

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Average throughp (PCU/TS)
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	9.48	9.48	-	-	-	9.48	9.61
	B - Drovers Way (N)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.02
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
	C - Holwell Road (W)	Entry	1	1	A	17.20	17.20	-	-	-	17.20	18.82
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
2 - Drovers Way (S)	A - Drovers Way (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	3.15	3.15	-	-	-	3.15	3.74
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
	B - Drovers Way (S)	Entry	1	1	A	5.47	5.47	137.51	137.18	0.040	5.35	5.20
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
	C - Drovers Way (N)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	9.48	9.48	-	-	-	9.48	9.61
	B - Drovers Way (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	3.15	3.15	189.51	186.92	0.017	3.15	3.76
	C - Holwell Road (W)	Entry	1	1	A	17.20	17.20	-	-	-	17.20	18.69
					B	5.38	5.38	147.83	145.79	0.037	5.47	5.26
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00

Existing Layout - 2025 Observed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - Existing Layout [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Howell Rd / Drovers Way (NE)	T-Junction	Two-way	Two-way	Two-way		0.31	A
2	Drovers Way (S)	T-Junction	Two-way	Two-way	Two-way		2.91	A
3	Holwell Road / Drovers Way (NW)	T-Junction	Two-way	Two-way	Two-way		1.51	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.22	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2025 Observed	PM	DIRECT	17:00	18:00	60	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/TS)	Flow multiplier (%)	Internal storage space (PCU)
1 - Howell Rd / Drovers Way (NE)	B - Drovers Way (N)	2	C	Simple (vertical queueing)	Normal	0.00	100.00	
	C - Holwell Road (W)	3	A	Simple (vertical queueing)	Normal	0.00	100.00	
2 - Drovers Way (S)	B - Drovers Way (S)	3	B	Simple (vertical queueing)	Normal	0.00	100.00	
	C - Drovers Way (N)	1	B	Simple (vertical queueing)	Normal	0.00	100.00	
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	1	C	Simple (vertical queueing)	Normal	0.00	100.00	
	B - Drovers Way (S)	2	B	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)		DIRECT	✓	100.000
	B - Drovers Way (N)	✓			
	C - Holwell Road (W)	✓			
2 - Drovers Way (S)	A - Drovers Way (S)		DIRECT	✓	100.000
	B - Drovers Way (S)	✓			
	C - Drovers Way (N)	✓			
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	✓			
	B - Drovers Way (S)	✓			
	C - Holwell Road (W)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

1 - Howell Rd / Drovers Way (NE) 17:00
- 17:15

	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
From	A - Holwell Road (N)	0.00	3.00	20.00
	B - Drovers Way (N)	3.00	0.00	0.00
	C - Holwell Road (W)	15.00	0.00	0.00

Demand (Veh/TS)

1 - Howell Rd / Drovers Way (NE) 17:15
- 17:30

	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
From	A - Holwell Road (N)	0.00	4.00	12.00
	B - Drovers Way (N)	1.00	0.00	0.00
	C - Holwell Road (W)	14.00	0.00	0.00

Demand (Veh/TS)

1 - Howell Rd / Drovers Way (NE) 17:30
- 17:45

	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
From	A - Holwell Road (N)	0.00	2.00	23.00
	B - Drovers Way (N)	1.00	0.00	0.00
	C - Holwell Road (W)	6.00	0.00	0.00

Demand (Veh/TS)

1 - Howell Rd / Drovers Way (NE) 17:45
- 18:00

	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
From	A - Holwell Road (N)	0.00	4.00	17.00
	B - Drovers Way (N)	1.00	0.00	0.00
	C - Holwell Road (W)	11.00	0.00	0.00

Demand (Veh/TS)

2 - Drovers Way (S) 17:00 - 17:15

	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
From	A - Drovers Way (S)	0.00	3.00	3.00
	B - Drovers Way (S)	4.00	0.00	0.00
	C - Drovers Way (N)	3.00	0.00	0.00

Demand (Veh/TS)

2 - Drovers Way (S) 17:15 - 17:30

	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
From	A - Drovers Way (S)	0.00	1.00	1.00
	B - Drovers Way (S)	6.00	0.00	0.00
	C - Drovers Way (N)	4.00	0.00	0.00

Demand (Veh/TS)

2 - Drovers Way (S) 17:30 - 17:45

	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
From	A - Drovers Way (S)	0.00	3.00	1.00
	B - Drovers Way (S)	1.00	0.00	0.00
	C - Drovers Way (N)	2.00	0.00	0.00

Demand (Veh/TS)

2 - Drovers Way (S) 17:45 - 18:00

	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
From	A - Drovers Way (S)	0.00	3.00	1.00
	B - Drovers Way (S)	7.00	0.00	0.00
	C - Drovers Way (N)	4.00	0.00	0.00

Demand (Veh/TS)

3 - Holwell Road / Drovers Way (NW)
17:00 - 17:15

	To			
		A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
From	A - Holwell Road (W)	0.00	0.00	20.00
	B - Drovers Way (S)	0.00	0.00	3.00
	C - Holwell Road (W)	15.00	4.00	0.00

Demand (Veh/TS)

3 - Holwell Road / Drovers Way (NW)
17:15 - 17:30

	To			
		A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
From	A - Holwell Road (W)	0.00	0.00	12.00
	B - Drovers Way (S)	0.00	0.00	1.00
	C - Holwell Road (W)	14.00	6.00	0.00

Demand (Veh/TS)

3 - Holwell Road / Drovers Way (NW)
17:30 - 17:45

	To			
		A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
From	A - Holwell Road (W)	0.00	0.00	23.00
	B - Drovers Way (S)	0.00	0.00	3.00
	C - Holwell Road (W)	6.00	1.00	0.00

Demand (Veh/TS)

3 - Holwell Road / Drovers Way (NW)
17:45 - 18:00

	To			
		A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
From	A - Holwell Road (W)	0.00	0.00	17.00
	B - Drovers Way (S)	0.00	0.00	3.00
	C - Holwell Road (W)	11.00	7.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80
2	0.20	0.80
3	0.20	0.80

1 -
Howell
Rd /
Drovers
Way
(NE)
17:00 -
17:15

Heavy Vehicle %

From	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
	A - Holwell Road (N)	0	0	0
	B - Drovers Way (N)	0	0	0
	C - Holwell Road (W)	0	0	0

Cyclist %

From	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
	A - Holwell Road (N)	0	0	0
	B - Drovers Way (N)	0	0	0
	C - Holwell Road (W)	0	0	0

1 -
Howell
Rd /
Drovers
Way
(NE)
17:15 -
17:30

Heavy Vehicle %

From	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
	A - Holwell Road (N)	0	0	8
	B - Drovers Way (N)	0	0	0
	C - Holwell Road (W)	0	0	0

Cyclist %

From	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
	A - Holwell Road (N)	0	0	0
	B - Drovers Way (N)	0	0	0
	C - Holwell Road (W)	0	0	0

1 -
Howell
Rd /
Drovers
Way
(NE)
17:30 -
17:45

Heavy Vehicle %

From	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
	A - Holwell Road (N)	0	0	0
	B - Drovers Way (N)	0	0	0
	C - Holwell Road (W)	0	0	0

Cyclist %

From	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
	A - Holwell Road (N)	0	0	0
	B - Drovers Way (N)	0	0	0
	C - Holwell Road (W)	0	0	0

1 -
Howell
Rd /
Drovers
Way
(NE)
17:45 -
18:00

Heavy Vehicle %

From	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
	A - Holwell Road (N)	0	0	6
	B - Drovers Way (N)	0	0	0
	C - Holwell Road (W)	0	0	0

Cyclist %

From	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
	A - Holwell Road (N)	0	0	0
	B - Drovers Way (N)	0	0	0
	C - Holwell Road (W)	0	0	0

2 -
Drovers
Way (S)
17:00 -
17:15

Heavy Vehicle %

From	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
	A - Drovers Way (S)	10	10	10
	B - Drovers Way (S)	10	10	10
	C - Drovers Way (N)	10	10	10

Cyclist %

From	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
	A - Drovers Way (S)	0	0	0
	B - Drovers Way (S)	0	0	0
	C - Drovers Way (N)	0	0	0

2 -
Drobers
Way (S)
17:15 -
17:30

Heavy Vehicle %

From	To			
		A - Drobers Way (S)	B - Drobers Way (S)	C - Drobers Way (N)
	A - Drobers Way (S)	0	0	0
	B - Drobers Way (S)	0	0	0
	C - Drobers Way (N)	0	0	0

Cyclist %

From	To			
		A - Drobers Way (S)	B - Drobers Way (S)	C - Drobers Way (N)
	A - Drobers Way (S)	0	0	0
	B - Drobers Way (S)	0	0	0
	C - Drobers Way (N)	0	0	0

2 -
Drobers
Way (S)
17:30 -
17:45

Heavy Vehicle %

From	To			
		A - Drobers Way (S)	B - Drobers Way (S)	C - Drobers Way (N)
	A - Drobers Way (S)	0	0	0
	B - Drobers Way (S)	0	0	0
	C - Drobers Way (N)	0	0	0

Cyclist %

From	To			
		A - Drobers Way (S)	B - Drobers Way (S)	C - Drobers Way (N)
	A - Drobers Way (S)	0	0	0
	B - Drobers Way (S)	0	0	0
	C - Drobers Way (N)	0	0	0

2 -
Drobers
Way (S)
17:45 -
18:00

Heavy Vehicle %

From	To			
		A - Drobers Way (S)	B - Drobers Way (S)	C - Drobers Way (N)
	A - Drobers Way (S)	0	0	0
	B - Drobers Way (S)	0	0	0
	C - Drobers Way (N)	0	0	0

Cyclist %

From	To			
		A - Drobers Way (S)	B - Drobers Way (S)	C - Drobers Way (N)
	A - Drobers Way (S)	0	0	0
	B - Drobers Way (S)	0	0	0
	C - Drobers Way (N)	0	0	0

3 -
Holwell
Road /
Drobers
Way
(NW)
17:00 -
17:15

Heavy Vehicle %

From	To			
		A - Holwell Road (W)	B - Drobers Way (S)	C - Holwell Road (W)
	A - Holwell Road (W)	0	0	0
	B - Drobers Way (S)	0	0	0
	C - Holwell Road (W)	0	0	0

Cyclist %

From	To			
		A - Holwell Road (W)	B - Drobers Way (S)	C - Holwell Road (W)
	A - Holwell Road (W)	0	0	0
	B - Drobers Way (S)	0	0	0
	C - Holwell Road (W)	0	0	0

3 -
Holwell
Road /
Drobers
Way
(NW)
17:15 -
17:30

Heavy Vehicle %

From	To			
		A - Holwell Road (W)	B - Drobers Way (S)	C - Holwell Road (W)
	A - Holwell Road (W)	0	0	8
	B - Drobers Way (S)	0	0	0
	C - Holwell Road (W)	0	0	0

Cyclist %

From	To			
		A - Holwell Road (W)	B - Drobers Way (S)	C - Holwell Road (W)
	A - Holwell Road (W)	0	0	0
	B - Drobers Way (S)	0	0	0
	C - Holwell Road (W)	0	0	0

3 -
Holwell
Road /
Drobers
Way
(NW)
17:30 -
17:45

Heavy Vehicle %

From	To			
		A - Holwell Road (W)	B - Drobers Way (S)	C - Holwell Road (W)
	A - Holwell Road (W)	0	0	0
	B - Drobers Way (S)	0	0	0
	C - Holwell Road (W)	0	0	0

Cyclist %

From	To			
		A - Holwell Road (W)	B - Drobers Way (S)	C - Holwell Road (W)
	A - Holwell Road (W)	0	0	0
	B - Drobers Way (S)	0	0	0
	C - Holwell Road (W)	0	0	0

3 - Holwell Road / Drovers Way (NW) 17:45 - 18:00

Heavy Vehicle %

From	To			
		A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
	A - Holwell Road (W)	0	0	6
	B - Drovers Way (S)	0	0	0
	C - Holwell Road (W)	0	0	0

Cyclist %

From	To			
		A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
	A - Holwell Road (W)	0	0	0
	B - Drovers Way (S)	0	0	0
	C - Holwell Road (W)	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	0.00	0.0	A	16.77	67.07
	B - Drovers Way (N)	6.70	0.0	A	1.30	5.20
	C - Holwell Road (W)	0.00	0.0	A	9.36	37.46
2 - Drovers Way (S)	A - Drovers Way (S)	0.00	0.0	A	3.37	13.49
	B - Drovers Way (S)	7.74	0.0	A	3.56	14.25
	C - Drovers Way (N)	0.00	0.0	A	2.47	9.87
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	0.00	0.0	A	14.29	57.18
	B - Drovers Way (S)	5.75	0.0	A	2.07	8.29
	C - Holwell Road (W)	2.55	0.0	A	12.93	51.71

Main Results for each time segment

17:00 - 17:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	19.25	19.25	19.25	18.98	15.12	0.0	0.0	0.000	A
	B - Drovers Way (N)	2.52	2.52	2.61	2.77	2.67	0.0	0.0	6.529	A
	C - Holwell Road (W)	12.50	12.50	12.50	12.89	16.57	0.0	0.0	0.000	A
2 - Drovers Way (S)	A - Drovers Way (S)	5.29	5.29	5.29	6.12	5.87	0.0	0.0	0.000	A
	B - Drovers Way (S)	3.29	3.29	3.20	3.53	2.75	0.0	0.0	7.736	A
	C - Drovers Way (N)	2.65	2.65	2.65	2.80	2.52	0.0	0.0	0.000	A
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	16.57	16.57	16.57	16.46	12.50	0.0	0.0	0.000	A
	B - Drovers Way (S)	2.76	2.76	2.76	2.71	3.30	0.0	0.0	4.761	A
	C - Holwell Road (W)	15.71	15.71	15.80	16.17	19.34	0.0	0.0	1.403	A

17:15 - 17:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	11.70	11.70	11.70	13.96	13.31	0.0	0.0	0.000	A
	B - Drovers Way (N)	1.04	1.04	1.07	1.23	2.52	0.0	0.0	5.933	A
	C - Holwell Road (W)	12.24	12.24	12.24	11.53	9.18	0.0	0.0	0.000	A
2 - Drovers Way (S)	A - Drovers Way (S)	1.99	1.99	1.99	2.28	6.95	0.0	0.0	0.000	A
	B - Drovers Way (S)	4.46	4.46	4.43	4.70	0.95	0.0	0.0	6.699	A
	C - Drovers Way (N)	2.52	2.52	2.52	2.96	1.04	0.0	0.0	0.000	A
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	9.18	9.18	9.18	10.90	12.24	0.0	0.0	0.000	A
	B - Drovers Way (S)	0.95	0.95	0.98	1.05	4.46	0.0	0.0	5.748	A
	C - Holwell Road (W)	16.66	16.66	16.69	16.24	10.14	0.0	0.0	1.846	A

17:30 - 17:45

Junction	Am	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	19.49	19.49	19.49	19.16	5.79	0.0	0.0	0.000	A
	B - Drovers Way (N)	0.92	0.92	0.92	0.79	1.69	0.0	0.0	5.631	A
	C - Holwell Road (W)	4.87	4.87	4.87	5.44	17.79	0.0	0.0	0.000	A
2 - Drovers Way (S)	A - Drovers Way (S)	3.21	3.21	3.21	2.91	2.41	0.0	0.0	0.000	A
	B - Drovers Way (S)	0.77	0.77	0.71	0.98	2.29	0.0	0.0	6.447	A
	C - Drovers Way (N)	1.69	1.69	1.69	1.39	0.92	0.0	0.0	0.000	A
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	17.79	17.79	17.79	17.77	4.87	0.0	0.0	0.000	A
	B - Drovers Way (S)	2.29	2.29	2.35	2.12	0.77	0.0	0.0	4.613	A
	C - Holwell Road (W)	5.64	5.64	5.64	6.40	20.14	0.0	0.0	1.116	A

17:45 - 18:00

Junction	Am	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	16.63	16.63	16.63	17.97	8.55	0.0	0.0	0.000	A
	B - Drovers Way (N)	0.71	0.71	0.71	0.73	3.00	0.0	0.0	6.700	A
	C - Holwell Road (W)	7.84	7.84	7.84	7.79	13.63	0.0	0.0	0.000	A
2 - Drovers Way (S)	A - Drovers Way (S)	3.00	3.00	3.00	3.21	8.70	0.0	0.0	0.000	A
	B - Drovers Way (S)	5.73	5.73	5.70	4.98	2.29	0.0	0.0	7.086	A
	C - Drovers Way (N)	3.00	3.00	3.00	3.12	0.71	0.0	0.0	0.000	A
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	13.63	13.63	13.63	14.69	7.84	0.0	0.0	0.000	A
	B - Drovers Way (S)	2.29	2.29	2.23	2.45	5.73	0.0	0.0	5.122	A
	C - Holwell Road (W)	13.69	13.69	13.57	12.80	15.86	0.0	0.0	2.552	A

