	0.801	604	3.6	21.710	C
C	219	487	702	0.312	219	0.4	7.442	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	588	105	780	0.753	588	3.0	18.903	C
B	612	186	763	0.802	611	3.8	23.579	C
C	219	493	698	0.314	219	0.5	7.513	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	480	86	792	0.606	486	1.6	12.186	B
B	500	154	783	0.639	508	1.8	13.559	B
C	179	409	750	0.239	179	0.3	6.317	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	402	72	800	0.503	404	1.0	9.322	A
B	419	128	798	0.524	421	1.1	9.703	A
C	150	340	793	0.189	150	0.2	5.603	A

2024 | 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
1	untitled	Mini-roundabout		A, B, C	16.99	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		16.99	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024	Base	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	536	100.000
B		✓	522	100.000
C		✓	270	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	375	161
	B	417	0	105
	C	163	107	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	1	0
	B	1	0	0
	C	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	404	404
	B	393	393
	C	203	203
17:00-17:15	A	482	482
	B	469	469
	C	243	243
17:15-17:30	A	590	590
	B	575	575
	C	297	297
17:30-17:45	A	590	590
	B	575	575
	C	297	297
17:45-18:00	A	482	482
	B	469	469
	C	243	243
18:00-18:15	A	404	404
	B	393	393
	C	203	203

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.76	19.69	3.1	C
B	0.75	18.58	2.9	C
C	0.41	8.53	0.7	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	404	80	795	0.508	399	1.0	9.078	A
B	393	120	803	0.489	389	0.9	8.692	A
C	203	311	811	0.251	202	0.3	5.901	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	482	96	785	0.614	480	1.5	11.773	B
B	469	144	788	0.595	467	1.4	11.228	B
C	243	373	772	0.314	242	0.5	6.790	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	590	117	773	0.764	584	3.0	18.669	C
B	575	176	770	0.747	569	2.8	17.666	C
C	297	455	722	0.412	296	0.7	8.447	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	590	118	772	0.764	590	3.1	19.694	C
B	575	177	769	0.748	574	2.9	18.577	C
C	297	459	719	0.413	297	0.7	8.532	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	482	97	785	0.614	488	1.7	12.419	B
B	469	146	787	0.596	475	1.5	11.806	B
C	243	379	768	0.316	244	0.5	6.871	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	404	81	794	0.508	406	1.1	9.387	A
B	393	122	802	0.490	395	1.0	8.970	A
C	203	316	808	0.252	204	0.3	5.965	A

2043 | Reference Case | AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	26.47	D

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		26.47	D

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2043	Reference Case	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	584	100.000
B		✓	596	100.000
C		✓	197	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	413	171
	B	491	0	105
	C	97	100	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
From	A	0	3	0
	B	1	0	0
	C	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	440	440
	B	449	449
	C	148	148
08:00-08:15	A	525	525
	B	536	536
	C	177	177
08:15-08:30	A	643	643
	B	656	656
	C	217	217
08:30-08:45	A	643	643
	B	656	656
	C	217	217
08:45-09:00	A	525	525
	B	536	536
	C	177	177
09:00-09:15	A	440	440
	B	449	449
	C	148	148

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.83	26.66	4.5	D
B	0.86	32.41	5.6	D
C	0.32	7.95	0.5	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	440	75	798	0.551	435	1.2	9.994	A
B	449	127	799	0.562	444	1.3	10.089	B
C	148	365	777	0.191	147	0.2	5.711	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	525	90	789	0.665	522	1.9	13.611	B
B	536	153	783	0.684	532	2.1	14.284	B
C	177	439	732	0.242	177	0.3	6.484	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	643	110	777	0.827	634	4.3	24.150	C
B	656	186	763	0.860	644	5.1	27.939	D
C	217	531	675	0.322	216	0.5	7.845	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	643	110	777	0.827	642	4.5	26.660	D
B	656	188	762	0.861	654	5.6	32.409	D
C	217	539	669	0.324	217	0.5	7.954	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	525	90	789	0.666	535	2.1	14.964	B
B	536	157	781	0.686	549	2.3	16.416	C
C	177	452	723	0.245	178	0.3	6.605	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	440	75	798	0.551	443	1.3	10.464	B
B	449	130	797	0.563	453	1.3	10.654	B
C	148	373	772	0.192	149	0.2	5.777	A

2043 | Reference Case | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and B have 82% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	22.42	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		22.42	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2043	Reference Case	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	596	100.000
B		✓	558	100.000
C		✓	247	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	443	153
	B	455	0	103
	C	152	95	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
	A	0	1	0
	B	1	0	0
	C	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	449	449
	B	420	420
	C	186	186
17:00-17:15	A	536	536
	B	502	502
	C	222	222
17:15-17:30	A	656	656
	B	614	614
	C	272	272
17:30-17:45	A	656	656
	B	614	614
	C	272	272
17:45-18:00	A	536	536
	B	502	502
	C	222	222
18:00-18:15	A	449	449
	B	420	420
	C	186	186