Lane Results

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

Lanes: Main Results for each time segment

17:00 - 17:15

Junction	Am	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsig lev se
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	Entry	1	1	B, C	19.25	19.25	18.98	0.0	0.0	0.000	
		Exit	1	1		15.12	15.12	15.66	0.0	0.0	0.000	
	B - Drovers Way (N)	Entry	1	1	A, C	2.52	2.61	2.77	0.0	0.0	6.529	
		Exit	1	1		2.67	2.67	2.52	0.0	0.0	0.000	
	C - Holwell Road (W)	Entry	1	1	A, B	12.50	12.50	12.89	0.0	0.0	0.000	
		Exit	1	1		16.57	16.57	16.46	0.0	0.0	0.000	
2 - Drovers Way (S)	A - Drovers Way (S)	Entry	1	1	B, C	5.29	5.29	6.12	0.0	0.0	0.000	
		Exit	1	1		5.87	5.87	6.34	0.0	0.0	0.000	
	B - Drovers Way (S)	Entry	1	1	A, C	3.29	3.20	3.53	0.0	0.0	7.736	
		Exit	1	1		2.75	2.75	3.02	0.0	0.0	0.000	
	C - Drovers Way (N)	Entry	1	1	A, B	2.65	2.65	2.80	0.0	0.0	0.000	
		Exit	1	1		2.52	2.52	3.10	0.0	0.0	0.000	
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	Entry	1	1	B, C	16.57	16.57	16.46	0.0	0.0	0.000	
		Exit	1	1		12.50	12.50	12.89	0.0	0.0	0.000	
	B - Drovers Way (S)	Entry	1	1	A, C	2.76	2.76	2.71	0.0	0.0	4.761	
		Exit	1	1		3.30	3.30	3.28	0.0	0.0	0.000	
	C - Holwell Road (W)	Entry	1	1	A, B	15.71	15.80	16.17	0.0	0.0	1.403	
		Exit	1	1		19.34	19.34	19.17	0.0	0.0	0.000	

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsig level se
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	Entry	1	1	B, C	11.70	11.70	13.96	0.0	0.0	0.000	
		Exit	1	1		13.31	13.31	12.76	0.0	0.0	0.000	
	B - Drovers Way (N)	Entry	1	1	A, C	1.04	1.07	1.23	0.0	0.0	5.933	
		Exit	1	1		2.52	2.52	2.96	0.0	0.0	0.000	
	C - Holwell Road (W)	Entry	1	1	A, B	12.24	12.24	11.53	0.0	0.0	0.000	
		Exit	1	1		9.18	9.18	11.00	0.0	0.0	0.000	
2 - Drovers Way (S)	A - Drovers Way (S)	Entry	1	1	B, C	1.99	1.99	2.28	0.0	0.0	0.000	
		Exit	1	1		6.95	6.95	7.66	0.0	0.0	0.000	
	B - Drovers Way (S)	Entry	1	1	A, C	4.46	4.43	4.70	0.0	0.0	6.699	
		Exit	1	1		0.95	0.95	1.05	0.0	0.0	0.000	
	C - Drovers Way (N)	Entry	1	1	A, B	2.52	2.52	2.96	0.0	0.0	0.000	
		Exit	1	1		1.04	1.04	1.23	0.0	0.0	0.000	
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	Entry	1	1	B, C	9.18	9.18	10.90	0.0	0.0	0.000	
		Exit	1	1		12.24	12.24	11.53	0.0	0.0	0.000	
	B - Drovers Way (S)	Entry	1	1	A, C	0.95	0.98	1.05	0.0	0.0	5.748	
		Exit	1	1		4.46	4.46	4.70	0.0	0.0	0.000	
	C - Holwell Road (W)	Entry	1	1	A, B	16.66	16.69	16.24	0.0	0.0	1.846	
		Exit	1	1		10.14	10.14	11.95	0.0	0.0	0.000	

17:30 - 17:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsig level se
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	Entry	1	1	B, C	19.49	19.49	19.16	0.0	0.0	0.000	
		Exit	1	1		5.79	5.79	6.23	0.0	0.0	0.000	
	B - Drovers Way (N)	Entry	1	1	A, C	0.92	0.92	0.79	0.0	0.0	5.631	
		Exit	1	1		1.69	1.69	1.39	0.0	0.0	0.000	
	C - Holwell Road (W)	Entry	1	1	A, B	4.87	4.87	5.44	0.0	0.0	0.000	
		Exit	1	1		17.79	17.79	17.77	0.0	0.0	0.000	
2 - Drovers Way (S)	A - Drovers Way (S)	Entry	1	1	B, C	3.21	3.21	2.91	0.0	0.0	0.000	
		Exit	1	1		2.41	2.41	2.37	0.0	0.0	0.000	
	B - Drovers Way (S)	Entry	1	1	A, C	0.77	0.71	0.98	0.0	0.0	6.447	
		Exit	1	1		2.29	2.29	2.12	0.0	0.0	0.000	
	C - Drovers Way (N)	Entry	1	1	A, B	1.69	1.69	1.39	0.0	0.0	0.000	
		Exit	1	1		0.92	0.92	0.79	0.0	0.0	0.000	
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	Entry	1	1	B, C	17.79	17.79	17.77	0.0	0.0	0.000	
		Exit	1	1		4.87	4.87	5.44	0.0	0.0	0.000	
	B - Drovers Way (S)	Entry	1	1	A, C	2.29	2.35	2.12	0.0	0.0	4.613	
		Exit	1	1		0.77	0.77	0.96	0.0	0.0	0.000	
	C - Holwell Road (W)	Entry	1	1	A, B	5.64	5.64	6.40	0.0	0.0	1.116	
		Exit	1	1		20.14	20.14	19.89	0.0	0.0	0.000	

17:45 - 18:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsig lev se
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	Entry	1	1	B, C	16.63	16.63	17.97	0.0	0.0	0.000	
		Exit	1	1		8.55	8.55	8.52	0.0	0.0	0.000	
	B - Drovers Way (N)	Entry	1	1	A, C	0.71	0.71	0.73	0.0	0.0	6.700	
		Exit	1	1		3.00	3.00	3.12	0.0	0.0	0.000	
	C - Holwell Road (W)	Entry	1	1	A, B	7.84	7.84	7.79	0.0	0.0	0.000	
		Exit	1	1		13.63	13.63	14.85	0.0	0.0	0.000	
2 - Drovers Way (S)	A - Drovers Way (S)	Entry	1	1	B, C	3.00	3.00	3.21	0.0	0.0	0.000	
		Exit	1	1		8.70	8.70	8.10	0.0	0.0	0.000	
	B - Drovers Way (S)	Entry	1	1	A, C	5.73	5.70	4.98	0.0	0.0	7.086	
		Exit	1	1		2.29	2.29	2.48	0.0	0.0	0.000	
	C - Drovers Way (N)	Entry	1	1	A, B	3.00	3.00	3.12	0.0	0.0	0.000	
		Exit	1	1		0.71	0.71	0.73	0.0	0.0	0.000	
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	Entry	1	1	B, C	13.63	13.63	14.69	0.0	0.0	0.000	
		Exit	1	1		7.84	7.84	7.79	0.0	0.0	0.000	
	B - Drovers Way (S)	Entry	1	1	A, C	2.29	2.23	2.45	0.0	0.0	5.122	
		Exit	1	1		5.73	5.73	5.01	0.0	0.0	0.000	
	C - Holwell Road (W)	Entry	1	1	A, B	13.69	13.57	12.80	0.0	0.0	2.552	
		Exit	1	1		15.86	15.86	17.14	0.0	0.0	0.000	

Lane movements: Main Results for each time segment

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Average throughput (PCU/TS)
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	2.67	2.67	-	-	-	2.67	2.52
					C	16.57	16.57	-	-	-	16.57	16.46
	B - Drovers Way (N)	Entry	1	1	A	2.52	2.52	135.95	129.76	0.019	2.61	2.77
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
	C - Holwell Road (W)	Entry	1	1	A	12.50	12.50	-	-	-	12.50	12.89
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
2 - Drovers Way (S)	A - Drovers Way (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	2.75	2.75	-	-	-	2.75	3.02
					C	2.52	2.52	-	-	-	2.52	3.10
	B - Drovers Way (S)	Entry	1	1	A	3.29	3.29	130.70	116.23	0.028	3.20	3.53
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
	C - Drovers Way (N)	Entry	1	1	A	2.65	2.65	-	-	-	2.65	2.80
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	16.57	16.57	-	-	-	16.57	16.46
	B - Drovers Way (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	2.76	2.76	176.38	171.99	0.016	2.76	2.71
	C - Holwell Road (W)	Entry	1	1	A	12.45	12.45	-	-	-	12.50	12.89
					B	3.27	3.27	140.52	136.90	0.024	3.30	3.28
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Average throughp (PCU/TS)
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	2.52	2.52	-	-	-	2.52	2.96
					C	9.18	9.18	-	-	-	9.18	11.00
	B - Drovers Way (N)	Entry	1	1	A	1.04	1.04	107.63	103.52	0.010	1.07	1.23
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
	C - Holwell Road (W)	Entry	1	1	A	12.24	12.24	-	-	-	12.24	11.53
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
2 - Drovers Way (S)	A - Drovers Way (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.95	0.95	-	-	-	0.95	1.05
					C	1.04	1.04	-	-	-	1.04	1.23
	B - Drovers Way (S)	Entry	1	1	A	4.46	4.46	134.78	133.96	0.033	4.43	4.70
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
	C - Drovers Way (N)	Entry	1	1	A	2.52	2.52	-	-	-	2.52	2.96
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	9.18	9.18	-	-	-	9.18	10.90
	B - Drovers Way (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.95	0.95	131.34	129.10	0.007	0.98	1.05
	C - Holwell Road (W)	Entry	1	1	A	12.27	12.27	-	-	-	12.24	11.53
					B	4.40	4.40	144.91	142.69	0.031	4.46	4.70
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00

17:30 - 17:45

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Average throughhp (PCU/TS)
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	1.69	1.69	-	-	-	1.69	1.39
					C	17.79	17.79	-	-	-	17.79	17.77
	B - Drovers Way (N)	Entry	1	1	A	0.92	0.92	76.47	73.49	0.013	0.92	0.79
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
	C - Holwell Road (W)	Entry	1	1	A	4.87	4.87	-	-	-	4.87	5.44
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
2 - Drovers Way (S)	A - Drovers Way (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	2.29	2.29	-	-	-	2.29	2.12
					C	0.92	0.92	-	-	-	0.92	0.79
	B - Drovers Way (S)	Entry	1	1	A	0.77	0.77	91.22	90.77	0.009	0.71	0.98
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
	C - Drovers Way (N)	Entry	1	1	A	1.69	1.69	-	-	-	1.69	1.39
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	17.79	17.79	-	-	-	17.79	17.77
	B - Drovers Way (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	2.29	2.29	146.36	142.49	0.016	2.35	2.12
	C - Holwell Road (W)	Entry	1	1	A	4.87	4.87	-	-	-	4.87	5.44
					B	0.77	0.77	96.60	94.27	0.008	0.77	0.96
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00

17:45 - 18:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Average throughhp (PCU/TS)
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	3.00	3.00	-	-	-	3.00	3.12
					C	13.63	13.63	-	-	-	13.63	14.85
	B - Drovers Way (N)	Entry	1	1	A	0.71	0.71	72.22	69.28	0.010	0.71	0.73
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
	C - Holwell Road (W)	Entry	1	1	A	7.84	7.84	-	-	-	7.84	7.79
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
2 - Drovers Way (S)	A - Drovers Way (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	2.29	2.29	-	-	-	2.29	2.48
					C	0.71	0.71	-	-	-	0.71	0.73
	B - Drovers Way (S)	Entry	1	1	A	5.73	5.73	132.06	131.31	0.044	5.70	4.98
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
	C - Drovers Way (N)	Entry	1	1	A	3.00	3.00	-	-	-	3.00	3.12
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	13.63	13.63	-	-	-	13.63	14.69
	B - Drovers Way (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	2.29	2.29	174.50	170.39	0.013	2.23	2.45
	C - Holwell Road (W)	Entry	1	1	A	7.84	7.84	-	-	-	7.84	7.79
					B	5.85	5.85	141.98	138.86	0.042	5.73	5.01
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00

Existing Layout - 2030 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - Existing Layout [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Howell Rd / Drovers Way (NE)	T-Junction	Two-way	Two-way	Two-way		0.48	A
2	Drovers Way (S)	T-Junction	Two-way	Two-way	Two-way		1.67	A
3	Holwell Road / Drovers Way (NW)	T-Junction	Two-way	Two-way	Two-way		1.63	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.14	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2030 Base	AM	DIRECT	08:00	09:00	60	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/TS)	Flow multiplier (%)	Internal storage space (PCU)
1 - Howell Rd / Drovers Way (NE)	B - Drovers Way (N)	2	C	Simple (vertical queueing)	Normal	0.00	100.00	
	C - Holwell Road (W)	3	A	Simple (vertical queueing)	Normal	0.00	100.00	
2 - Drovers Way (S)	B - Drovers Way (S)	3	B	Simple (vertical queueing)	Normal	0.00	100.00	
	C - Drovers Way (N)	1	B	Simple (vertical queueing)	Normal	0.00	100.00	
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	1	C	Simple (vertical queueing)	Normal	0.00	100.00	
	B - Drovers Way (S)	2	B	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)		DIRECT	✓	100.000
	B - Drovers Way (N)	✓			
	C - Holwell Road (W)	✓			
2 - Drovers Way (S)	A - Drovers Way (S)		DIRECT	✓	100.000
	B - Drovers Way (S)	✓			
	C - Drovers Way (N)	✓			
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	✓			
	B - Drovers Way (S)	✓			
	C - Holwell Road (W)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

1 - Howell Rd / Drovers Way (NE) 08:00
- 08:15

	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
From	A - Holwell Road (N)	0.00	1.00	8.00
	B - Drovers Way (N)	6.00	0.00	0.00
	C - Holwell Road (W)	22.00	0.00	0.00

Demand (Veh/TS)

1 - Howell Rd / Drovers Way (NE) 08:15
- 08:30

	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
From	A - Holwell Road (N)	0.00	2.00	20.00
	B - Drovers Way (N)	4.00	0.00	0.00
	C - Holwell Road (W)	25.00	0.00	0.00

Demand (Veh/TS)

1 - Howell Rd / Drovers Way (NE) 08:30
- 08:45

	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
From	A - Holwell Road (N)	0.00	2.00	15.00
	B - Drovers Way (N)	2.00	0.00	0.00
	C - Holwell Road (W)	22.00	0.00	0.00

Demand (Veh/TS)

1 - Howell Rd / Drovers Way (NE) 08:45
- 09:00

	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
From	A - Holwell Road (N)	0.00	0.00	13.00
	B - Drovers Way (N)	0.00	0.00	0.00
	C - Holwell Road (W)	23.00	0.00	0.00

Demand (Veh/TS)

2 - Drovers Way (S) 08:00 - 08:15

	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
From	A - Drovers Way (S)	0.00	3.00	6.00
	B - Drovers Way (S)	1.00	0.00	0.00
	C - Drovers Way (N)	1.00	0.00	0.00

Demand (Veh/TS)

2 - Drovers Way (S) 08:15 - 08:30

	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
From	A - Drovers Way (S)	0.00	5.00	4.00
	B - Drovers Way (S)	1.00	0.00	0.00
	C - Drovers Way (N)	2.00	0.00	0.00

Demand (Veh/TS)

2 - Drovers Way (S) 08:30 - 08:45

	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
From	A - Drovers Way (S)	0.00	7.00	2.00
	B - Drovers Way (S)	1.00	0.00	0.00
	C - Drovers Way (N)	2.00	0.00	0.00

Demand (Veh/TS)

2 - Drovers Way (S) 08:45 - 09:00

	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
From	A - Drovers Way (S)	0.00	4.00	0.00
	B - Drovers Way (S)	7.00	0.00	0.00
	C - Drovers Way (N)	0.00	0.00	0.00

Demand (Veh/TS)

3 - Holwell Road / Drovers Way (NW)
08:00 - 08:15

	To			
		A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
From	A - Holwell Road (W)	0.00	0.00	8.00
	B - Drovers Way (S)	0.00	0.00	3.00
	C - Holwell Road (W)	22.00	1.00	0.00

Demand (Veh/TS)

3 - Holwell Road / Drovers Way (NW)
08:15 - 08:30

	To			
		A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
From	A - Holwell Road (W)	0.00	0.00	20.00
	B - Drovers Way (S)	0.00	0.00	5.00
	C - Holwell Road (W)	25.00	1.00	0.00

Demand (Veh/TS)

3 - Holwell Road / Drovers Way (NW)
08:30 - 08:45

	To			
		A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
From	A - Holwell Road (W)	0.00	0.00	15.00
	B - Drovers Way (S)	0.00	0.00	7.00
	C - Holwell Road (W)	22.00	1.00	0.00

Demand (Veh/TS)

3 - Holwell Road / Drovers Way (NW)
08:45 - 09:00

	To			
		A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
From	A - Holwell Road (W)	0.00	0.00	13.00
	B - Drovers Way (S)	0.00	0.00	4.00
	C - Holwell Road (W)	23.00	7.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80
2	0.20	0.80
3	0.20	0.80

1 -
Howell
Rd /
Drovers
Way
(NE)
08:00 -
08:15

Heavy Vehicle %

From	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
	A - Holwell Road (N)	0	100	13
	B - Drovers Way (N)	0	0	0
	C - Holwell Road (W)	5	0	0