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.84	28.21	4.9	D
B	0.79	22.38	3.7	C
C	0.39	8.54	0.6	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	449	71	800	0.561	444	1.3	10.039	B
B	420	114	807	0.521	416	1.1	9.190	A
C	186	339	793	0.234	185	0.3	5.904	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	536	85	792	0.677	533	2.0	13.831	B
B	502	137	793	0.633	499	1.7	12.253	B
C	222	407	751	0.296	222	0.4	6.793	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	656	104	781	0.841	646	4.6	25.214	D
B	614	166	775	0.792	607	3.5	20.717	C
C	272	495	697	0.390	271	0.6	8.443	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	656	105	780	0.841	655	4.9	28.209	D
B	614	168	774	0.794	614	3.7	22.376	C
C	272	500	693	0.392	272	0.6	8.540	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	536	86	791	0.677	546	2.2	15.388	C
B	502	140	791	0.634	509	1.8	13.199	B
C	222	415	746	0.298	223	0.4	6.890	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	449	72	800	0.561	452	1.3	10.541	B
B	420	116	805	0.522	423	1.1	9.556	A
C	186	345	790	0.235	186	0.3	5.972	A

2043 | With Mitigation (BAU) | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and B have 83% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	37.61	E

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		37.61	E

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2043	With Mitigation (BAU)	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	640	100.000
B		✓	604	100.000
C		✓	237	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	442	198
	B	437	0	167
	C	129	108	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
From	A	0	2	0
	B	1	0	0
	C	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	482	482
	B	455	455
	C	178	178
08:00-08:15	A	575	575
	B	543	543
	C	213	213
08:15-08:30	A	705	705
	B	665	665
	C	261	261
08:30-08:45	A	705	705
	B	665	665
	C	261	261
08:45-09:00	A	575	575
	B	543	543
	C	213	213
09:00-09:15	A	482	482
	B	455	455
	C	178	178

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.91	45.85	8.4	E
B	0.89	40.47	7.0	E
C	0.37	8.07	0.6	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	482	81	794	0.607	476	1.5	11.252	B
B	455	147	787	0.578	449	1.3	10.592	B
C	178	325	802	0.223	177	0.3	5.753	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	575	97	785	0.733	571	2.6	16.706	C
B	543	177	769	0.706	539	2.3	15.523	C
C	213	390	762	0.280	213	0.4	6.554	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	705	119	772	0.913	686	7.3	36.273	E
B	665	212	747	0.890	650	6.1	32.822	D
C	261	470	712	0.366	260	0.6	7.952	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	705	119	772	0.913	700	8.4	45.846	E
B	665	217	745	0.893	662	7.0	40.472	E
C	261	479	707	0.369	261	0.6	8.072	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	575	97	785	0.733	597	3.0	21.303	C
B	543	185	764	0.711	560	2.6	19.125	C
C	213	405	752	0.283	214	0.4	6.695	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	482	82	794	0.607	487	1.6	12.102	B
B	455	151	784	0.580	460	1.4	11.318	B
C	178	332	797	0.224	179	0.3	5.824	A

2043 | With Mitigation (BAU) | 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
1	untitled	Mini-roundabout		A, B, C	51.38	F

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		51.38	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2043	With Mitigation (BAU)	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	707	100.000
B		✓	555	100.000
C		✓	308	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	513	194
	B	451	0	104
	C	214	94	0

Vehicle Mix

Heavy Vehicle %

		To		
From		A	B	C
	A	0	1	0
	B	1	0	0
	C	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	532	532
	B	418	418
	C	232	232
17:00-17:15	A	636	636
	B	499	499
	C	277	277
17:15-17:30	A	778	778
	B	611	611
	C	339	339
17:30-17:45	A	778	778
	B	611	611
	C	339	339
17:45-18:00	A	636	636
	B	499	499
	C	277	277
18:00-18:15	A	532	532
	B	418	418
	C	232	232

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	1.00	89.75	19.1	F
B	0.81	25.44	4.1	D
C	0.49	10.07	0.9	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	532	70	801	0.665	525	1.9	12.808	B
B	418	144	789	0.530	413	1.1	9.565	A
C	232	336	795	0.292	230	0.4	6.355	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	636	84	792	0.802	629	3.7	21.233	C
B	499	172	771	0.647	496	1.8	13.060	B
C	277	403	753	0.367	276	0.6	7.532	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	778	103	781	0.996	738	13.8	56.756	F
B	611	203	753	0.811	603	3.8	22.930	C
C	339	490	700	0.485	338	0.9	9.902	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	778	103	781	0.997	757	19.1	89.746	F
B	611	208	750	0.815	610	4.1	25.438	D
C	339	496	696	0.487	339	0.9	10.073	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	636	85	792	0.803	693	4.7	46.620	E
B	499	190	761	0.656	507	2.0	14.765	B
C	277	412	748	0.370	278	0.6	7.689	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	532	71	800	0.665	543	2.1	14.617	B
B	418	149	786	0.532	421	1.2	10.050	B
C	232	342	791	0.293	233	0.4	6.451	A

2043 | With Mitigation (Sustainable) | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and B have 84% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	36.47	E

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		36.47	E

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2043	With Mitigation (Sustainable)	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	634	100.000
B		✓	606	100.000
C		✓	232	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	437	197
	B	429	0	177
	C	126	106	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
From	A	0	2	0
	B	1	0	0
	C	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	477	477
	B	456	456
	C	175	175
08:00-08:15	A	570	570
	B	545	545
	C	209	209
08:15-08:30	A	698	698
	B	667	667
	C	255	255
08:30-08:45	A	698	698
	B	667	667
	C	255	255
08:45-09:00	A	570	570
	B	545	545
	C	209	209
09:00-09:15	A	477	477
	B	456	456
	C	175	175