Cyclist %

From	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
	A - Holwell Road (N)	0	0	0
	B - Drovers Way (N)	0	0	0
	C - Holwell Road (W)	0	0	0

1 -
Howell
Rd /
Drovers
Way
(NE)
08:15 -
08:30

Heavy Vehicle %

From	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
	A - Holwell Road (N)	0	0	5
	B - Drovers Way (N)	0	0	0
	C - Holwell Road (W)	0	0	0

Cyclist %

From	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
	A - Holwell Road (N)	0	0	0
	B - Drovers Way (N)	0	0	0
	C - Holwell Road (W)	0	0	0

1 -
Howell
Rd /
Drovers
Way
(NE)
08:30 -
08:45

Heavy Vehicle %

From	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
	A - Holwell Road (N)	0	0	7
	B - Drovers Way (N)	0	0	0
	C - Holwell Road (W)	5	0	0

Cyclist %

From	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
	A - Holwell Road (N)	0	0	0
	B - Drovers Way (N)	0	0	0
	C - Holwell Road (W)	0	0	0

1 -
Howell
Rd /
Drovers
Way
(NE)
08:45 -
09:00

Heavy Vehicle %

From	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
	A - Holwell Road (N)	0	0	0
	B - Drovers Way (N)	0	0	0
	C - Holwell Road (W)	5	0	0

Cyclist %

From	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
	A - Holwell Road (N)	0	0	0
	B - Drovers Way (N)	0	0	0
	C - Holwell Road (W)	0	0	0

2 -
Drovers
Way (S)
08:00 -
08:15

Heavy Vehicle %

From	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
	A - Drovers Way (S)	0	0	0
	B - Drovers Way (S)	0	0	0
	C - Drovers Way (N)	100	0	0

Cyclist %

From	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
	A - Drovers Way (S)	0	0	0
	B - Drovers Way (S)	0	0	0
	C - Drovers Way (N)	0	0	0

Heavy Vehicle %

2 -
Drovers
Way (S)
08:15 -
08:30

	To			
	From	A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
		0	20	0
		0	0	0
		0	0	0

Cyclist %

	To			
	From	A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
		0	0	0
		0	0	0
		0	0	0

Heavy Vehicle %

2 -
Drovers
Way (S)
08:30 -
08:45

	To			
	From	A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
		0	0	0
		0	0	0
		0	0	0

Cyclist %

	To			
	From	A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
		0	0	0
		0	0	0
		0	0	0

Heavy Vehicle %

2 -
Drovers
Way (S)
08:45 -
09:00

	To			
	From	A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
		0	0	0
		0	0	0
		0	0	0

Cyclist %

	To			
	From	A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
		0	0	0
		0	0	0
		0	0	0

Heavy Vehicle %

3 -
Holwell
Road /
Drovers
Way
(NW)
08:00 -
08:15

	To			
	From	A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
		0	0	13
		0	0	0
		5	0	0

Cyclist %

	To			
	From	A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
		0	0	0
		0	0	0
		0	0	0

Heavy Vehicle %

3 -
Holwell
Road /
Drovers
Way
(NW)
08:15 -
08:30

	To			
	From	A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
		0	0	5
		0	0	20
		0	0	0

Cyclist %

	To			
	From	A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
		0	0	0
		0	0	0
		0	0	0

Heavy Vehicle %

3 -
Holwell
Road /
Drovers
Way
(NW)
08:30 -
08:45

	To			
	From	A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
		0	0	7
		0	0	0
		0	0	0

Cyclist %

	To			
	From	A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
		0	0	0
		0	0	0
		0	0	0

3 -
Holwell
Road /
Drovers
Way
(NW)
08:45 -
09:00

Heavy Vehicle %

From	To			
		A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
	A - Holwell Road (W)	0	0	0
	B - Drovers Way (S)	0	0	0
	C - Holwell Road (W)	5	0	0

Cyclist %

From	To			
		A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
	A - Holwell Road (W)	0	0	0
	B - Drovers Way (S)	0	0	0
	C - Holwell Road (W)	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	0.00	0.0	A	12.18	48.71
	B - Drovers Way (N)	7.10	0.0	A	2.37	9.48
	C - Holwell Road (W)	0.00	0.0	A	18.85	75.40
2 - Drovers Way (S)	A - Drovers Way (S)	0.00	0.0	A	5.80	23.21
	B - Drovers Way (S)	7.14	0.0	A	2.19	8.76
	C - Drovers Way (N)	0.00	0.0	A	0.97	3.86
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	0.00	0.0	A	11.21	44.84
	B - Drovers Way (S)	5.89	0.0	A	3.45	13.79
	C - Holwell Road (W)	1.82	0.0	A	20.99	83.96

Main Results for each time segment

08:00 - 08:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	6.50	6.50	6.50	9.47	22.41	0.0	0.0	0.000	A
	B - Drovers Way (N)	4.84	4.84	4.96	5.47	0.68	0.0	0.0	7.096	A
	C - Holwell Road (W)	17.44	17.44	17.44	19.36	5.82	0.0	0.0	0.000	A
2 - Drovers Way (S)	A - Drovers Way (S)	7.04	7.04	7.04	7.91	1.51	0.0	0.0	0.000	A
	B - Drovers Way (S)	0.83	0.83	0.83	0.85	2.20	0.0	0.0	7.002	A
	C - Drovers Way (N)	0.68	0.68	0.68	1.90	4.84	0.0	0.0	0.000	A
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	5.82	5.82	5.82	7.72	17.44	0.0	0.0	0.000	A
	B - Drovers Way (S)	2.20	2.20	2.20	2.42	0.83	0.0	0.0	4.797	A
	C - Holwell Road (W)	18.22	18.22	18.25	20.21	8.04	0.0	0.0	0.313	A

08:15 - 08:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	18.06	18.06	18.06	17.42	22.78	0.0	0.0	0.000	A
	B - Drovers Way (N)	3.12	3.12	3.09	2.92	1.72	0.0	0.0	5.521	A
	C - Holwell Road (W)	19.69	19.69	19.69	19.41	16.35	0.0	0.0	0.000	A
2 - Drovers Way (S)	A - Drovers Way (S)	7.02	7.02	7.02	7.97	2.61	0.0	0.0	0.000	A
	B - Drovers Way (S)	0.92	0.92	0.89	0.83	3.92	0.0	0.0	7.136	A
	C - Drovers Way (N)	1.72	1.72	1.72	1.55	3.12	0.0	0.0	0.000	A
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	16.33	16.33	16.33	15.89	19.69	0.0	0.0	0.000	A
	B - Drovers Way (S)	3.92	3.92	3.92	4.96	0.92	0.0	0.0	5.894	A
	C - Holwell Road (W)	20.64	20.64	20.61	20.25	20.28	0.0	0.0	0.356	A

08:30 - 08:45

Junction	Am	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	13.25	13.25	13.25	14.58	20.25	0.0	0.0	0.000	A
	B - Drovers Way (N)	1.51	1.51	1.54	1.60	1.46	0.0	0.0	6.780	A
	C - Holwell Road (W)	18.67	18.67	18.67	18.85	11.78	0.0	0.0	0.000	A
2 - Drovers Way (S)	A - Drovers Way (S)	6.48	6.48	6.48	7.26	2.26	0.0	0.0	0.000	A
	B - Drovers Way (S)	0.80	0.80	0.80	0.81	4.96	0.0	0.0	5.820	A
	C - Drovers Way (N)	1.46	1.46	1.46	1.61	1.51	0.0	0.0	0.000	A
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	11.79	11.79	11.79	12.94	18.68	0.0	0.0	0.000	A
	B - Drovers Way (S)	4.96	4.96	5.05	5.65	0.80	0.0	0.0	4.392	A
	C - Holwell Road (W)	19.49	19.49	19.49	18.69	16.84	0.0	0.0	0.291	A

08:45 - 09:00

Junction	Am	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	10.90	10.90	10.90	10.56	19.60	0.0	0.0	0.000	A
	B - Drovers Way (N)	0.00	0.00	0.00	0.02	0.00	0.0	0.0	0.000	A
	C - Holwell Road (W)	19.60	19.60	19.60	19.73	10.90	0.0	0.0	0.000	A
2 - Drovers Way (S)	A - Drovers Way (S)	2.67	2.67	2.67	3.70	6.24	0.0	0.0	0.000	A
	B - Drovers Way (S)	6.21	6.21	6.24	5.46	2.67	0.0	0.0	6.932	A
	C - Drovers Way (N)	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.000	A
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	10.90	10.90	10.90	10.56	19.60	0.0	0.0	0.000	A
	B - Drovers Way (S)	2.67	2.67	2.73	3.72	6.21	0.0	0.0	4.836	A
	C - Holwell Road (W)	25.60	25.60	25.81	25.09	13.63	0.0	0.0	1.816	A

Lane Results

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

Lanes: Main Results for each time segment

08:00 - 08:15

Junction	Am	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsig lev se
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	Entry	1	1	B, C	6.50	6.50	9.47	0.0	0.0	0.000	
		Exit	1	1		22.41	22.41	24.82	0.0	0.0	0.000	
	B - Drovers Way (N)	Entry	1	1	A, C	4.84	4.96	5.47	0.0	0.0	7.096	
		Exit	1	1		0.68	0.68	1.90	0.0	0.0	0.000	
	C - Holwell Road (W)	Entry	1	1	A, B	17.44	17.44	19.36	0.0	0.0	0.000	
		Exit	1	1		5.82	5.82	7.56	0.0	0.0	0.000	
2 - Drovers Way (S)	A - Drovers Way (S)	Entry	1	1	B, C	7.04	7.04	7.91	0.0	0.0	0.000	
		Exit	1	1		1.51	1.51	2.75	0.0	0.0	0.000	
	B - Drovers Way (S)	Entry	1	1	A, C	0.83	0.83	0.85	0.0	0.0	7.002	
		Exit	1	1		2.20	2.20	2.42	0.0	0.0	0.000	
	C - Drovers Way (N)	Entry	1	1	A, B	0.68	0.68	1.90	0.0	0.0	0.000	
		Exit	1	1		4.84	4.84	5.50	0.0	0.0	0.000	
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	Entry	1	1	B, C	5.82	5.82	7.72	0.0	0.0	0.000	
		Exit	1	1		17.44	17.44	19.36	0.0	0.0	0.000	
	B - Drovers Way (S)	Entry	1	1	A, C	2.20	2.20	2.42	0.0	0.0	4.797	
		Exit	1	1		0.83	0.83	0.85	0.0	0.0	0.000	
	C - Holwell Road (W)	Entry	1	1	A, B	18.22	18.25	20.21	0.0	0.0	0.313	
		Exit	1	1		8.04	8.04	10.14	0.0	0.0	0.000	

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsig level se
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	Entry	1	1	B, C	18.06	18.06	17.42	0.0	0.0	0.000	
		Exit	1	1		22.78	22.78	22.33	0.0	0.0	0.000	
	B - Drovers Way (N)	Entry	1	1	A, C	3.12	3.09	2.92	0.0	0.0	5.521	
		Exit	1	1		1.72	1.72	1.55	0.0	0.0	0.000	
	C - Holwell Road (W)	Entry	1	1	A, B	19.69	19.69	19.41	0.0	0.0	0.000	
		Exit	1	1		16.35	16.35	15.86	0.0	0.0	0.000	
2 - Drovers Way (S)	A - Drovers Way (S)	Entry	1	1	B, C	7.02	7.02	7.97	0.0	0.0	0.000	
		Exit	1	1		2.61	2.61	2.39	0.0	0.0	0.000	
	B - Drovers Way (S)	Entry	1	1	A, C	0.92	0.89	0.83	0.0	0.0	7.136	
		Exit	1	1		3.92	3.92	5.07	0.0	0.0	0.073	
	C - Drovers Way (N)	Entry	1	1	A, B	1.72	1.72	1.55	0.0	0.0	0.000	
		Exit	1	1		3.12	3.12	2.90	0.0	0.0	0.000	
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	Entry	1	1	B, C	16.33	16.33	15.89	0.0	0.0	0.000	
		Exit	1	1		19.69	19.69	19.41	0.0	0.0	0.000	
	B - Drovers Way (S)	Entry	1	1	A, C	3.92	3.92	4.96	0.0	0.0	5.894	
		Exit	1	1		0.92	0.92	0.84	0.0	0.0	0.000	
	C - Holwell Road (W)	Entry	1	1	A, B	20.64	20.61	20.25	0.0	0.0	0.356	
		Exit	1	1		20.28	20.28	20.85	0.0	0.0	0.000	

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsig level se
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	Entry	1	1	B, C	13.25	13.25	14.58	0.0	0.0	0.000	
		Exit	1	1		20.25	20.25	20.46	0.0	0.0	0.000	
	B - Drovers Way (N)	Entry	1	1	A, C	1.51	1.54	1.60	0.0	0.0	6.780	
		Exit	1	1		1.46	1.46	1.61	0.0	0.0	0.000	
	C - Holwell Road (W)	Entry	1	1	A, B	18.67	18.67	18.85	0.0	0.0	0.000	
		Exit	1	1		11.78	11.78	12.97	0.0	0.0	0.000	
2 - Drovers Way (S)	A - Drovers Way (S)	Entry	1	1	B, C	6.48	6.48	7.26	0.0	0.0	0.000	
		Exit	1	1		2.26	2.26	2.43	0.0	0.0	0.000	
	B - Drovers Way (S)	Entry	1	1	A, C	0.80	0.80	0.81	0.0	0.0	5.820	
		Exit	1	1		4.96	4.96	5.64	0.0	0.0	0.011	
	C - Drovers Way (N)	Entry	1	1	A, B	1.46	1.46	1.61	0.0	0.0	0.000	
		Exit	1	1		1.51	1.51	1.61	0.0	0.0	0.000	
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	Entry	1	1	B, C	11.79	11.79	12.94	0.0	0.0	0.000	
		Exit	1	1		18.68	18.68	17.89	0.0	0.0	0.000	
	B - Drovers Way (S)	Entry	1	1	A, C	4.96	5.05	5.65	0.0	0.0	4.392	
		Exit	1	1		0.80	0.80	0.80	0.0	0.0	0.000	
	C - Holwell Road (W)	Entry	1	1	A, B	19.49	19.49	18.69	0.0	0.0	0.291	
		Exit	1	1		16.84	16.84	18.59	0.0	0.0	0.000	

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsig lev se
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	Entry	1	1	B, C	10.90	10.90	10.56	0.0	0.0	0.000	
		Exit	1	1		19.60	19.60	19.75	0.0	0.0	0.000	
	B - Drovers Way (N)	Entry	1	1	A, C	0.00	0.00	0.02	0.0	0.0	0.000	
		Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
	C - Holwell Road (W)	Entry	1	1	A, B	19.60	19.60	19.73	0.0	0.0	0.000	
		Exit	1	1		10.90	10.90	10.56	0.0	0.0	0.000	
2 - Drovers Way (S)	A - Drovers Way (S)	Entry	1	1	B, C	2.67	2.67	3.70	0.0	0.0	0.000	
		Exit	1	1		6.24	6.24	5.46	0.0	0.0	0.000	
	B - Drovers Way (S)	Entry	1	1	A, C	6.21	6.24	5.46	0.0	0.0	6.932	
		Exit	1	1		2.67	2.67	3.70	0.0	0.0	0.000	
	C - Drovers Way (N)	Entry	1	1	A, B	0.00	0.00	0.00	0.0	0.0	0.000	
		Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	Entry	1	1	B, C	10.90	10.90	10.56	0.0	0.0	0.000	
		Exit	1	1		19.60	19.60	19.61	0.0	0.0	0.000	
	B - Drovers Way (S)	Entry	1	1	A, C	2.67	2.73	3.72	0.0	0.0	4.836	
		Exit	1	1		6.21	6.21	5.48	0.0	0.0	0.000	
	C - Holwell Road (W)	Entry	1	1	A, B	25.60	25.81	25.09	0.0	0.0	1.816	
		Exit	1	1		13.63	13.63	14.29	0.0	0.0	0.000	

Lane movements: Main Results for each time segment

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Average throughp (PCU/TS)
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.68	0.68	-	-	-	0.68	1.90
					C	5.82	5.82	-	-	-	5.82	7.56
	B - Drovers Way (N)	Entry	1	1	A	4.84	4.84	143.03	138.03	0.035	4.96	5.47
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
	C - Holwell Road (W)	Entry	1	1	A	17.44	17.44	-	-	-	17.44	19.36
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
2 - Drovers Way (S)	A - Drovers Way (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	2.20	2.20	-	-	-	2.20	2.42
					C	4.84	4.84	-	-	-	4.84	5.50
	B - Drovers Way (S)	Entry	1	1	A	0.83	0.83	81.69	80.48	0.010	0.83	0.85
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
	C - Drovers Way (N)	Entry	1	1	A	0.68	0.68	-	-	-	0.68	1.90
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	5.82	5.82	-	-	-	5.82	7.72
	B - Drovers Way (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	2.20	2.20	183.88	181.68	0.012	2.20	2.42
	C - Holwell Road (W)	Entry	1	1	A	17.44	17.44	-	-	-	17.44	19.36
					B	0.80	0.80	87.82	86.71	0.009	0.83	0.85
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00