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.90	42.51	7.7	E
B	0.90	41.10	7.1	E
C	0.36	7.88	0.6	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	477	79	795	0.600	471	1.5	11.076	B
B	456	146	787	0.580	451	1.4	10.623	B
C	175	319	806	0.217	174	0.3	5.688	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	570	95	786	0.725	566	2.5	16.259	C
B	545	176	769	0.708	541	2.3	15.601	C
C	209	383	766	0.272	208	0.4	6.449	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	698	116	773	0.903	681	6.8	34.389	D
B	667	212	748	0.892	652	6.2	33.207	D
C	255	461	718	0.356	255	0.5	7.766	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	698	117	773	0.903	694	7.7	42.514	E
B	667	216	745	0.895	664	7.1	41.105	E
C	255	470	712	0.359	255	0.6	7.878	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	570	96	786	0.725	589	2.9	20.138	C
B	545	183	765	0.712	563	2.6	19.283	C
C	209	398	757	0.276	209	0.4	6.585	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	477	80	795	0.600	482	1.6	11.866	B
B	456	150	785	0.581	461	1.4	11.355	B
C	175	326	801	0.218	175	0.3	5.756	A

2043 | With Mitigation (Sustainable) | 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
1	untitled	Mini-roundabout		A, B, C	46.96	E

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		46.96	E

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2043	With Mitigation (Sustainable)	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	699	100.000
B		✓	549	100.000
C		✓	306	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	507	192
	B	446	0	103
	C	213	93	0

Vehicle Mix

Heavy Vehicle %

		To		
From		A	B	C
	A	0	1	0
	B	1	0	0
	C	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	526	526
	B	413	413
	C	230	230
17:00-17:15	A	628	628
	B	494	494
	C	275	275
17:15-17:30	A	770	770
	B	604	604
	C	337	337
17:30-17:45	A	770	770
	B	604	604
	C	337	337
17:45-18:00	A	628	628
	B	494	494
	C	275	275
18:00-18:15	A	526	526
	B	413	413
	C	230	230

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.98	80.99	16.8	F
B	0.81	24.27	3.9	C
C	0.48	9.92	0.9	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	526	70	801	0.657	519	1.9	12.543	B
B	413	143	789	0.524	409	1.1	9.436	A
C	230	332	797	0.289	229	0.4	6.313	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	628	83	793	0.793	622	3.5	20.419	C
B	494	171	772	0.639	491	1.7	12.779	B
C	275	399	756	0.364	274	0.6	7.461	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	770	102	782	0.984	734	12.5	53.018	F
B	604	201	754	0.802	597	3.6	22.058	C
C	337	485	703	0.479	336	0.9	9.762	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	770	102	782	0.985	753	16.8	80.993	F
B	604	207	751	0.805	603	3.9	24.272	C
C	337	490	700	0.482	337	0.9	9.921	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	628	84	793	0.793	678	4.4	39.594	E
B	494	186	763	0.647	501	1.9	14.261	B
C	275	407	751	0.366	276	0.6	7.609	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	526	70	801	0.657	536	2.0	14.131	B
B	413	147	787	0.525	416	1.1	9.885	A
C	230	338	794	0.290	231	0.4	6.408	A

Junctions 11										
ARCADY 11 - Roundabout Module										
Version: 11.0.0.2177										
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Filename: J14 - Rayleigh Rd-London Rd-Benfleet Rd-Kiln Rd (August 2025 Update).j11

Path: \\?\UNC\systra.info\UK_DFS\LONDONFILE\ProjectData\GB01T23H92 Castle Point Local Plan Transport Assessment\5. Technical\5. Modelling\Junctions 11\J14 - Rayleigh Rd - London Rd - Benfleet Rd - Kiln Rd

Report generation date: 20/08/2025 15:40:16

- »2024 | Base | AM
- »2024 | Base | PM
- »2043 | Reference Case | AM
- »2043 | Reference Case | PM
- »2043 | With Mitigation (BAU) | AM
- »2043 | With Mitigation (BAU) | PM
- »2043 | With Mitigation (Sustainable) | AM
- »2043 | With Mitigation (Sustainable) | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2024 - Base									
Arm A	D1	0.4	3.81	0.30	A	D2	0.5	3.77	0.34	A
Arm B		1.5	3.99	0.60	A		1.4	3.97	0.59	A
Arm C		1.6	5.51	0.61	A		0.9	3.87	0.47	A
Arm D		0.9	4.38	0.47	A		0.8	3.80	0.44	A
	2043 - Reference Case									
Arm A	D3	0.6	4.53	0.38	A	D4	0.7	4.44	0.40	A
Arm B		2.0	4.89	0.67	A		1.7	4.52	0.63	A
Arm C		2.2	6.93	0.69	A		1.3	4.70	0.56	A
Arm D		1.4	5.82	0.58	A		1.1	4.60	0.52	A
	2043 - With Mitigation (BAU)									
Arm A	D7	0.9	5.77	0.47	A	D8	1.1	5.74	0.52	A
Arm B		2.7	6.23	0.73	A		2.6	6.25	0.72	A
Arm C		5.6	15.41	0.86	C		1.7	5.66	0.62	A
Arm D		5.6	23.56	0.86	C		1.2	5.16	0.55	A
	2043 - With Mitigation (Sustainable)									
Arm A	D9	0.9	5.76	0.47	A	D10	1.1	5.74	0.52	A
Arm B		2.7	6.26	0.73	A		2.5	6.15	0.72	A
Arm C		4.8	13.10	0.83	B		1.6	5.63	0.62	A
Arm D		2.1	8.32	0.68	A		1.2	5.14	0.55	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.