08:15 - 08:30

			Lane		To	Total	Junction	Simulation	Capacity		Throughput	Average
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	1.72	1.72	-	-	-	1.72	1.55
					C	16.35	16.35	-	-	-	16.35	15.86
	B - Drovers Way (N)	Entry	1	1	A	3.12	3.12	133.12	126.23	0.025	3.09	2.92
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
	C - Holwell Road (W)	Entry	1	1	A	19.69	19.69	-	-	-	19.69	19.41
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
2 - Drovers Way (S)	A - Drovers Way (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	3.92	3.92	-	-	-	3.92	5.07
					C	3.12	3.12	-	-	-	3.12	2.90
	B - Drovers Way (S)	Entry	1	1	A	0.92	0.92	81.69	80.79	0.011	0.89	0.83
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
	C - Drovers Way (N)	Entry	1	1	A	1.72	1.72	-	-	-	1.72	1.55
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	16.33	16.33	-	-	-	16.33	15.89
	B - Drovers Way (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	3.92	3.92	187.64	154.77	0.026	3.92	4.96
	C - Holwell Road (W)	Entry	1	1	A	19.69	19.69	-	-	-	19.69	19.41
					B	0.95	0.95	89.29	87.24	0.011	0.92	0.84
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Average throughp (PCU/TS)
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	1.46	1.46	-	-	-	1.46	1.61
					C	11.78	11.78	-	-	-	11.78	12.97
	B - Drovers Way (N)	Entry	1	1	A	1.51	1.51	118.96	113.43	0.013	1.54	1.60
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
	C - Holwell Road (W)	Entry	1	1	A	18.67	18.67	-	-	-	18.67	18.85
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
2 - Drovers Way (S)	A - Drovers Way (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	4.96	4.96	-	-	-	4.96	5.64
					C	1.51	1.51	-	-	-	1.51	1.61
	B - Drovers Way (S)	Entry	1	1	A	0.80	0.80	78.96	78.32	0.010	0.80	0.81
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
	C - Drovers Way (N)	Entry	1	1	A	1.46	1.46	-	-	-	1.46	1.61
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	11.79	11.79	-	-	-	11.79	12.94
	B - Drovers Way (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	4.96	4.96	189.51	185.85	0.027	5.05	5.65
	C - Holwell Road (W)	Entry	1	1	A	18.68	18.68	-	-	-	18.68	17.89
					B	0.80	0.80	84.89	83.07	0.010	0.80	0.80
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Average throughp (PCU/TS)
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	10.90	10.90	-	-	-	10.90	10.56
	B - Drovers Way (N)	Entry	1	1	A	0.00	0.00	1.42	1.37	0.000	0.00	0.02
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
	C - Holwell Road (W)	Entry	1	1	A	19.60	19.60	-	-	-	19.60	19.73
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
2 - Drovers Way (S)	A - Drovers Way (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	2.67	2.67	-	-	-	2.67	3.70
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
	B - Drovers Way (S)	Entry	1	1	A	6.21	6.21	137.51	137.12	0.045	6.24	5.46
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
	C - Drovers Way (N)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	10.90	10.90	-	-	-	10.90	10.56
	B - Drovers Way (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	2.67	2.67	187.64	184.56	0.014	2.73	3.72
	C - Holwell Road (W)	Entry	1	1	A	19.54	19.54	-	-	-	19.60	19.61
					B	6.06	6.06	147.83	145.38	0.042	6.21	5.48
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00

Existing Layout - 2030 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix	2 - Drovers Way (S)	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Info	Simulation	A1 - Existing Layout [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Howell Rd / Drovers Way (NE)	T-Junction	Two-way	Two-way	Two-way		0.31	A
2	Drovers Way (S)	T-Junction	Two-way	Two-way	Two-way		2.86	A
3	Holwell Road / Drovers Way (NW)	T-Junction	Two-way	Two-way	Two-way		1.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.20	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2030 Base	PM	DIRECT	17:00	18:00	60	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/TS)	Flow multiplier (%)	Internal storage space (PCU)
1 - Howell Rd / Drovers Way (NE)	B - Drovers Way (N)	2	C	Simple (vertical queueing)	Normal	0.00	100.00	
	C - Holwell Road (W)	3	A	Simple (vertical queueing)	Normal	0.00	100.00	
2 - Drovers Way (S)	B - Drovers Way (S)	3	B	Simple (vertical queueing)	Normal	0.00	100.00	
	C - Drovers Way (N)	1	B	Simple (vertical queueing)	Normal	0.00	100.00	
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	1	C	Simple (vertical queueing)	Normal	0.00	100.00	
	B - Drovers Way (S)	2	B	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)		DIRECT	✓	100.000
	B - Drovers Way (N)	✓			
	C - Holwell Road (W)	✓			
2 - Drovers Way (S)	A - Drovers Way (S)		DIRECT	✓	100.000
	B - Drovers Way (S)	✓			
	C - Drovers Way (N)	✓			
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	✓			
	B - Drovers Way (S)	✓			
	C - Holwell Road (W)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

1 - Howell Rd / Drovers Way (NE) 17:00
- 17:15

	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
From	A - Holwell Road (N)	0.00	3.00	21.00
	B - Drovers Way (N)	3.00	0.00	0.00
	C - Holwell Road (W)	16.00	0.00	0.00

Demand (Veh/TS)

1 - Howell Rd / Drovers Way (NE) 17:15
- 17:30

	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
From	A - Holwell Road (N)	0.00	4.00	13.00
	B - Drovers Way (N)	1.00	0.00	0.00
	C - Holwell Road (W)	15.00	0.00	0.00

Demand (Veh/TS)

1 - Howell Rd / Drovers Way (NE) 17:30
- 17:45

	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
From	A - Holwell Road (N)	0.00	2.00	24.00
	B - Drovers Way (N)	1.00	0.00	0.00
	C - Holwell Road (W)	6.00	0.00	0.00

Demand (Veh/TS)

1 - Howell Rd / Drovers Way (NE) 17:45
- 18:00

	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
From	A - Holwell Road (N)	0.00	4.00	18.00
	B - Drovers Way (N)	1.00	0.00	0.00
	C - Holwell Road (W)	11.00	0.00	0.00

Demand (Veh/TS)

2 - Drovers Way (S) 17:00 - 17:15

	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
From	A - Drovers Way (S)	0.00	3.00	3.00
	B - Drovers Way (S)	4.00	0.00	0.00
	C - Drovers Way (N)	3.00	0.00	0.00

Demand (Veh/TS)

2 - Drovers Way (S) 17:15 - 17:30

	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
	From	A - Drovers Way (S)	0.00	1.00
		B - Drovers Way (S)	6.00	0.00
		C - Drovers Way (N)	4.00	0.00

Demand (Veh/TS)

2 - Drovers Way (S) 17:30 - 17:45

	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
	From	A - Drovers Way (S)	0.00	3.00
		B - Drovers Way (S)	1.00	0.00
		C - Drovers Way (N)	2.00	0.00

Demand (Veh/TS)

2 - Drovers Way (S) 17:45 - 18:00

	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
	From	A - Drovers Way (S)	0.00	3.00
		B - Drovers Way (S)	7.00	0.00
		C - Drovers Way (N)	4.00	0.00

Demand (Veh/TS)

3 - Holwell Road / Drovers Way (NW)
17:00 - 17:15

	To			
		A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
	From	A - Holwell Road (W)	0.00	21.00
		B - Drovers Way (S)	0.00	3.00
		C - Holwell Road (W)	16.00	0.00

Demand (Veh/TS)

3 - Holwell Road / Drovers Way (NW)
17:15 - 17:30

	To			
		A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
	From	A - Holwell Road (W)	0.00	13.00
		B - Drovers Way (S)	0.00	1.00
		C - Holwell Road (W)	15.00	0.00

Demand (Veh/TS)

3 - Holwell Road / Drovers Way (NW)
17:30 - 17:45

	To			
		A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
	From	A - Holwell Road (W)	0.00	24.00
		B - Drovers Way (S)	0.00	3.00
		C - Holwell Road (W)	6.00	0.00

Demand (Veh/TS)

3 - Holwell Road / Drovers Way (NW)
17:45 - 18:00

	To			
		A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
	From	A - Holwell Road (W)	0.00	18.00
		B - Drovers Way (S)	0.00	3.00
		C - Holwell Road (W)	11.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80
2	0.20	0.80
3	0.20	0.80

1 -
Howell
Rd /
Drovers
Way
(NE)
17:00 -
17:15

Heavy Vehicle %

From	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
	A - Holwell Road (N)	0	0	0
	B - Drovers Way (N)	0	0	0
	C - Holwell Road (W)	0	0	0

Cyclist %

From	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
	A - Holwell Road (N)	0	0	0
	B - Drovers Way (N)	0	0	0
	C - Holwell Road (W)	0	0	0

1 -
Howell
Rd /
Drovers
Way
(NE)
17:15 -
17:30

Heavy Vehicle %

From	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
	A - Holwell Road (N)	0	0	8
	B - Drovers Way (N)	0	0	0
	C - Holwell Road (W)	0	0	0

Cyclist %

From	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
	A - Holwell Road (N)	0	0	0
	B - Drovers Way (N)	0	0	0
	C - Holwell Road (W)	0	0	0

1 -
Howell
Rd /
Drovers
Way
(NE)
17:30 -
17:45

Heavy Vehicle %

From	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
	A - Holwell Road (N)	0	0	0
	B - Drovers Way (N)	0	0	0
	C - Holwell Road (W)	0	0	0

Cyclist %

From	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
	A - Holwell Road (N)	0	0	0
	B - Drovers Way (N)	0	0	0
	C - Holwell Road (W)	0	0	0

1 -
Howell
Rd /
Drovers
Way
(NE)
17:45 -
18:00

Heavy Vehicle %

From	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
	A - Holwell Road (N)	0	0	6
	B - Drovers Way (N)	0	0	0
	C - Holwell Road (W)	0	0	0

Cyclist %

From	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
	A - Holwell Road (N)	0	0	0
	B - Drovers Way (N)	0	0	0
	C - Holwell Road (W)	0	0	0

2 -
Drovers
Way (S)
17:00 -
17:15

Heavy Vehicle %

From	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
	A - Drovers Way (S)	0	0	0
	B - Drovers Way (S)	0	0	0
	C - Drovers Way (N)	0	0	0

Cyclist %

From	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
	A - Drovers Way (S)	0	0	0
	B - Drovers Way (S)	0	0	0
	C - Drovers Way (N)	0	0	0

Heavy Vehicle %

2 -
Drovers
Way (S)
17:15 -
17:30

From	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
	A - Drovers Way (S)	0	0	0
	B - Drovers Way (S)	0	0	0
	C - Drovers Way (N)	0	0	0

Cyclist %

From	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
	A - Drovers Way (S)	0	0	0
	B - Drovers Way (S)	0	0	0
	C - Drovers Way (N)	0	0	0

Heavy Vehicle %

2 -
Drovers
Way (S)
17:30 -
17:45

From	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
	A - Drovers Way (S)	0	0	0
	B - Drovers Way (S)	0	0	0
	C - Drovers Way (N)	0	0	0

Cyclist %

From	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
	A - Drovers Way (S)	0	0	0
	B - Drovers Way (S)	0	0	0
	C - Drovers Way (N)	0	0	0

Heavy Vehicle %

2 -
Drovers
Way (S)
17:45 -
18:00

From	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
	A - Drovers Way (S)	0	0	0
	B - Drovers Way (S)	0	0	0
	C - Drovers Way (N)	0	0	0

Cyclist %

From	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
	A - Drovers Way (S)	0	0	0
	B - Drovers Way (S)	0	0	0
	C - Drovers Way (N)	0	0	0

Heavy Vehicle %

3 -
Holwell
Road /
Drovers
Way
(NW)
17:00 -
17:15

From	To			
		A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
	A - Holwell Road (W)	0	0	0
	B - Drovers Way (S)	0	0	0
	C - Holwell Road (W)	0	0	0

Cyclist %

From	To			
		A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
	A - Holwell Road (W)	0	0	0
	B - Drovers Way (S)	0	0	0
	C - Holwell Road (W)	0	0	0

Heavy Vehicle %

3 -
Holwell
Road /
Drovers
Way
(NW)
17:15 -
17:30

From	To			
		A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
	A - Holwell Road (W)	0	0	8
	B - Drovers Way (S)	0	0	0
	C - Holwell Road (W)	0	0	0

Cyclist %

From	To			
		A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
	A - Holwell Road (W)	0	0	0
	B - Drovers Way (S)	0	0	0
	C - Holwell Road (W)	0	0	0

Heavy Vehicle %

3 -
Holwell
Road /
Drovers
Way
(NW)
17:30 -
17:45

From	To			
		A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
	A - Holwell Road (W)	0	0	0
	B - Drovers Way (S)	0	0	0
	C - Holwell Road (W)	0	0	0

Cyclist %

From	To			
		A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
	A - Holwell Road (W)	0	0	0
	B - Drovers Way (S)	0	0	0
	C - Holwell Road (W)	0	0	0

3 - Holwell Road / Drovers Way (NW) 17:45 - 18:00

Heavy Vehicle %

From	To			
		A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
	A - Holwell Road (W)	0	0	6
	B - Drovers Way (S)	0	0	0
	C - Holwell Road (W)	0	0	0

Cyclist %

From	To			
		A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
	A - Holwell Road (W)	0	0	0
	B - Drovers Way (S)	0	0	0
	C - Holwell Road (W)	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	0.00	0.0	A	18.15	72.59
	B - Drovers Way (N)	8.23	0.0	A	1.09	4.37
	C - Holwell Road (W)	0.00	0.0	A	9.53	38.14
2 - Drovers Way (S)	A - Drovers Way (S)	0.00	0.0	A	3.13	12.50
	B - Drovers Way (S)	7.17	0.1	A	3.90	15.59
	C - Drovers Way (N)	0.00	0.0	A	2.75	11.02
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	0.00	0.0	A	15.39	61.57
	B - Drovers Way (S)	4.92	0.0	A	2.03	8.14
	C - Holwell Road (W)	2.77	0.1	A	13.46	53.85

Main Results for each time segment

17:00 - 17:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	19.25	19.25	19.25	20.44	14.61	0.0	0.0	0.000	A
	B - Drovers Way (N)	2.23	2.23	2.17	2.44	2.47	0.0	0.0	6.890	A
	C - Holwell Road (W)	12.45	12.45	12.45	13.06	16.78	0.0	0.0	0.000	A
2 - Drovers Way (S)	A - Drovers Way (S)	4.72	4.72	4.72	4.92	5.44	0.0	0.0	0.000	A
	B - Drovers Way (S)	3.09	3.09	2.97	3.07	2.50	0.0	0.0	6.516	A
	C - Drovers Way (N)	2.47	2.47	2.47	2.46	2.23	0.0	0.0	0.000	A
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	16.78	16.78	16.78	17.98	12.45	0.0	0.0	0.000	A
	B - Drovers Way (S)	2.50	2.50	2.55	2.45	3.09	0.0	0.0	4.924	A
	C - Holwell Road (W)	15.50	15.50	15.53	16.17	19.34	0.0	0.0	1.318	A

17:15 - 17:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	13.78	13.78	13.78	14.94	13.13	0.0	0.0	0.000	A
	B - Drovers Way (N)	0.77	0.77	0.80	1.09	3.39	0.0	0.0	8.109	A
	C - Holwell Road (W)	12.33	12.33	12.33	11.81	10.40	0.0	0.0	0.000	A
2 - Drovers Way (S)	A - Drovers Way (S)	1.66	1.66	1.66	2.13	9.00	0.0	0.0	0.000	A
	B - Drovers Way (S)	5.67	5.67	5.61	5.21	0.89	0.0	0.0	6.782	A
	C - Drovers Way (N)	3.39	3.39	3.39	3.48	0.77	0.0	0.0	0.000	A
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	10.40	10.40	10.40	11.51	12.33	0.0	0.0	0.000	A
	B - Drovers Way (S)	0.89	0.89	0.83	1.06	5.67	0.0	0.0	3.909	A
	C - Holwell Road (W)	18.12	18.12	18.00	17.03	11.21	0.0	0.1	2.472	A

17:30 - 17:45

Junction	Am	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	21.50	21.50	21.50	21.06	5.47	0.0	0.0	0.000	A
	B - Drovers Way (N)	0.56	0.56	0.56	0.54	1.87	0.0	0.0	5.867	A
	C - Holwell Road (W)	4.90	4.90	4.90	5.44	19.63	0.0	0.0	0.000	A
2 - Drovers Way (S)	A - Drovers Way (S)	2.88	2.88	2.88	2.66	2.61	0.0	0.0	0.000	A
	B - Drovers Way (S)	0.71	0.71	0.74	1.03	2.32	0.0	0.0	7.172	A
	C - Drovers Way (N)	1.87	1.87	1.87	1.71	0.56	0.0	0.0	0.000	A
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	19.63	19.63	19.63	19.35	4.90	0.0	0.0	0.000	A
	B - Drovers Way (S)	2.32	2.32	2.26	2.12	0.71	0.0	0.0	4.920	A
	C - Holwell Road (W)	5.64	5.64	5.61	6.42	21.89	0.1	0.0	1.338	A

17:45 - 18:00

Junction	Am	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	18.06	18.06	18.06	18.89	9.27	0.0	0.0	0.000	A
	B - Drovers Way (N)	0.80	0.80	0.80	0.83	3.30	0.0	0.0	8.227	A
	C - Holwell Road (W)	8.47	8.47	8.47	7.57	14.76	0.0	0.0	0.000	A
2 - Drovers Way (S)	A - Drovers Way (S)	3.24	3.24	3.24	3.45	9.30	0.0	0.0	0.000	A
	B - Drovers Way (S)	6.12	6.12	6.00	4.95	2.44	0.0	0.1	6.887	A
	C - Drovers Way (N)	3.30	3.30	3.30	3.36	0.80	0.0	0.0	0.000	A
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	14.76	14.76	14.76	15.45	8.47	0.0	0.0	0.000	A
	B - Drovers Way (S)	2.44	2.44	2.44	2.63	6.12	0.0	0.0	4.558	A
	C - Holwell Road (W)	14.58	14.58	14.58	12.58	17.20	0.0	0.0	2.775	A

Lane Results

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

Lanes: Main Results for each time segment

17:00 - 17:15

Junction	Am	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsig lev se
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	Entry	1	1	B, C	19.25	19.25	20.44	0.0	0.0	0.000	
		Exit	1	1		14.61	14.61	15.50	0.0	0.0	0.000	
	B - Drovers Way (N)	Entry	1	1	A, C	2.23	2.17	2.44	0.0	0.0	6.890	
		Exit	1	1		2.47	2.47	2.46	0.0	0.0	0.000	
	C - Holwell Road (W)	Entry	1	1	A, B	12.45	12.45	13.06	0.0	0.0	0.000	
		Exit	1	1		16.78	16.78	17.98	0.0	0.0	0.000	
2 - Drovers Way (S)	A - Drovers Way (S)	Entry	1	1	B, C	4.72	4.72	4.92	0.0	0.0	0.000	
		Exit	1	1		5.44	5.44	5.52	0.0	0.0	0.000	
	B - Drovers Way (S)	Entry	1	1	A, C	3.09	2.97	3.07	0.0	0.0	6.516	
		Exit	1	1		2.50	2.50	2.47	0.0	0.0	0.000	
	C - Drovers Way (N)	Entry	1	1	A, B	2.47	2.47	2.46	0.0	0.0	0.000	
		Exit	1	1		2.23	2.23	2.46	0.0	0.0	0.000	
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	Entry	1	1	B, C	16.78	16.78	17.98	0.0	0.0	0.000	
		Exit	1	1		12.45	12.45	13.06	0.0	0.0	0.000	
	B - Drovers Way (S)	Entry	1	1	A, C	2.50	2.55	2.45	0.0	0.0	4.924	
		Exit	1	1		3.09	3.09	3.11	0.0	0.0	0.000	
	C - Holwell Road (W)	Entry	1	1	A, B	15.50	15.53	16.17	0.0	0.0	1.318	
		Exit	1	1		19.34	19.34	20.43	0.0	0.0	0.000	

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsig level
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	Entry	1	1	B, C	13.78	13.78	14.94	0.0	0.0	0.000	
		Exit	1	1		13.13	13.13	12.90	0.0	0.0	0.000	
	B - Drovers Way (N)	Entry	1	1	A, C	0.77	0.80	1.09	0.0	0.0	8.109	
		Exit	1	1		3.39	3.39	3.48	0.0	0.0	0.000	
	C - Holwell Road (W)	Entry	1	1	A, B	12.33	12.33	11.81	0.0	0.0	0.000	
		Exit	1	1		10.40	10.40	11.47	0.0	0.0	0.000	
2 - Drovers Way (S)	A - Drovers Way (S)	Entry	1	1	B, C	1.66	1.66	2.13	0.0	0.0	0.000	
		Exit	1	1		9.00	9.00	8.68	0.0	0.0	0.000	
	B - Drovers Way (S)	Entry	1	1	A, C	5.67	5.61	5.21	0.0	0.0	6.782	
		Exit	1	1		0.89	0.89	1.06	0.0	0.0	0.000	
	C - Drovers Way (N)	Entry	1	1	A, B	3.39	3.39	3.48	0.0	0.0	0.000	
		Exit	1	1		0.77	0.77	1.07	0.0	0.0	0.000	
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	Entry	1	1	B, C	10.40	10.40	11.51	0.0	0.0	0.000	
		Exit	1	1		12.33	12.33	11.81	0.0	0.0	0.000	
	B - Drovers Way (S)	Entry	1	1	A, C	0.89	0.83	1.06	0.0	0.0	3.909	
		Exit	1	1		5.67	5.67	5.22	0.0	0.0	0.000	
	C - Holwell Road (W)	Entry	1	1	A, B	18.12	18.00	17.03	0.0	0.1	2.472	
		Exit	1	1		11.21	11.21	12.57	0.0	0.0	0.000	

17:30 - 17:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsig level
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	Entry	1	1	B, C	21.50	21.50	21.06	0.0	0.0	0.000	
		Exit	1	1		5.47	5.47	5.98	0.0	0.0	0.000	
	B - Drovers Way (N)	Entry	1	1	A, C	0.56	0.56	0.54	0.0	0.0	5.867	
		Exit	1	1		1.87	1.87	1.71	0.0	0.0	0.000	
	C - Holwell Road (W)	Entry	1	1	A, B	4.90	4.90	5.44	0.0	0.0	0.000	
		Exit	1	1		19.63	19.63	19.35	0.0	0.0	0.000	
2 - Drovers Way (S)	A - Drovers Way (S)	Entry	1	1	B, C	2.88	2.88	2.66	0.0	0.0	0.000	
		Exit	1	1		2.61	2.61	2.74	0.0	0.0	0.000	
	B - Drovers Way (S)	Entry	1	1	A, C	0.71	0.74	1.03	0.0	0.0	7.172	
		Exit	1	1		2.32	2.32	2.12	0.0	0.0	0.000	
	C - Drovers Way (N)	Entry	1	1	A, B	1.87	1.87	1.71	0.0	0.0	0.000	
		Exit	1	1		0.56	0.56	0.54	0.0	0.0	0.000	
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	Entry	1	1	B, C	19.63	19.63	19.35	0.0	0.0	0.000	
		Exit	1	1		4.90	4.90	5.44	0.0	0.0	0.000	
	B - Drovers Way (S)	Entry	1	1	A, C	2.32	2.26	2.12	0.0	0.0	4.920	
		Exit	1	1		0.71	0.71	0.98	0.0	0.0	0.000	
	C - Holwell Road (W)	Entry	1	1	A, B	5.64	5.61	6.42	0.1	0.0	1.338	
		Exit	1	1		21.89	21.89	21.47	0.0	0.0	0.000	

17:45 - 18:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsaturated level
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	Entry	1	1	B, C	18.06	18.06	18.89	0.0	0.0	0.000	
		Exit	1	1		9.27	9.27	8.41	0.0	0.0	0.000	
	B - Drovers Way (N)	Entry	1	1	A, C	0.80	0.80	0.83	0.0	0.0	8.227	
		Exit	1	1		3.30	3.30	3.36	0.0	0.0	0.000	
	C - Holwell Road (W)	Entry	1	1	A, B	8.47	8.47	7.57	0.0	0.0	0.000	
		Exit	1	1		14.76	14.76	15.53	0.0	0.0	0.000	
2 - Drovers Way (S)	A - Drovers Way (S)	Entry	1	1	B, C	3.24	3.24	3.45	0.0	0.0	0.000	
		Exit	1	1		9.30	9.30	8.31	0.0	0.0	0.000	
	B - Drovers Way (S)	Entry	1	1	A, C	6.12	6.00	4.95	0.0	0.1	6.887	
		Exit	1	1		2.44	2.44	2.61	0.0	0.0	0.000	
	C - Drovers Way (N)	Entry	1	1	A, B	3.30	3.30	3.36	0.0	0.0	0.000	
		Exit	1	1		0.80	0.80	0.83	0.0	0.0	0.000	
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	Entry	1	1	B, C	14.76	14.76	15.45	0.0	0.0	0.000	
		Exit	1	1		8.47	8.47	7.57	0.0	0.0	0.000	
	B - Drovers Way (S)	Entry	1	1	A, C	2.44	2.44	2.63	0.0	0.0	4.558	
		Exit	1	1		6.12	6.12	5.01	0.0	0.0	0.000	
	C - Holwell Road (W)	Entry	1	1	A, B	14.58	14.58	12.58	0.0	0.0	2.775	
		Exit	1	1		17.20	17.20	18.08	0.0	0.0	0.000	

Lane movements: Main Results for each time segment

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Average throughput (PCU/TS)
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	2.47	2.47	-	-	-	2.47	2.46
					C	16.78	16.78	-	-	-	16.78	17.98
	B - Drovers Way (N)	Entry	1	1	A	2.23	2.23	128.87	122.33	0.018	2.17	2.44
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
	C - Holwell Road (W)	Entry	1	1	A	12.45	12.45	-	-	-	12.45	13.06
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
2 - Drovers Way (S)	A - Drovers Way (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	2.50	2.50	-	-	-	2.50	2.47
					C	2.23	2.23	-	-	-	2.23	2.46
	B - Drovers Way (S)	Entry	1	1	A	3.09	3.09	130.70	129.40	0.024	2.97	3.07
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
	C - Drovers Way (N)	Entry	1	1	A	2.47	2.47	-	-	-	2.47	2.46
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	16.78	16.78	-	-	-	16.78	17.98
	B - Drovers Way (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	2.50	2.50	174.50	169.59	0.015	2.55	2.45
	C - Holwell Road (W)	Entry	1	1	A	12.42	12.42	-	-	-	12.45	13.06
					B	3.09	3.09	140.52	136.17	0.023	3.09	3.11
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Average throughp (PCU/TS)
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	3.39	3.39	-	-	-	3.39	3.48
					C	10.40	10.40	-	-	-	10.40	11.47
	B - Drovers Way (N)	Entry	1	1	A	0.77	0.77	99.13	95.14	0.008	0.80	1.09
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
	C - Holwell Road (W)	Entry	1	1	A	12.33	12.33	-	-	-	12.33	11.81
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
2 - Drovers Way (S)	A - Drovers Way (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.89	0.89	-	-	-	0.89	1.06
					C	0.77	0.77	-	-	-	0.77	1.07
	B - Drovers Way (S)	Entry	1	1	A	5.67	5.67	137.51	136.64	0.042	5.61	5.21
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
	C - Drovers Way (N)	Entry	1	1	A	3.39	3.39	-	-	-	3.39	3.48
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	10.40	10.40	-	-	-	10.40	11.51
	B - Drovers Way (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.89	0.89	129.47	126.85	0.007	0.83	1.06
	C - Holwell Road (W)	Entry	1	1	A	12.39	12.39	-	-	-	12.33	11.81
					B	5.73	5.73	147.83	145.39	0.039	5.67	5.22
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00

17:30 - 17:45

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Average throughhp (PCU/TS)
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	1.87	1.87	-	-	-	1.87	1.71
					C	19.63	19.63	-	-	-	19.63	19.35
	B - Drovers Way (N)	Entry	1	1	A	0.56	0.56	59.48	56.65	0.010	0.56	0.54
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
	C - Holwell Road (W)	Entry	1	1	A	4.90	4.90	-	-	-	4.90	5.44
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
2 - Drovers Way (S)	A - Drovers Way (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	2.32	2.32	-	-	-	2.32	2.12
					C	0.56	0.56	-	-	-	0.56	0.54
	B - Drovers Way (S)	Entry	1	1	A	0.71	0.71	81.69	81.30	0.009	0.74	1.03
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
	C - Drovers Way (N)	Entry	1	1	A	1.87	1.87	-	-	-	1.87	1.71
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	19.63	19.63	-	-	-	19.63	19.35
	B - Drovers Way (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	2.32	2.32	151.98	147.61	0.016	2.26	2.12
	C - Holwell Road (W)	Entry	1	1	A	4.90	4.90	-	-	-	4.90	5.44
					B	0.74	0.74	89.29	86.90	0.009	0.71	0.98
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00

17:45 - 18:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Average throughp (PCU/TS)
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	3.30	3.30	-	-	-	3.30	3.36
					C	14.76	14.76	-	-	-	14.76	15.53
	B - Drovers Way (N)	Entry	1	1	A	0.80	0.80	75.06	72.25	0.011	0.80	0.83
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
	C - Holwell Road (W)	Entry	1	1	A	8.47	8.47	-	-	-	8.47	7.57
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
2 - Drovers Way (S)	A - Drovers Way (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	2.44	2.44	-	-	-	2.44	2.61
					C	0.80	0.80	-	-	-	0.80	0.83
	B - Drovers Way (S)	Entry	1	1	A	6.12	6.12	134.78	133.81	0.046	6.00	4.95
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
	C - Drovers Way (N)	Entry	1	1	A	3.30	3.30	-	-	-	3.30	3.36
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	14.76	14.76	-	-	-	14.76	15.45
	B - Drovers Way (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	2.44	2.44	180.13	175.77	0.014	2.44	2.63
	C - Holwell Road (W)	Entry	1	1	A	8.47	8.47	-	-	-	8.47	7.57
					B	6.12	6.12	144.91	141.56	0.043	6.12	5.01
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00

Existing Layout - 2030 Development Case, AM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - Existing Layout [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Howell Rd / Drovers Way (NE)	T-Junction	Two-way	Two-way	Two-way		0.74	A
2	Drovers Way (S)	T-Junction	Two-way	Two-way	Two-way		1.66	A
3	Holwell Road / Drovers Way (NW)	T-Junction	Two-way	Two-way	Two-way		2.74	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.84	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2030 Development Case	AM	DIRECT	08:00	09:00	60	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/TS)	Flow multiplier (%)	Internal storage space (PCU)
1 - Howell Rd / Drovers Way (NE)	B - Drovers Way (N)	2	C	Simple (vertical queueing)	Normal	0.00	100.00	
	C - Holwell Road (W)	3	A	Simple (vertical queueing)	Normal	0.00	100.00	
2 - Drovers Way (S)	B - Drovers Way (S)	3	B	Simple (vertical queueing)	Normal	0.00	100.00	
	C - Drovers Way (N)	1	B	Simple (vertical queueing)	Normal	0.00	100.00	
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	1	C	Simple (vertical queueing)	Normal	0.00	100.00	
	B - Drovers Way (S)	2	B	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)		DIRECT	✓	100.000
	B - Drovers Way (N)	✓			
	C - Holwell Road (W)	✓			
2 - Drovers Way (S)	A - Drovers Way (S)		DIRECT	✓	100.000
	B - Drovers Way (S)	✓			
	C - Drovers Way (N)	✓			
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	✓			
	B - Drovers Way (S)	✓			
	C - Holwell Road (W)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

1 - Howell Rd / Drovers Way (NE) 08:00
- 08:15

	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
From	A - Holwell Road (N)	0.00	2.00	8.00
	B - Drovers Way (N)	8.00	0.00	0.00
	C - Holwell Road (W)	22.00	0.00	0.00

Demand (Veh/TS)

1 - Howell Rd / Drovers Way (NE) 08:15
- 08:30

	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
From	A - Holwell Road (N)	0.00	3.00	20.00
	B - Drovers Way (N)	6.00	0.00	0.00
	C - Holwell Road (W)	25.00	0.00	0.00

Demand (Veh/TS)

1 - Howell Rd / Drovers Way (NE) 08:30
- 08:45

	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
From	A - Holwell Road (N)	0.00	3.00	15.00
	B - Drovers Way (N)	4.00	0.00	0.00
	C - Holwell Road (W)	22.00	0.00	0.00

Demand (Veh/TS)

1 - Howell Rd / Drovers Way (NE) 08:45
- 09:00

	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
From	A - Holwell Road (N)	0.00	1.00	13.00
	B - Drovers Way (N)	2.00	0.00	0.00
	C - Holwell Road (W)	23.00	0.00	0.00

Demand (Veh/TS)

2 - Drovers Way (S) 08:00 - 08:15

	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
From	A - Drovers Way (S)	0.00	14.00	8.00
	B - Drovers Way (S)	6.00	0.00	0.00
	C - Drovers Way (N)	2.00	0.00	0.00

Demand (Veh/TS)

2 - Drovers Way (S) 08:15 - 08:30

	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
From	A - Drovers Way (S)	0.00	16.00	6.00
	B - Drovers Way (S)	6.00	0.00	0.00
	C - Drovers Way (N)	3.00	0.00	0.00

Demand (Veh/TS)

2 - Drovers Way (S) 08:30 - 08:45

	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
From	A - Drovers Way (S)	0.00	18.00	4.00
	B - Drovers Way (S)	6.00	0.00	0.00
	C - Drovers Way (N)	3.00	0.00	0.00

Demand (Veh/TS)

2 - Drovers Way (S) 08:45 - 09:00

	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
From	A - Drovers Way (S)	0.00	15.00	2.00
	B - Drovers Way (S)	12.00	0.00	0.00
	C - Drovers Way (N)	1.00	0.00	0.00

Demand (Veh/TS)