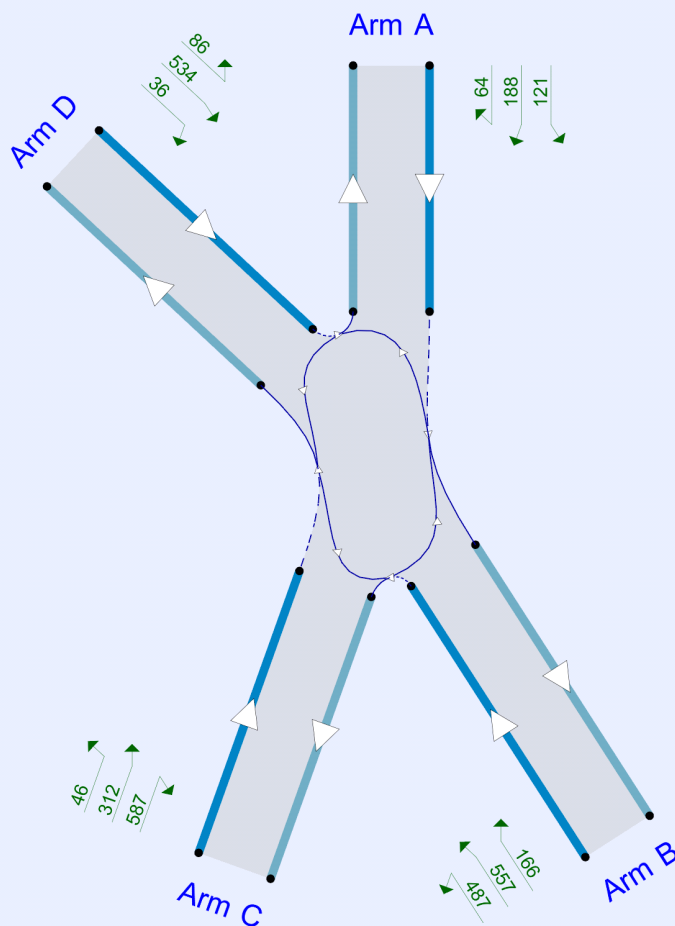
File summary

File Description

Title	
Location	
Site number	
Date	22/05/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ADSYSTRA\thodgson
Description	

Units

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



Flows show original traffic demand (PCU/hr)

The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024	Base	AM	ONE HOUR	07:45	09:15	15
D2	2024	Base	PM	ONE HOUR	16:45	18:15	15
D3	2043	Reference Case	AM	ONE HOUR	07:45	09:15	15
D4	2043	Reference Case	PM	ONE HOUR	16:45	18:15	15
D7	2043	With Mitigation (BAU)	AM	ONE HOUR	07:45	09:15	15
D8	2043	With Mitigation (BAU)	PM	ONE HOUR	16:45	18:15	15
D9	2043	With Mitigation (Sustainable)	AM	ONE HOUR	07:45	09:15	15
D10	2043	With Mitigation (Sustainable)	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm C - 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
1	untitled	Standard Roundabout		A, B, C, D	4.50	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.50	A

Arms

Arms

Arm	Name	Description	No give-way line
A	A129 Rayleigh Road		
B	A13 London Road		
C	Benfleet Road		
D	A13 Kiln Road		

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)	Entry only	Exit only
A	4.56	7.28	25.1	28.8	69.8	15.5		
B	6.99	8.14	22.1	12.2	69.8	19.0		
C	4.40	8.07	69.7	6.8	69.8	13.5		
D	7.15	7.22	19.8	14.1	69.8	16.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.589	2123
B	0.624	2433
C	0.575	2196
D	0.600	2249

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024	Base	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	373	100.000
B		✓	1210	100.000
C		✓	945	100.000
D		✓	656	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A	B	C	D
From	A	0	121	188	64
	B	166	0	487	557
	C	312	587	0	46
	D	86	534	36	0

Vehicle Mix

Heavy Vehicle %

	To				
		A	B	C	D
From	A	0	0	3	2
	B	0	0	0	0
	C	2	0	0	0
	D	2	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	281	281
	B	911	911
	C	711	711
	D	494	494
08:00-08:15	A	335	335
	B	1088	1088
	C	850	850
	D	590	590
08:15-08:30	A	411	411
	B	1332	1332
	C	1040	1040
	D	722	722
08:30-08:45	A	411	411
	B	1332	1332
	C	1040	1040
	D	722	722
08:45-09:00	A	335	335
	B	1088	1088
	C	850	850
	D	590	590
09:00-09:15	A	281	281
	B	911	911
	C	711	711
	D	494	494