3 - Holwell Road / Drovers Way (NW)
08:00 - 08:15

	To			
		A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
From	A - Holwell Road (W)	0.00	0.00	8.00
	B - Drovers Way (S)	0.00	0.00	14.00
	C - Holwell Road (W)	22.00	6.00	0.00

Demand (Veh/TS)

3 - Holwell Road / Drovers Way (NW)
08:15 - 08:30

	To			
		A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
From	A - Holwell Road (W)	0.00	0.00	20.00
	B - Drovers Way (S)	0.00	0.00	16.00
	C - Holwell Road (W)	25.00	6.00	0.00

Demand (Veh/TS)

3 - Holwell Road / Drovers Way (NW)
08:30 - 08:45

	To			
		A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
From	A - Holwell Road (W)	0.00	0.00	15.00
	B - Drovers Way (S)	0.00	0.00	18.00
	C - Holwell Road (W)	22.00	6.00	0.00

Demand (Veh/TS)

3 - Holwell Road / Drovers Way (NW)
08:45 - 09:00

	To			
		A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
From	A - Holwell Road (W)	0.00	0.00	13.00
	B - Drovers Way (S)	0.00	0.00	15.00
	C - Holwell Road (W)	23.00	12.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80
2	0.20	0.80
3	0.20	0.80

1 -
Howell
Rd /
Drovers
Way
(NE)
08:00 -
08:15

Heavy Vehicle %

From	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
	A - Holwell Road (N)	0	56	13
	B - Drovers Way (N)	0	0	0
	C - Holwell Road (W)	5	0	0

Cyclist %

From	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
	A - Holwell Road (N)	0	0	0
	B - Drovers Way (N)	0	0	0
	C - Holwell Road (W)	0	0	0

1 -
Howell
Rd /
Drovers
Way
(NE)
08:15 -
08:30

Heavy Vehicle %

From	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
	A - Holwell Road (N)	0	0	5
	B - Drovers Way (N)	0	0	0
	C - Holwell Road (W)	0	0	0

Cyclist %

From	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
	A - Holwell Road (N)	0	0	0
	B - Drovers Way (N)	0	0	0
	C - Holwell Road (W)	0	0	0

1 -
Howell
Rd /
Drovers
Way
(NE)
08:30 -
08:45

Heavy Vehicle %

From	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
	A - Holwell Road (N)	0	0	7
	B - Drovers Way (N)	0	0	0
	C - Holwell Road (W)	5	0	0

Cyclist %

From	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
	A - Holwell Road (N)	0	0	0
	B - Drovers Way (N)	0	0	0
	C - Holwell Road (W)	0	0	0

1 -
Howell
Rd /
Drovers
Way
(NE)
08:45 -
09:00

Heavy Vehicle %

From	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
	A - Holwell Road (N)	0	0	0
	B - Drovers Way (N)	0	0	0
	C - Holwell Road (W)	5	0	0

Cyclist %

From	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
	A - Holwell Road (N)	0	0	0
	B - Drovers Way (N)	0	0	0
	C - Holwell Road (W)	0	0	0

2 -
Drovers
Way (S)
08:00 -
08:15

Heavy Vehicle %

From	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
	A - Drovers Way (S)	0	0	0
	B - Drovers Way (S)	0	0	0
	C - Drovers Way (N)	56	0	0

Cyclist %

From	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
	A - Drovers Way (S)	0	0	0
	B - Drovers Way (S)	0	0	0
	C - Drovers Way (N)	0	0	0

Heavy Vehicle %

2 -
Drovers
Way (S)
08:15 -
08:30

From	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
	A - Drovers Way (S)	0	61	0
	B - Drovers Way (S)	0	0	0
	C - Drovers Way (N)	0	0	0

Cyclist %

From	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
	A - Drovers Way (S)	0	0	0
	B - Drovers Way (S)	0	0	0
	C - Drovers Way (N)	0	0	0

Heavy Vehicle %

2 -
Drovers
Way (S)
08:30 -
08:45

From	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
	A - Drovers Way (S)	0	0	0
	B - Drovers Way (S)	0	0	0
	C - Drovers Way (N)	0	0	0

Cyclist %

From	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
	A - Drovers Way (S)	0	0	0
	B - Drovers Way (S)	0	0	0
	C - Drovers Way (N)	0	0	0

Heavy Vehicle %

2 -
Drovers
Way (S)
08:45 -
09:00

From	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
	A - Drovers Way (S)	0	0	0
	B - Drovers Way (S)	0	0	0
	C - Drovers Way (N)	0	0	0

Cyclist %

From	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
	A - Drovers Way (S)	0	0	0
	B - Drovers Way (S)	0	0	0
	C - Drovers Way (N)	0	0	0

Heavy Vehicle %

3 -
Holwell
Road /
Drovers
Way
(NW)
08:00 -
08:15

From	To			
		A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
	A - Holwell Road (W)	0	0	13
	B - Drovers Way (S)	0	0	0
	C - Holwell Road (W)	5	0	0

Cyclist %

From	To			
		A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
	A - Holwell Road (W)	0	0	0
	B - Drovers Way (S)	0	0	0
	C - Holwell Road (W)	0	0	0

Heavy Vehicle %

3 -
Holwell
Road /
Drovers
Way
(NW)
08:15 -
08:30

From	To			
		A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
	A - Holwell Road (W)	0	0	5
	B - Drovers Way (S)	0	0	6
	C - Holwell Road (W)	0	0	0

Cyclist %

From	To			
		A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
	A - Holwell Road (W)	0	0	0
	B - Drovers Way (S)	0	0	0
	C - Holwell Road (W)	0	0	0

Heavy Vehicle %

3 -
Holwell
Road /
Drovers
Way
(NW)
08:30 -
08:45

From	To			
		A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
	A - Holwell Road (W)	0	0	7
	B - Drovers Way (S)	0	0	0
	C - Holwell Road (W)	5	0	0

Cyclist %

From	To			
		A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
	A - Holwell Road (W)	0	0	0
	B - Drovers Way (S)	0	0	0
	C - Holwell Road (W)	0	0	0

3 -
Holwell
Road /
Drovers
Way
(NW)
08:45 -
09:00

Heavy Vehicle %

From	To			
		A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
	A - Holwell Road (W)	0	0	0
	B - Drovers Way (S)	0	0	0
	C - Holwell Road (W)	5	0	0

Cyclist %

From	To			
		A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
	A - Holwell Road (W)	0	0	0
	B - Drovers Way (S)	0	0	0
	C - Holwell Road (W)	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	0.00	0.0	A	13.34	53.38
	B - Drovers Way (N)	7.25	0.0	A	3.75	15.00
	C - Holwell Road (W)	0.00	0.0	A	18.47	73.89
2 - Drovers Way (S)	A - Drovers Way (S)	0.00	0.0	A	16.37	65.47
	B - Drovers Way (S)	7.24	0.1	A	6.08	24.33
	C - Drovers Way (N)	0.00	0.0	A	1.82	7.30
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	0.00	0.0	A	11.52	46.07
	B - Drovers Way (S)	5.37	0.1	A	12.62	50.46
	C - Holwell Road (W)	2.72	0.1	A	24.60	98.39

Main Results for each time segment

08:00 - 08:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	8.76	8.76	8.76	10.35	23.61	0.0	0.0	0.000	A
	B - Drovers Way (N)	5.70	5.70	5.67	5.88	1.48	0.0	0.0	7.254	A
	C - Holwell Road (W)	17.94	17.94	17.94	19.16	7.25	0.0	0.0	0.000	A
2 - Drovers Way (S)	A - Drovers Way (S)	16.63	16.63	16.63	17.24	6.92	0.0	0.0	0.000	A
	B - Drovers Way (S)	5.26	5.26	5.41	4.72	10.93	0.0	0.0	7.110	A
	C - Drovers Way (N)	1.50	1.50	1.50	2.51	5.70	0.0	0.0	0.000	A
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	7.25	7.25	7.25	7.83	17.94	0.0	0.0	0.000	A
	B - Drovers Way (S)	10.93	10.93	10.90	11.23	5.26	0.0	0.1	5.375	A
	C - Holwell Road (W)	23.23	23.23	23.20	23.88	18.18	0.0	0.0	1.584	A

08:15 - 08:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	18.77	18.77	18.77	18.12	25.04	0.0	0.0	0.000	A
	B - Drovers Way (N)	4.57	4.57	4.51	5.18	2.70	0.0	0.0	7.118	A
	C - Holwell Road (W)	20.52	20.52	20.52	20.09	16.07	0.0	0.0	0.000	A
2 - Drovers Way (S)	A - Drovers Way (S)	17.85	17.85	17.85	25.86	7.46	0.0	0.0	0.000	A
	B - Drovers Way (S)	4.63	4.63	4.75	4.83	13.26	0.0	0.0	7.241	A
	C - Drovers Way (N)	2.70	2.70	2.70	2.50	4.57	0.0	0.0	0.000	A
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	16.07	16.07	16.07	15.63	20.52	0.0	0.0	0.000	A
	B - Drovers Way (S)	13.28	13.28	13.28	13.62	4.63	0.1	0.1	5.327	A
	C - Holwell Road (W)	25.28	25.28	25.16	24.91	29.35	0.0	0.0	1.568	A

08:30 - 08:45

Junction	Am	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	14.26	14.26	14.26	15.45	20.02	0.0	0.0	0.000	A
	B - Drovers Way (N)	3.24	3.24	3.21	3.17	2.29	0.0	0.0	6.610	A
	C - Holwell Road (W)	16.81	16.81	16.81	18.38	11.99	0.0	0.0	0.000	A
2 - Drovers Way (S)	A - Drovers Way (S)	18.24	18.24	18.24	17.78	6.89	0.0	0.0	0.000	A
	B - Drovers Way (S)	4.81	4.81	4.60	4.92	15.00	0.0	0.1	6.359	A
	C - Drovers Way (N)	2.29	2.29	2.29	2.30	3.24	0.0	0.0	0.000	A
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	11.97	11.97	11.97	13.16	16.81	0.0	0.0	0.000	A
	B - Drovers Way (S)	15.00	15.00	14.97	14.57	4.81	0.1	0.1	5.131	A
	C - Holwell Road (W)	21.65	21.65	21.62	23.25	26.94	0.0	0.0	1.720	A

08:45 - 09:00

Junction	Am	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	11.58	11.58	11.58	11.37	20.02	0.0	0.0	0.000	A
	B - Drovers Way (N)	1.49	1.49	1.43	1.62	0.80	0.0	0.0	6.792	A
	C - Holwell Road (W)	18.61	18.61	18.61	19.17	10.78	0.0	0.0	0.000	A
2 - Drovers Way (S)	A - Drovers Way (S)	12.74	12.74	12.74	13.58	10.60	0.0	0.0	0.000	A
	B - Drovers Way (S)	9.62	9.62	9.80	9.38	11.26	0.1	0.0	6.923	A
	C - Drovers Way (N)	0.80	0.80	0.80	0.78	1.49	0.0	0.0	0.000	A
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	10.78	10.78	10.78	10.58	18.64	0.0	0.0	0.000	A
	B - Drovers Way (S)	11.26	11.26	10.96	11.95	9.62	0.1	0.1	5.103	A
	C - Holwell Road (W)	28.25	28.25	28.25	28.85	21.74	0.0	0.1	2.725	A

Lane Results

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

Lanes: Main Results for each time segment

08:00 - 08:15

Junction	Am	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsig lev se
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	Entry	1	1	B, C	8.76	8.76	10.35	0.0	0.0	0.000	
		Exit	1	1		23.61	23.61	25.04	0.0	0.0	0.000	
	B - Drovers Way (N)	Entry	1	1	A, C	5.70	5.67	5.88	0.0	0.0	7.254	
		Exit	1	1		1.48	1.48	2.48	0.0	0.0	0.000	
	C - Holwell Road (W)	Entry	1	1	A, B	17.94	17.94	19.16	0.0	0.0	0.000	
		Exit	1	1		7.25	7.25	7.87	0.0	0.0	0.000	
2 - Drovers Way (S)	A - Drovers Way (S)	Entry	1	1	B, C	16.63	16.63	17.24	0.0	0.0	0.000	
		Exit	1	1		6.92	6.92	7.24	0.0	0.0	0.000	
	B - Drovers Way (S)	Entry	1	1	A, C	5.26	5.41	4.72	0.0	0.0	7.110	
		Exit	1	1		10.93	10.93	11.31	0.0	0.0	0.018	
	C - Drovers Way (N)	Entry	1	1	A, B	1.50	1.50	2.51	0.0	0.0	0.000	
		Exit	1	1		5.70	5.70	5.93	0.0	0.0	0.000	
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	Entry	1	1	B, C	7.25	7.25	7.83	0.0	0.0	0.000	
		Exit	1	1		17.94	17.94	19.11	0.0	0.0	0.000	
	B - Drovers Way (S)	Entry	1	1	A, C	10.93	10.90	11.23	0.0	0.1	5.375	
		Exit	1	1		5.26	5.26	4.77	0.0	0.0	0.000	
	C - Holwell Road (W)	Entry	1	1	A, B	23.23	23.20	23.88	0.0	0.0	1.584	
		Exit	1	1		18.18	18.18	19.06	0.0	0.0	0.000	

08:15 - 08:30

Junction	Am	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsig lev se
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	Entry	1	1	B, C	18.77	18.77	18.12	0.0	0.0	0.000	
		Exit	1	1		25.04	25.04	25.27	0.0	0.0	0.000	
	B - Drovers Way (N)	Entry	1	1	A, C	4.57	4.51	5.18	0.0	0.0	7.118	
		Exit	1	1		2.70	2.70	2.50	0.0	0.0	0.000	
	C - Holwell Road (W)	Entry	1	1	A, B	20.52	20.52	20.09	0.0	0.0	0.000	
		Exit	1	1		16.07	16.07	15.61	0.0	0.0	0.000	
2 - Drovers Way (S)	A - Drovers Way (S)	Entry	1	1	B, C	17.85	17.85	25.86	0.0	0.0	0.000	
		Exit	1	1		7.46	7.46	7.34	0.0	0.0	0.000	
	B - Drovers Way (S)	Entry	1	1	A, C	4.63	4.75	4.83	0.0	0.0	7.241	
		Exit	1	1		13.26	13.26	20.69	0.0	0.0	0.051	
	C - Drovers Way (N)	Entry	1	1	A, B	2.70	2.70	2.50	0.0	0.0	0.000	
		Exit	1	1		4.57	4.57	5.17	0.0	0.0	0.000	
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	Entry	1	1	B, C	16.07	16.07	15.63	0.0	0.0	0.000	
		Exit	1	1		20.52	20.52	20.09	0.0	0.0	0.000	
	B - Drovers Way (S)	Entry	1	1	A, C	13.28	13.28	13.62	0.1	0.1	5.327	
		Exit	1	1		4.63	4.63	4.82	0.0	0.0	0.000	
	C - Holwell Road (W)	Entry	1	1	A, B	25.28	25.16	24.91	0.0	0.0	1.568	
		Exit	1	1		29.35	29.35	29.26	0.0	0.0	0.000	

08:30 - 08:45

Junction	Am	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsig lev se
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	Entry	1	1	B, C	14.26	14.26	15.45	0.0	0.0	0.000	
		Exit	1	1		20.02	20.02	21.54	0.0	0.0	0.000	
	B - Drovers Way (N)	Entry	1	1	A, C	3.24	3.21	3.17	0.0	0.0	6.610	
		Exit	1	1		2.29	2.29	2.30	0.0	0.0	0.000	
	C - Holwell Road (W)	Entry	1	1	A, B	16.81	16.81	18.38	0.0	0.0	0.000	
		Exit	1	1		11.99	11.99	13.15	0.0	0.0	0.000	
2 - Drovers Way (S)	A - Drovers Way (S)	Entry	1	1	B, C	18.24	18.24	17.78	0.0	0.0	0.000	
		Exit	1	1		6.89	6.89	7.22	0.0	0.0	0.000	
	B - Drovers Way (S)	Entry	1	1	A, C	4.81	4.60	4.92	0.0	0.1	6.359	
		Exit	1	1		15.00	15.00	14.60	0.0	0.0	0.026	
	C - Drovers Way (N)	Entry	1	1	A, B	2.29	2.29	2.30	0.0	0.0	0.000	
		Exit	1	1		3.24	3.24	3.18	0.0	0.0	0.000	
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	Entry	1	1	B, C	11.97	11.97	13.16	0.0	0.0	0.000	
		Exit	1	1		16.81	16.81	18.29	0.0	0.0	0.000	
	B - Drovers Way (S)	Entry	1	1	A, C	15.00	14.97	14.57	0.1	0.1	5.131	
		Exit	1	1		4.81	4.81	4.96	0.0	0.0	0.000	
	C - Holwell Road (W)	Entry	1	1	A, B	21.65	21.62	23.25	0.0	0.0	1.720	
		Exit	1	1		26.94	26.94	27.73	0.0	0.0	0.000	