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.30	3.81	0.4	A
B	0.60	3.99	1.5	A
C	0.61	5.51	1.6	A
D	0.47	4.38	0.9	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	281	868	1612	0.174	280	0.2	2.750	A
B	911	216	2298	0.396	908	0.7	2.586	A
C	711	591	1856	0.383	709	0.6	3.151	A
D	494	799	1770	0.279	492	0.4	2.821	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	335	1039	1512	0.222	335	0.3	3.115	A
B	1088	259	2272	0.479	1087	0.9	3.035	A
C	850	707	1790	0.475	848	0.9	3.844	A
D	590	956	1676	0.352	589	0.5	3.320	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	411	1271	1375	0.299	410	0.4	3.797	A
B	1332	317	2235	0.596	1330	1.5	3.966	A
C	1040	865	1699	0.613	1038	1.6	5.462	A
D	722	1170	1547	0.467	721	0.9	4.359	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	411	1274	1373	0.299	411	0.4	3.807	A
B	1332	317	2235	0.596	1332	1.5	3.986	A
C	1040	866	1698	0.613	1040	1.6	5.511	A
D	722	1173	1546	0.467	722	0.9	4.382	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	335	1043	1509	0.222	336	0.3	3.127	A
B	1088	259	2271	0.479	1090	0.9	3.054	A
C	850	709	1788	0.475	852	0.9	3.882	A
D	590	960	1673	0.352	591	0.5	3.338	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	281	872	1610	0.174	281	0.2	2.761	A
B	911	217	2298	0.396	912	0.7	2.599	A
C	711	593	1855	0.384	713	0.6	3.174	A
D	494	803	1767	0.279	495	0.4	2.836	A

2024 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm C - 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
1	untitled	Standard Roundabout		A, B, C, D	3.88	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.88	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024	Base	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	450	100.000
B		✓	1160	100.000
C		✓	764	100.000
D		✓	676	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A	B	C	D
From	A	0	114	253	83
	B	121	0	576	463
	C	287	435	0	42
	D	79	569	28	0

Vehicle Mix

Heavy Vehicle %

	To				
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	1	0	0	0
	D	1	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	339	339
	B	873	873
	C	575	575
	D	509	509
17:00-17:15	A	405	405
	B	1043	1043
	C	687	687
	D	608	608
17:15-17:30	A	495	495
	B	1277	1277
	C	841	841
	D	744	744
17:30-17:45	A	495	495
	B	1277	1277
	C	841	841
	D	744	744
17:45-18:00	A	405	405
	B	1043	1043
	C	687	687
	D	608	608
18:00-18:15	A	339	339
	B	873	873
	C	575	575
	D	509	509

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.34	3.77	0.5	A
B	0.59	3.97	1.4	A
C	0.47	3.87	0.9	A
D	0.44	3.80	0.8	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	339	775	1667	0.203	338	0.3	2.722	A
B	873	273	2263	0.386	871	0.6	2.582	A
C	575	501	1908	0.301	573	0.4	2.703	A
D	509	633	1869	0.272	507	0.4	2.644	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	405	927	1578	0.256	404	0.3	3.085	A
B	1043	327	2229	0.468	1042	0.9	3.029	A
C	687	599	1852	0.371	686	0.6	3.098	A
D	608	757	1795	0.339	607	0.5	3.032	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	495	1135	1455	0.340	495	0.5	3.767	A
B	1277	400	2183	0.585	1275	1.4	3.955	A
C	841	733	1775	0.474	840	0.9	3.862	A
D	744	927	1693	0.440	743	0.8	3.791	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	495	1136	1454	0.341	495	0.5	3.774	A
B	1277	401	2183	0.585	1277	1.4	3.973	A
C	841	734	1774	0.474	841	0.9	3.874	A
D	744	928	1692	0.440	744	0.8	3.800	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	405	929	1576	0.257	405	0.3	3.092	A
B	1043	328	2229	0.468	1045	0.9	3.046	A
C	687	601	1851	0.371	688	0.6	3.112	A
D	608	759	1794	0.339	609	0.5	3.043	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	339	778	1665	0.203	339	0.3	2.729	A
B	873	274	2262	0.386	874	0.6	2.595	A
C	575	503	1907	0.302	576	0.4	2.717	A
D	509	635	1868	0.272	509	0.4	2.653	A

2043 | Reference Case | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm C - 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
1	untitled	Standard Roundabout		A, B, C, D	5.64	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.64	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2043	Reference Case	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	444	100.000
B		✓	1337	100.000
C		✓	1040	100.000
D		✓	776	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A	B	C	D
From	A	0	143	218	83
	B	178	0	586	573
	C	396	600	0	44
	D	102	647	27	0

Vehicle Mix

Heavy Vehicle %

	To				
		A	B	C	D
From	A	0	0	3	2
	B	0	0	0	0
	C	2	0	0	0
	D	1	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	334	334
	B	1007	1007
	C	783	783
	D	584	584
08:00-08:15	A	399	399
	B	1202	1202
	C	935	935
	D	698	698
08:15-08:30	A	489	489
	B	1472	1472
	C	1145	1145
	D	854	854
08:30-08:45	A	489	489
	B	1472	1472
	C	1145	1145
	D	854	854
08:45-09:00	A	399	399
	B	1202	1202
	C	935	935
	D	698	698
09:00-09:15	A	334	334
	B	1007	1007
	C	783	783
	D	584	584

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.38	4.53	0.6	A
B	0.67	4.89	2.0	A
C	0.69	6.93	2.2	A
D	0.58	5.82	1.4	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	334	956	1561	0.214	333	0.3	2.983	A
B	1007	246	2279	0.442	1003	0.8	2.814	A
C	783	626	1836	0.426	780	0.7	3.423	A
D	584	881	1721	0.339	582	0.5	3.160	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	399	1144	1450	0.275	399	0.4	3.484	A
B	1202	295	2249	0.534	1201	1.1	3.428	A
C	935	749	1765	0.530	933	1.1	4.351	A
D	698	1054	1617	0.431	697	0.8	3.912	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	489	1398	1300	0.376	488	0.6	4.509	A
B	1472	360	2208	0.667	1469	2.0	4.846	A
C	1145	916	1669	0.686	1141	2.2	6.813	A
D	854	1288	1476	0.579	852	1.4	5.751	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	489	1403	1298	0.377	489	0.6	4.532	A
B	1472	361	2208	0.667	1472	2.0	4.893	A
C	1145	918	1668	0.686	1145	2.2	6.929	A
D	854	1292	1474	0.580	854	1.4	5.818	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	399	1150	1446	0.276	400	0.4	3.505	A
B	1202	296	2249	0.535	1205	1.2	3.463	A
C	935	752	1764	0.530	939	1.1	4.419	A
D	698	1060	1613	0.432	700	0.8	3.958	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	334	961	1558	0.215	335	0.3	2.998	A
B	1007	247	2279	0.442	1008	0.8	2.837	A
C	783	629	1835	0.427	785	0.8	3.458	A
D	584	886	1718	0.340	585	0.5	3.187	A

2043 | Reference Case | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm C - 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
1	untitled	Standard Roundabout		A, B, C, D	4.57	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.57	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2043	Reference Case	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	494	100.000
B		✓	1240	100.000
C		✓	876	100.000
D		✓	759	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	127	265	102
	B	133	0	610	497
	C	308	514	0	54
	D	94	638	27	0

Vehicle Mix

Heavy Vehicle %

	To				
	A	B	C	D	
From	A	0	0	1	0
	B	0	0	0	0
	C	1	0	0	0
	D	1	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	372	372
	B	934	934
	C	659	659
	D	571	571
17:00-17:15	A	444	444
	B	1115	1115
	C	788	788
	D	682	682
17:15-17:30	A	544	544
	B	1365	1365
	C	964	964
	D	836	836
17:30-17:45	A	544	544
	B	1365	1365
	C	964	964
	D	836	836
17:45-18:00	A	444	444
	B	1115	1115
	C	788	788
	D	682	682
18:00-18:15	A	372	372
	B	934	934
	C	659	659
	D	571	571

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.40	4.44	0.7	A
B	0.63	4.52	1.7	A
C	0.56	4.70	1.3	A
D	0.52	4.60	1.1	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	372	885	1602	0.232	371	0.3	2.935	A
B	934	296	2249	0.415	931	0.7	2.726	A
C	659	549	1880	0.351	657	0.5	2.949	A
D	571	717	1819	0.314	570	0.5	2.881	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	444	1059	1500	0.296	444	0.4	3.423	A
B	1115	354	2212	0.504	1114	1.0	3.274	A
C	788	657	1818	0.433	787	0.8	3.498	A
D	682	858	1735	0.393	682	0.6	3.421	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	544	1296	1361	0.400	543	0.7	4.420	A
B	1365	433	2163	0.631	1363	1.7	4.483	A
C	964	804	1734	0.556	963	1.2	4.674	A
D	836	1049	1620	0.516	834	1.1	4.579	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	544	1298	1359	0.400	544	0.7	4.439	A
B	1365	434	2162	0.631	1365	1.7	4.515	A
C	964	806	1733	0.557	964	1.3	4.702	A
D	836	1051	1618	0.516	836	1.1	4.604	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	444	1062	1498	0.296	445	0.4	3.442	A
B	1115	355	2212	0.504	1117	1.0	3.300	A
C	788	660	1817	0.433	789	0.8	3.524	A
D	682	861	1733	0.394	684	0.7	3.443	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	372	889	1600	0.232	372	0.3	2.950	A
B	934	297	2248	0.415	935	0.7	2.746	A
C	659	552	1879	0.351	660	0.5	2.966	A
D	571	720	1817	0.314	572	0.5	2.896	A

2043 | With Mitigation (BAU) | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm C - 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
1	untitled	Standard Roundabout		A, B, C, D	12.56	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.56	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2043	With Mitigation (BAU)	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	513	100.000
B		✓	1427	100.000
C		✓	1244	100.000
D		✓	815	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A	B	C	D
From	A	0	143	272	98
	B	640	0	585	202
	C	417	769	0	58
	D	158	613	44	0