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsig lev se
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	Entry	1	1	B, C	11.58	11.58	11.37	0.0	0.0	0.000	
		Exit	1	1		20.02	20.02	20.79	0.0	0.0	0.000	
	B - Drovers Way (N)	Entry	1	1	A, C	1.49	1.43	1.62	0.0	0.0	6.792	
		Exit	1	1		0.80	0.80	0.78	0.0	0.0	0.000	
	C - Holwell Road (W)	Entry	1	1	A, B	18.61	18.61	19.17	0.0	0.0	0.000	
		Exit	1	1		10.78	10.78	10.58	0.0	0.0	0.000	
2 - Drovers Way (S)	A - Drovers Way (S)	Entry	1	1	B, C	12.74	12.74	13.58	0.0	0.0	0.000	
		Exit	1	1		10.60	10.60	10.16	0.0	0.0	0.000	
	B - Drovers Way (S)	Entry	1	1	A, C	9.62	9.80	9.38	0.1	0.0	6.923	
		Exit	1	1		11.26	11.26	11.98	0.0	0.0	0.030	
	C - Drovers Way (N)	Entry	1	1	A, B	0.80	0.80	0.78	0.0	0.0	0.000	
		Exit	1	1		1.49	1.49	1.60	0.0	0.0	0.000	
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	Entry	1	1	B, C	10.78	10.78	10.58	0.0	0.0	0.000	
		Exit	1	1		18.64	18.64	19.51	0.0	0.0	0.000	
	B - Drovers Way (S)	Entry	1	1	A, C	11.26	10.96	11.95	0.1	0.1	5.103	
		Exit	1	1		9.62	9.62	9.34	0.0	0.0	0.005	
	C - Holwell Road (W)	Entry	1	1	A, B	28.25	28.25	28.85	0.0	0.1	2.725	
		Exit	1	1		21.74	21.74	22.53	0.0	0.0	0.000	

Lane movements: Main Results for each time segment

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Average throughput (PCU/TS)
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	1.48	1.48	-	-	-	1.48	2.48
					C	7.25	7.25	-	-	-	7.25	7.87
	B - Drovers Way (N)	Entry	1	1	A	5.70	5.70	143.03	137.62	0.041	5.67	5.88
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
	C - Holwell Road (W)	Entry	1	1	A	17.94	17.94	-	-	-	17.94	19.16
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
2 - Drovers Way (S)	A - Drovers Way (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	10.93	10.93	-	-	-	10.93	11.31
					C	5.70	5.70	-	-	-	5.70	5.93
	B - Drovers Way (S)	Entry	1	1	A	5.26	5.26	134.78	131.98	0.040	5.41	4.72
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
	C - Drovers Way (N)	Entry	1	1	A	1.50	1.50	-	-	-	1.50	2.51
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	7.25	7.25	-	-	-	7.25	7.83
	B - Drovers Way (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	10.93	10.93	189.51	187.27	0.058	10.90	11.23
	C - Holwell Road (W)	Entry	1	1	A	17.94	17.94	-	-	-	17.94	19.11
					B	5.29	5.29	144.91	143.21	0.037	5.26	4.77
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Average throughp (PCU/TS)
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	2.70	2.70	-	-	-	2.70	2.50
					C	16.07	16.07	-	-	-	16.07	15.61
	B - Drovers Way (N)	Entry	1	1	A	4.57	4.57	143.03	135.30	0.034	4.51	5.18
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
	C - Holwell Road (W)	Entry	1	1	A	20.52	20.52	-	-	-	20.52	20.09
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
2 - Drovers Way (S)	A - Drovers Way (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	13.26	13.26	-	-	-	13.26	20.69
					C	4.57	4.57	-	-	-	4.57	5.17
	B - Drovers Way (S)	Entry	1	1	A	4.63	4.63	137.51	133.80	0.035	4.75	4.83
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
	C - Drovers Way (N)	Entry	1	1	A	2.70	2.70	-	-	-	2.70	2.50
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	16.07	16.07	-	-	-	16.07	15.63
	B - Drovers Way (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	13.28	13.28	189.51	177.84	0.075	13.28	13.62
	C - Holwell Road (W)	Entry	1	1	A	20.52	20.52	-	-	-	20.52	20.09
					B	4.75	4.75	147.83	143.99	0.033	4.63	4.82
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Average throughp (PCU/TS)
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	2.29	2.29	-	-	-	2.29	2.30
					C	11.99	11.99	-	-	-	11.99	13.15
	B - Drovers Way (N)	Entry	1	1	A	3.24	3.24	135.95	129.96	0.025	3.21	3.17
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
	C - Holwell Road (W)	Entry	1	1	A	16.81	16.81	-	-	-	16.81	18.38
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
2 - Drovers Way (S)	A - Drovers Way (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	15.00	15.00	-	-	-	15.00	14.60
					C	3.24	3.24	-	-	-	3.24	3.18
	B - Drovers Way (S)	Entry	1	1	A	4.81	4.81	137.51	134.79	0.036	4.60	4.92
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
	C - Drovers Way (N)	Entry	1	1	A	2.29	2.29	-	-	-	2.29	2.30
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	11.97	11.97	-	-	-	11.97	13.16
	B - Drovers Way (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	15.00	15.00	189.51	185.69	0.081	14.97	14.57
	C - Holwell Road (W)	Entry	1	1	A	16.84	16.84	-	-	-	16.81	18.29
					B	4.81	4.81	147.83	145.09	0.033	4.81	4.96
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Average throughhp (PCU/TS)
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.80	0.80	-	-	-	0.80	0.78
					C	10.78	10.78	-	-	-	10.78	10.58
	B - Drovers Way (N)	Entry	1	1	A	1.49	1.49	114.71	109.90	0.014	1.43	1.62
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
	C - Holwell Road (W)	Entry	1	1	A	18.61	18.61	-	-	-	18.61	19.17
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
2 - Drovers Way (S)	A - Drovers Way (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	11.26	11.26	-	-	-	11.26	11.98
					C	1.49	1.49	-	-	-	1.49	1.60
	B - Drovers Way (S)	Entry	1	1	A	9.62	9.62	137.51	135.92	0.071	9.80	9.38
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
	C - Drovers Way (N)	Entry	1	1	A	0.80	0.80	-	-	-	0.80	0.78
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	10.78	10.78	-	-	-	10.78	10.58
	B - Drovers Way (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	11.26	11.26	189.51	186.42	0.060	10.96	11.95
	C - Holwell Road (W)	Entry	1	1	A	18.64	18.64	-	-	-	18.64	19.51
					B	9.62	9.62	147.83	145.46	0.066	9.62	9.34
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00

Existing Layout - 2030 Development Case, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix	2 - Drovers Way (S)	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Info	Simulation	A1 - Existing Layout [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Howell Rd / Drovers Way (NE)	T-Junction	Two-way	Two-way	Two-way		0.47	A
2	Drovers Way (S)	T-Junction	Two-way	Two-way	Two-way		3.68	A
3	Holwell Road / Drovers Way (NW)	T-Junction	Two-way	Two-way	Two-way		3.05	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.37	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2030 Development Case	PM	DIRECT	17:00	18:00	60	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/TS)	Flow multiplier (%)	Internal storage space (PCU)
1 - Howell Rd / Drovers Way (NE)	B - Drovers Way (N)	2	C	Simple (vertical queueing)	Normal	0.00	100.00	
	C - Holwell Road (W)	3	A	Simple (vertical queueing)	Normal	0.00	100.00	
2 - Drovers Way (S)	B - Drovers Way (S)	3	B	Simple (vertical queueing)	Normal	0.00	100.00	
	C - Drovers Way (N)	1	B	Simple (vertical queueing)	Normal	0.00	100.00	
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	1	C	Simple (vertical queueing)	Normal	0.00	100.00	
	B - Drovers Way (S)	2	B	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)		DIRECT	✓	100.000
	B - Drovers Way (N)	✓			
	C - Holwell Road (W)	✓			
2 - Drovers Way (S)	A - Drovers Way (S)		DIRECT	✓	100.000
	B - Drovers Way (S)	✓			
	C - Drovers Way (N)	✓			
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	✓			
	B - Drovers Way (S)	✓			
	C - Holwell Road (W)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

1 - Howell Rd / Drovers Way (NE) 17:00
- 17:15

	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
From	A - Holwell Road (N)	0.00	5.00	21.00
	B - Drovers Way (N)	4.00	0.00	0.00
	C - Holwell Road (W)	16.00	0.00	0.00

Demand (Veh/TS)

1 - Howell Rd / Drovers Way (NE) 17:15
- 17:30

	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
From	A - Holwell Road (N)	0.00	6.00	13.00
	B - Drovers Way (N)	2.00	0.00	0.00
	C - Holwell Road (W)	15.00	0.00	0.00

Demand (Veh/TS)

1 - Howell Rd / Drovers Way (NE) 17:30
- 17:45

	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
From	A - Holwell Road (N)	0.00	4.00	24.00
	B - Drovers Way (N)	2.00	0.00	0.00
	C - Holwell Road (W)	6.00	0.00	0.00

Demand (Veh/TS)

1 - Howell Rd / Drovers Way (NE) 17:45
- 18:00

	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
From	A - Holwell Road (N)	0.00	6.00	18.00
	B - Drovers Way (N)	2.00	0.00	0.00
	C - Holwell Road (W)	11.00	0.00	0.00

Demand (Veh/TS)

2 - Drovers Way (S) 17:00 - 17:15

	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
From	A - Drovers Way (S)	0.00	8.00	4.00
	B - Drovers Way (S)	14.00	0.00	0.00
	C - Drovers Way (N)	5.00	0.00	0.00

Demand (Veh/TS)

2 - Drovers Way (S) 17:15 - 17:30

	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
From	A - Drovers Way (S)	0.00	6.00	2.00
	B - Drovers Way (S)	16.00	0.00	0.00
	C - Drovers Way (N)	6.00	0.00	0.00

Demand (Veh/TS)

2 - Drovers Way (S) 17:30 - 17:45

	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
From	A - Drovers Way (S)	0.00	8.00	2.00
	B - Drovers Way (S)	11.00	0.00	0.00
	C - Drovers Way (N)	4.00	0.00	0.00

Demand (Veh/TS)

2 - Drovers Way (S) 17:45 - 18:00

	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
From	A - Drovers Way (S)	0.00	8.00	2.00
	B - Drovers Way (S)	17.00	0.00	0.00
	C - Drovers Way (N)	6.00	0.00	0.00

Demand (Veh/TS)

3 - Holwell Road / Drovers Way (NW)
17:00 - 17:15

	To			
		A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
From	A - Holwell Road (W)	0.00	0.00	21.00
	B - Drovers Way (S)	0.00	0.00	8.00
	C - Holwell Road (W)	16.00	14.00	0.00

Demand (Veh/TS)

3 - Holwell Road / Drovers Way (NW)
17:15 - 17:30

	To			
		A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
From	A - Holwell Road (W)	0.00	0.00	13.00
	B - Drovers Way (S)	0.00	0.00	6.00
	C - Holwell Road (W)	15.00	16.00	0.00

Demand (Veh/TS)

3 - Holwell Road / Drovers Way (NW)
17:30 - 17:45

	To			
		A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
From	A - Holwell Road (W)	0.00	0.00	24.00
	B - Drovers Way (S)	0.00	0.00	8.00
	C - Holwell Road (W)	6.00	11.00	0.00

Demand (Veh/TS)

3 - Holwell Road / Drovers Way (NW)
17:45 - 18:00

	To			
		A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
From	A - Holwell Road (W)	0.00	0.00	18.00
	B - Drovers Way (S)	0.00	0.00	8.00
	C - Holwell Road (W)	11.00	17.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80
2	0.20	0.80
3	0.20	0.80

1 -
Howell
Rd /
Drovers
Way
(NE)
17:00 -
17:15

Heavy Vehicle %

From	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
	A - Holwell Road (N)	0	0	0
	B - Drovers Way (N)	0	0	0
	C - Holwell Road (W)	0	0	0

Cyclist %

From	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
	A - Holwell Road (N)	0	0	0
	B - Drovers Way (N)	0	0	0
	C - Holwell Road (W)	0	0	0

1 -
Howell
Rd /
Drovers
Way
(NE)
17:15 -
17:30

Heavy Vehicle %

From	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
	A - Holwell Road (N)	0	0	8
	B - Drovers Way (N)	0	0	0
	C - Holwell Road (W)	0	0	0

Cyclist %

From	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
	A - Holwell Road (N)	0	0	0
	B - Drovers Way (N)	0	0	0
	C - Holwell Road (W)	0	0	0

1 -
Howell
Rd /
Drovers
Way
(NE)
17:30 -
17:45

Heavy Vehicle %

From	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
	A - Holwell Road (N)	0	0	0
	B - Drovers Way (N)	0	0	0
	C - Holwell Road (W)	0	0	0

Cyclist %

From	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
	A - Holwell Road (N)	0	0	0
	B - Drovers Way (N)	0	0	0
	C - Holwell Road (W)	0	0	0

1 -
Howell
Rd /
Drovers
Way
(NE)
17:45 -
18:00

Heavy Vehicle %

From	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
	A - Holwell Road (N)	0	0	6
	B - Drovers Way (N)	0	0	0
	C - Holwell Road (W)	0	0	0

Cyclist %

From	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
	A - Holwell Road (N)	0	0	0
	B - Drovers Way (N)	0	0	0
	C - Holwell Road (W)	0	0	0

2 -
Drovers
Way (S)
17:00 -
17:15

Heavy Vehicle %

From	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
	A - Drovers Way (S)	0	0	0
	B - Drovers Way (S)	0	0	0
	C - Drovers Way (N)	0	0	0

Cyclist %

From	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
	A - Drovers Way (S)	0	0	0
	B - Drovers Way (S)	0	0	0
	C - Drovers Way (N)	0	0	0

Heavy Vehicle %

2 -
Drovers
Way (S)
17:15 -
17:30

From	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
	A - Drovers Way (S)	0	0	0
	B - Drovers Way (S)	0	0	0
	C - Drovers Way (N)	0	0	0

Cyclist %

From	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
	A - Drovers Way (S)	0	0	0
	B - Drovers Way (S)	0	0	0
	C - Drovers Way (N)	0	0	0

Heavy Vehicle %

2 -
Drovers
Way (S)
17:30 -
17:45

From	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
	A - Drovers Way (S)	0	0	0
	B - Drovers Way (S)	0	0	0
	C - Drovers Way (N)	0	0	0

Cyclist %

From	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
	A - Drovers Way (S)	0	0	0
	B - Drovers Way (S)	0	0	0
	C - Drovers Way (N)	0	0	0

Heavy Vehicle %

2 -
Drovers
Way (S)
17:45 -
18:00

From	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
	A - Drovers Way (S)	0	0	0
	B - Drovers Way (S)	0	0	0
	C - Drovers Way (N)	0	0	0

Cyclist %

From	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
	A - Drovers Way (S)	0	0	0
	B - Drovers Way (S)	0	0	0
	C - Drovers Way (N)	0	0	0

Heavy Vehicle %

3 -
Holwell
Road /
Drovers
Way
(NW)
17:00 -
17:15

From	To			
		A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
	A - Holwell Road (W)	0	0	0
	B - Drovers Way (S)	0	0	0
	C - Holwell Road (W)	0	0	0

Cyclist %

From	To			
		A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
	A - Holwell Road (W)	0	0	0
	B - Drovers Way (S)	0	0	0
	C - Holwell Road (W)	0	0	0

Heavy Vehicle %

3 -
Holwell
Road /
Drovers
Way
(NW)
17:15 -
17:30

From	To			
		A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
	A - Holwell Road (W)	0	0	8
	B - Drovers Way (S)	0	0	0
	C - Holwell Road (W)	0	0	0

Cyclist %

From	To			
		A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
	A - Holwell Road (W)	0	0	0
	B - Drovers Way (S)	0	0	0
	C - Holwell Road (W)	0	0	0

Heavy Vehicle %

3 -
Holwell
Road /
Drovers
Way
(NW)
17:30 -
17:45

From	To			
		A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
	A - Holwell Road (W)	0	0	0
	B - Drovers Way (S)	0	0	0
	C - Holwell Road (W)	0	0	0

Cyclist %

From	To			
		A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
	A - Holwell Road (W)	0	0	0
	B - Drovers Way (S)	0	0	0
	C - Holwell Road (W)	0	0	0

3 - Holwell Road / Drovers Way (NW) 17:45 - 18:00

Heavy Vehicle %

From	To			
		A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
	A - Holwell Road (W)	0	0	6
	B - Drovers Way (S)	0	0	0
	C - Holwell Road (W)	0	0	0

Cyclist %

From	To			
		A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
	A - Holwell Road (W)	0	0	0
	B - Drovers Way (S)	0	0	0
	C - Holwell Road (W)	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	0.00	0.0	A	19.65	78.61
	B - Drovers Way (N)	7.18	0.0	A	2.10	8.41
	C - Holwell Road (W)	0.00	0.0	A	9.71	38.85
2 - Drovers Way (S)	A - Drovers Way (S)	0.00	0.0	A	8.18	32.73
	B - Drovers Way (S)	7.64	0.1	A	11.50	46.01
	C - Drovers Way (N)	0.00	0.0	A	4.17	16.66
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	0.00	0.0	A	15.49	61.95
	B - Drovers Way (S)	5.46	0.1	A	6.08	24.33
	C - Holwell Road (W)	4.63	0.1	A	21.24	84.95