Vehicle Mix

Heavy Vehicle %

	To				
		A	B	C	D
From	A	0	0	3	2
	B	0	0	0	0
	C	2	0	0	0
	D	1	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	386	386
	B	1074	1074
	C	937	937
	D	614	614
08:00-08:15	A	461	461
	B	1283	1283
	C	1118	1118
	D	733	733
08:15-08:30	A	565	565
	B	1571	1571
	C	1370	1370
	D	897	897
08:30-08:45	A	565	565
	B	1571	1571
	C	1370	1370
	D	897	897
08:45-09:00	A	461	461
	B	1283	1283
	C	1118	1118
	D	733	733
09:00-09:15	A	386	386
	B	1074	1074
	C	937	937
	D	614	614

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.47	5.77	0.9	A
B	0.73	6.23	2.7	A
C	0.86	15.41	5.6	C
D	0.86	23.56	5.6	C

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	386	1068	1494	0.258	385	0.4	3.303	A
B	1074	310	2239	0.480	1071	0.9	3.072	A
C	937	705	1791	0.523	932	1.1	4.201	A
D	614	1369	1428	0.430	611	0.7	4.397	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	461	1278	1371	0.336	461	0.5	4.029	A
B	1283	372	2201	0.583	1281	1.4	3.904	A
C	1118	844	1711	0.654	1115	1.9	6.053	A
D	733	1638	1267	0.578	730	1.4	6.694	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	565	1550	1211	0.466	563	0.9	5.654	A
B	1571	454	2150	0.731	1566	2.6	6.113	A
C	1370	1032	1603	0.855	1356	5.3	13.950	B
D	897	1995	1053	0.852	883	5.0	19.747	C

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	565	1568	1200	0.471	565	0.9	5.774	A
B	1571	456	2149	0.731	1571	2.7	6.226	A
C	1370	1035	1601	0.856	1369	5.6	15.405	C
D	897	2009	1044	0.860	895	5.6	23.558	C

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	461	1304	1355	0.340	463	0.5	4.117	A
B	1283	374	2200	0.583	1288	1.4	3.970	A
C	1118	848	1708	0.655	1133	1.9	6.454	A
D	733	1658	1255	0.584	749	1.4	7.358	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	386	1078	1489	0.259	387	0.4	3.332	A
B	1074	312	2238	0.480	1076	0.9	3.102	A
C	937	709	1788	0.524	940	1.1	4.286	A
D	614	1379	1422	0.431	616	0.8	4.491	A

2043 | With Mitigation (BAU) | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm C - 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
1	untitled	Standard Roundabout		A, B, C, D	5.79	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.79	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2043	With Mitigation (BAU)	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	624	100.000
B		✓	1374	100.000
C		✓	965	100.000
D		✓	769	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A	B	C	D
From	A	0	160	330	134
	B	147	0	726	501
	C	327	592	0	46
	D	117	614	38	0

Vehicle Mix

Heavy Vehicle %

	To				
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	1	0	0	0
	D	1	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	470	470
	B	1034	1034
	C	727	727
	D	579	579
17:00-17:15	A	561	561
	B	1235	1235
	C	868	868
	D	691	691
17:15-17:30	A	687	687
	B	1513	1513
	C	1062	1062
	D	847	847
17:30-17:45	A	687	687
	B	1513	1513
	C	1062	1062
	D	847	847
17:45-18:00	A	561	561
	B	1235	1235
	C	868	868
	D	691	691
18:00-18:15	A	470	470
	B	1034	1034
	C	727	727
	D	579	579

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.52	5.74	1.1	A
B	0.72	6.25	2.6	A
C	0.62	5.66	1.7	A
D	0.55	5.16	1.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	470	933	1574	0.298	468	0.4	3.269	A
B	1034	377	2198	0.471	1031	0.9	3.076	A
C	727	587	1859	0.391	724	0.6	3.176	A
D	579	800	1769	0.327	577	0.5	3.018	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	561	1117	1466	0.383	560	0.6	3.993	A
B	1235	451	2152	0.574	1233	1.3	3.911	A
C	868	702	1792	0.484	866	0.9	3.895	A
D	691	957	1675	0.413	690	0.7	3.658	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	687	1366	1319	0.521	685	1.1	5.694	A
B	1513	551	2089	0.724	1508	2.6	6.142	A
C	1062	858	1703	0.624	1060	1.6	5.594	A
D	847	1170	1547	0.547	845	1.2	5.119	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	687	1370	1317	0.522	687	1.1	5.744	A
B	1513	553	2088	0.724	1513	2.6	6.250	A
C	1062	861	1701	0.625	1062	1.7	5.656	A
D	847	1174	1545	0.548	847	1.2	5.161	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	561	1122	1463	0.383	563	0.6	4.029	A
B	1235	453	2151	0.574	1240	1.4	3.974	A
C	868	706	1790	0.485	870	1.0	3.939	A
D	691	962	1672	0.413	693	0.7	3.689	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	470	938	1571	0.299	471	0.4	3.292	A
B	1034	379	2197	0.471	1036	0.9	3.106	A
C	727	590	1857	0.391	728	0.6	3.203	A
D	579	804	1767	0.328	580	0.5	3.038	A

2043 | With Mitigation (Sustainable) | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm C - 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
1	untitled	Standard Roundabout		A, B, C, D	8.73	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.73	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2043	With Mitigation (Sustainable)	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	511	100.000
B		✓	1430	100.000
C		✓	1234	100.000
D		✓	824	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A	B	C	D
From	A	0	142	272	97
	B	201	0	637	592
	C	417	759	0	58
	D	157	623	44	0

Vehicle Mix

Heavy Vehicle %

	To				
		A	B	C	D
From	A	0	0	3	2
	B	0	0	0	0
	C	2	0	0	0
	D	1	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	385	385
	B	1077	1077
	C	929	929
	D	620	620
08:00-08:15	A	459	459
	B	1286	1286
	C	1109	1109
	D	741	741
08:15-08:30	A	563	563
	B	1574	1574
	C	1359	1359
	D	907	907
08:30-08:45	A	563	563
	B	1574	1574
	C	1359	1359
	D	907	907
08:45-09:00	A	459	459
	B	1286	1286
	C	1109	1109
	D	741	741
09:00-09:15	A	385	385
	B	1077	1077
	C	929	929
	D	620	620

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.47	5.76	0.9	A
B	0.73	6.26	2.7	A
C	0.83	13.10	4.8	B
D	0.68	8.32	2.1	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	385	1069	1494	0.258	383	0.4	3.300	A
B	1077	310	2240	0.481	1073	0.9	3.085	A
C	929	668	1812	0.513	925	1.0	4.066	A
D	620	1032	1630	0.381	618	0.6	3.554	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	459	1279	1370	0.335	459	0.5	4.024	A
B	1286	371	2202	0.584	1284	1.4	3.913	A
C	1109	799	1737	0.639	1107	1.7	5.726	A
D	741	1235	1508	0.491	739	1.0	4.681	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	563	1560	1205	0.467	561	0.9	5.687	A
B	1574	453	2150	0.732	1569	2.7	6.144	A
C	1359	977	1634	0.831	1347	4.6	12.169	B
D	907	1505	1347	0.674	903	2.0	8.053	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	563	1569	1199	0.469	563	0.9	5.764	A
B	1574	455	2149	0.733	1574	2.7	6.255	A
C	1359	980	1633	0.832	1358	4.8	13.099	B
D	907	1515	1340	0.677	907	2.1	8.318	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	459	1293	1362	0.337	461	0.5	4.078	A
B	1286	373	2201	0.584	1291	1.4	3.978	A
C	1109	803	1734	0.640	1121	1.8	6.021	A
D	741	1250	1499	0.494	745	1.0	4.809	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	385	1077	1490	0.258	385	0.4	3.325	A
B	1077	311	2239	0.481	1079	0.9	3.107	A
C	929	671	1810	0.513	932	1.1	4.142	A
D	620	1040	1625	0.382	622	0.6	3.601	A

2043 | With Mitigation (Sustainable) | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm C - 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
1	untitled	Standard Roundabout		A, B, C, D	5.74	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.74	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2043	With Mitigation (Sustainable)	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	625	100.000
B		✓	1367	100.000
C		✓	964	100.000
D		✓	767	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A	B	C	D
From	A	0	163	328	134
	B	146	0	722	499
	C	326	592	0	46
	D	117	612	38	0

Vehicle Mix

Heavy Vehicle %

	To				
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	1	0	0	0
	D	1	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	471	471
	B	1029	1029
	C	726	726
	D	577	577
17:00-17:15	A	562	562
	B	1229	1229
	C	867	867
	D	690	690
17:15-17:30	A	688	688
	B	1505	1505
	C	1061	1061
	D	844	844
17:30-17:45	A	688	688
	B	1505	1505
	C	1061	1061
	D	844	844
17:45-18:00	A	562	562
	B	1229	1229
	C	867	867
	D	690	690
18:00-18:15	A	471	471
	B	1029	1029
	C	726	726
	D	577	577

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.52	5.74	1.1	A
B	0.72	6.15	2.5	A
C	0.62	5.63	1.6	A
D	0.55	5.14	1.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	471	932	1575	0.299	469	0.4	3.268	A
B	1029	375	2199	0.468	1026	0.9	3.059	A
C	726	584	1860	0.390	723	0.6	3.171	A
D	577	798	1770	0.326	576	0.5	3.012	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	562	1115	1467	0.383	561	0.6	3.992	A
B	1229	449	2153	0.571	1227	1.3	3.881	A
C	867	699	1794	0.483	865	0.9	3.885	A
D	690	955	1676	0.411	689	0.7	3.647	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	688	1364	1320	0.521	686	1.1	5.692	A
B	1505	549	2091	0.720	1500	2.5	6.049	A
C	1061	855	1704	0.623	1059	1.6	5.568	A
D	844	1168	1548	0.545	843	1.2	5.094	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	688	1367	1318	0.522	688	1.1	5.742	A
B	1505	550	2090	0.720	1505	2.5	6.152	A
C	1061	858	1703	0.623	1061	1.6	5.629	A
D	844	1171	1546	0.546	844	1.2	5.135	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	562	1120	1464	0.384	564	0.6	4.028	A
B	1229	451	2152	0.571	1234	1.3	3.942	A
C	867	703	1792	0.484	869	0.9	3.927	A
D	690	960	1673	0.412	691	0.7	3.678	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	471	937	1572	0.299	471	0.4	3.292	A
B	1029	377	2198	0.468	1031	0.9	3.089	A
C	726	588	1858	0.391	727	0.6	3.197	A
D	577	802	1768	0.327	578	0.5	3.032	A