Main Results for each time segment

17:00 - 17:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	21.15	21.15	21.15	21.18	17.05	0.0	0.0	0.000	A
	B - Drovers Way (N)	3.92	3.92	3.86	3.28	3.59	0.0	0.0	6.752	A
	C - Holwell Road (W)	13.19	13.19	13.19	12.71	17.55	0.0	0.0	0.000	A
2 - Drovers Way (S)	A - Drovers Way (S)	10.81	10.81	10.81	10.09	14.97	0.0	0.0	0.000	A
	B - Drovers Way (S)	11.50	11.50	11.38	11.89	6.89	0.0	0.1	7.422	A
	C - Drovers Way (N)	3.59	3.59	3.59	3.69	3.92	0.0	0.0	0.000	A
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	17.55	17.55	17.55	17.49	13.19	0.0	0.0	0.000	A
	B - Drovers Way (S)	6.89	6.89	6.74	6.71	11.50	0.0	0.0	5.204	A
	C - Holwell Road (W)	24.62	24.62	24.68	24.71	24.30	0.0	0.1	3.532	A

17:15 - 17:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	16.03	16.03	16.03	16.85	13.66	0.0	0.0	0.000	A
	B - Drovers Way (N)	1.34	1.34	1.31	1.50	5.47	0.0	0.0	6.670	A
	C - Holwell Road (W)	12.36	12.36	12.36	11.81	10.56	0.0	0.0	0.000	A
2 - Drovers Way (S)	A - Drovers Way (S)	6.12	6.12	6.12	6.52	18.18	0.0	0.0	0.000	A
	B - Drovers Way (S)	12.83	12.83	12.71	12.72	4.78	0.1	0.1	7.635	A
	C - Drovers Way (N)	5.47	5.47	5.47	5.01	1.34	0.0	0.0	0.000	A
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	10.57	10.57	10.57	11.79	12.36	0.0	0.0	0.000	A
	B - Drovers Way (S)	4.78	4.78	4.75	5.08	12.83	0.0	0.0	4.780	A
	C - Holwell Road (W)	25.13	25.13	25.19	24.55	15.33	0.1	0.1	4.104	A

17:30 - 17:45

Junction	Am	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	22.72	22.72	22.72	22.31	6.68	0.0	0.0	0.000	A
	B - Drovers Way (N)	1.66	1.66	1.75	1.69	3.00	0.0	0.0	7.177	A
	C - Holwell Road (W)	4.93	4.93	4.93	5.21	19.72	0.0	0.0	0.000	A
2 - Drovers Way (S)	A - Drovers Way (S)	8.20	8.20	8.20	8.14	11.58	0.0	0.0	0.000	A
	B - Drovers Way (S)	8.50	8.50	8.58	9.50	6.53	0.1	0.1	6.908	A
	C - Drovers Way (N)	3.00	3.00	3.00	2.96	1.66	0.0	0.0	0.000	A
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	19.72	19.72	19.72	19.35	4.93	0.0	0.0	0.000	A
	B - Drovers Way (S)	6.53	6.53	6.48	6.42	8.50	0.0	0.1	4.950	A
	C - Holwell Road (W)	13.54	13.54	13.43	14.63	26.20	0.1	0.1	4.628	A

17:45 - 18:00

Junction	Am	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	18.71	18.71	18.71	19.68	9.74	0.0	0.0	0.000	A
	B - Drovers Way (N)	1.49	1.49	1.37	1.55	4.60	0.0	0.0	7.007	A
	C - Holwell Road (W)	8.38	8.38	8.38	8.29	14.11	0.0	0.0	0.000	A
2 - Drovers Way (S)	A - Drovers Way (S)	7.60	7.60	7.60	8.13	17.88	0.0	0.0	0.000	A
	B - Drovers Way (S)	13.19	13.19	13.28	12.96	6.12	0.1	0.1	7.484	A
	C - Drovers Way (N)	4.60	4.60	4.60	4.56	1.49	0.0	0.0	0.000	A
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	14.11	14.11	14.11	14.88	8.38	0.0	0.0	0.000	A
	B - Drovers Way (S)	6.12	6.12	6.00	6.54	13.19	0.1	0.1	5.461	A
	C - Holwell Road (W)	21.65	21.65	21.56	21.28	20.14	0.1	0.1	4.285	A

Lane Results

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

Lanes: Main Results for each time segment

17:00 - 17:15

Junction	Am	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsig lev se
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	Entry	1	1	B, C	21.15	21.15	21.18	0.0	0.0	0.000	
		Exit	1	1		17.05	17.05	15.99	0.0	0.0	0.000	
	B - Drovers Way (N)	Entry	1	1	A, C	3.92	3.86	3.28	0.0	0.0	6.752	
		Exit	1	1		3.59	3.59	3.69	0.0	0.0	0.000	
	C - Holwell Road (W)	Entry	1	1	A, B	13.19	13.19	12.71	0.0	0.0	0.000	
		Exit	1	1		17.55	17.55	17.49	0.0	0.0	0.000	
2 - Drovers Way (S)	A - Drovers Way (S)	Entry	1	1	B, C	10.81	10.81	10.09	0.0	0.0	0.000	
		Exit	1	1		14.97	14.97	15.58	0.0	0.0	0.000	
	B - Drovers Way (S)	Entry	1	1	A, C	11.50	11.38	11.89	0.0	0.1	7.422	
		Exit	1	1		6.89	6.89	6.76	0.0	0.0	0.000	
	C - Drovers Way (N)	Entry	1	1	A, B	3.59	3.59	3.69	0.0	0.0	0.000	
		Exit	1	1		3.92	3.92	3.33	0.0	0.0	0.000	
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	Entry	1	1	B, C	17.55	17.55	17.49	0.0	0.0	0.000	
		Exit	1	1		13.19	13.19	12.71	0.0	0.0	0.000	
	B - Drovers Way (S)	Entry	1	1	A, C	6.89	6.74	6.71	0.0	0.0	5.204	
		Exit	1	1		11.50	11.50	12.00	0.0	0.0	0.006	
	C - Holwell Road (W)	Entry	1	1	A, B	24.62	24.68	24.71	0.0	0.1	3.532	
		Exit	1	1		24.30	24.30	24.20	0.0	0.0	0.000	

17:15 - 17:30

Junction	Am	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsig lev se
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	Entry	1	1	B, C	16.03	16.03	16.85	0.0	0.0	0.000	
		Exit	1	1		13.66	13.66	13.31	0.0	0.0	0.000	
	B - Drovers Way (N)	Entry	1	1	A, C	1.34	1.31	1.50	0.0	0.0	6.670	
		Exit	1	1		5.47	5.47	5.01	0.0	0.0	0.000	
	C - Holwell Road (W)	Entry	1	1	A, B	12.36	12.36	11.81	0.0	0.0	0.000	
		Exit	1	1		10.56	10.56	11.84	0.0	0.0	0.000	
2 - Drovers Way (S)	A - Drovers Way (S)	Entry	1	1	B, C	6.12	6.12	6.52	0.0	0.0	0.000	
		Exit	1	1		18.18	18.18	17.73	0.0	0.0	0.000	
	B - Drovers Way (S)	Entry	1	1	A, C	12.83	12.71	12.72	0.1	0.1	7.635	
		Exit	1	1		4.78	4.78	5.07	0.0	0.0	0.000	
	C - Drovers Way (N)	Entry	1	1	A, B	5.47	5.47	5.01	0.0	0.0	0.000	
		Exit	1	1		1.34	1.34	1.46	0.0	0.0	0.000	
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	Entry	1	1	B, C	10.57	10.57	11.79	0.0	0.0	0.000	
		Exit	1	1		12.36	12.36	11.81	0.0	0.0	0.000	
	B - Drovers Way (S)	Entry	1	1	A, C	4.78	4.75	5.08	0.0	0.0	4.780	
		Exit	1	1		12.83	12.83	12.74	0.0	0.0	0.015	
	C - Holwell Road (W)	Entry	1	1	A, B	25.13	25.19	24.55	0.1	0.1	4.104	
		Exit	1	1		15.33	15.33	16.87	0.0	0.0	0.000	

17:30 - 17:45

Junction	Am	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsig lev se
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	Entry	1	1	B, C	22.72	22.72	22.31	0.0	0.0	0.000	
		Exit	1	1		6.68	6.68	6.90	0.0	0.0	0.000	
	B - Drovers Way (N)	Entry	1	1	A, C	1.66	1.75	1.69	0.0	0.0	7.177	
		Exit	1	1		3.00	3.00	2.96	0.0	0.0	0.000	
	C - Holwell Road (W)	Entry	1	1	A, B	4.93	4.93	5.21	0.0	0.0	0.000	
		Exit	1	1		19.72	19.72	19.35	0.0	0.0	0.000	
2 - Drovers Way (S)	A - Drovers Way (S)	Entry	1	1	B, C	8.20	8.20	8.14	0.0	0.0	0.000	
		Exit	1	1		11.58	11.58	12.46	0.0	0.0	0.000	
	B - Drovers Way (S)	Entry	1	1	A, C	8.50	8.58	9.50	0.1	0.1	6.908	
		Exit	1	1		6.53	6.53	6.44	0.0	0.0	0.000	
	C - Drovers Way (N)	Entry	1	1	A, B	3.00	3.00	2.96	0.0	0.0	0.000	
		Exit	1	1		1.66	1.66	1.70	0.0	0.0	0.000	
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	Entry	1	1	B, C	19.72	19.72	19.35	0.0	0.0	0.000	
		Exit	1	1		4.93	4.93	5.21	0.0	0.0	0.000	
	B - Drovers Way (S)	Entry	1	1	A, C	6.53	6.48	6.42	0.0	0.1	4.950	
		Exit	1	1		8.50	8.50	9.43	0.0	0.0	0.000	
	C - Holwell Road (W)	Entry	1	1	A, B	13.54	13.43	14.63	0.1	0.1	4.628	
		Exit	1	1		26.20	26.20	25.76	0.0	0.0	0.000	

17:45 - 18:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsig lev se
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	Entry	1	1	B, C	18.71	18.71	19.68	0.0	0.0	0.000	
		Exit	1	1		9.74	9.74	9.84	0.0	0.0	0.000	
	B - Drovers Way (N)	Entry	1	1	A, C	1.49	1.37	1.55	0.0	0.0	7.007	
		Exit	1	1		4.60	4.60	4.56	0.0	0.0	0.000	
	C - Holwell Road (W)	Entry	1	1	A, B	8.38	8.38	8.29	0.0	0.0	0.000	
		Exit	1	1		14.11	14.11	15.12	0.0	0.0	0.000	
2 - Drovers Way (S)	A - Drovers Way (S)	Entry	1	1	B, C	7.60	7.60	8.13	0.0	0.0	0.000	
		Exit	1	1		17.88	17.88	17.52	0.0	0.0	0.000	
	B - Drovers Way (S)	Entry	1	1	A, C	13.19	13.28	12.96	0.1	0.1	7.484	
		Exit	1	1		6.12	6.12	6.55	0.0	0.0	0.000	
	C - Drovers Way (N)	Entry	1	1	A, B	4.60	4.60	4.56	0.0	0.0	0.000	
		Exit	1	1		1.49	1.49	1.57	0.0	0.0	0.000	
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	Entry	1	1	B, C	14.11	14.11	14.88	0.0	0.0	0.000	
		Exit	1	1		8.38	8.38	8.29	0.0	0.0	0.000	
	B - Drovers Way (S)	Entry	1	1	A, C	6.12	6.00	6.54	0.1	0.1	5.461	
		Exit	1	1		13.19	13.19	12.99	0.0	0.0	0.013	
	C - Holwell Road (W)	Entry	1	1	A, B	21.65	21.56	21.28	0.1	0.1	4.285	
		Exit	1	1		20.14	20.14	21.43	0.0	0.0	0.000	

Lane movements: Main Results for each time segment

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Average throughp (PCU/TS)
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	3.59	3.59	-	-	-	3.59	3.69
					C	17.55	17.55	-	-	-	17.55	17.49
	B - Drovers Way (N)	Entry	1	1	A	3.92	3.92	138.78	131.83	0.030	3.86	3.28
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
	C - Holwell Road (W)	Entry	1	1	A	13.19	13.19	-	-	-	13.19	12.71
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
2 - Drovers Way (S)	A - Drovers Way (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	6.89	6.89	-	-	-	6.89	6.76
					C	3.92	3.92	-	-	-	3.92	3.33
	B - Drovers Way (S)	Entry	1	1	A	11.50	11.50	137.51	135.34	0.085	11.38	11.89
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
	C - Drovers Way (N)	Entry	1	1	A	3.59	3.59	-	-	-	3.59	3.69
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	17.55	17.55	-	-	-	17.55	17.49
	B - Drovers Way (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	6.89	6.89	187.64	182.73	0.038	6.74	6.71
	C - Holwell Road (W)	Entry	1	1	A	13.19	13.19	-	-	-	13.19	12.71
					B	11.44	11.44	147.83	143.95	0.079	11.50	12.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Average throughp (PCU/TS)
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	5.47	5.47	-	-	-	5.47	5.01
					C	10.56	10.56	-	-	-	10.56	11.84
	B - Drovers Way (N)	Entry	1	1	A	1.34	1.34	114.71	110.10	0.012	1.31	1.50
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
	C - Holwell Road (W)	Entry	1	1	A	12.36	12.36	-	-	-	12.36	11.81
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
2 - Drovers Way (S)	A - Drovers Way (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	4.78	4.78	-	-	-	4.78	5.07
					C	1.34	1.34	-	-	-	1.34	1.46
	B - Drovers Way (S)	Entry	1	1	A	12.83	12.83	137.51	135.84	0.094	12.71	12.72
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
	C - Drovers Way (N)	Entry	1	1	A	5.47	5.47	-	-	-	5.47	5.01
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	10.57	10.57	-	-	-	10.57	11.79
	B - Drovers Way (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	4.78	4.78	189.51	186.16	0.026	4.75	5.08
	C - Holwell Road (W)	Entry	1	1	A	12.39	12.39	-	-	-	12.36	11.81
					B	12.74	12.74	147.83	145.23	0.088	12.83	12.74
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00

17:30 - 17:45

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Average throughp (PCU/TS)
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	3.00	3.00	-	-	-	3.00	2.96
					C	19.72	19.72	-	-	-	19.72	19.35
	B - Drovers Way (N)	Entry	1	1	A	1.66	1.66	113.29	108.40	0.015	1.75	1.69
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
	C - Holwell Road (W)	Entry	1	1	A	4.93	4.93	-	-	-	4.93	5.21
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
2 - Drovers Way (S)	A - Drovers Way (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	6.53	6.53	-	-	-	6.53	6.44
					C	1.66	1.66	-	-	-	1.66	1.70
	B - Drovers Way (S)	Entry	1	1	A	8.50	8.50	137.51	136.00	0.062	8.58	9.50
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
	C - Drovers Way (N)	Entry	1	1	A	3.00	3.00	-	-	-	3.00	2.96
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	19.72	19.72	-	-	-	19.72	19.35
	B - Drovers Way (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	6.53	6.53	189.51	183.96	0.036	6.48	6.42
	C - Holwell Road (W)	Entry	1	1	A	4.93	4.93	-	-	-	4.93	5.21
					B	8.61	8.61	147.83	143.35	0.060	8.50	9.43
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00

17:45 - 18:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Average throughp (PCU/TS)
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	4.60	4.60	-	-	-	4.60	4.56
					C	14.11	14.11	-	-	-	14.11	15.12
	B - Drovers Way (N)	Entry	1	1	A	1.49	1.49	116.12	111.42	0.013	1.37	1.55
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
	C - Holwell Road (W)	Entry	1	1	A	8.38	8.38	-	-	-	8.38	8.29
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
2 - Drovers Way (S)	A - Drovers Way (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	6.12	6.12	-	-	-	6.12	6.55
					C	1.49	1.49	-	-	-	1.49	1.57
	B - Drovers Way (S)	Entry	1	1	A	13.19	13.19	137.51	135.85	0.097	13.28	12.96
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
	C - Drovers Way (N)	Entry	1	1	A	4.60	4.60	-	-	-	4.60	4.56
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	14.11	14.11	-	-	-	14.11	14.88
	B - Drovers Way (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	6.12	6.12	189.51	185.56	0.033	6.00	6.54
	C - Holwell Road (W)	Entry	1	1	A	8.41	8.41	-	-	-	8.38	8.29
					B	13.25	13.25	147.83	144.55	0.092	13.19	12.99
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00



Junctions 10	
PICADY 10 - Priority Intersection Module	
Version: 10.1.1.1905	
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Filename: 01. HOLWELL RD_ROYAL OAK LANE, WEST LANE_LINKED_PICADY.j10

Path: C:\Users\rbroom\lcn Projects Limited\iBIS - Projects - Projects\000653__Pirton_Hitchin\03 Calcs\02. JUNCTION MODELS\02. HOLWELL ROAD_ROYAL OAK LANE_WEST LANE

Report generation date: 26/06/2025 14:41:38

-
- »Existing Layout - 2025 Observed, AM
 - »Existing Layout - 2025 Observed, PM
 - »Existing Layout - 2030 Base, AM
 - »Existing Layout - 2030 Base, PM
 - »Existing Layout - 2030 Development Case, AM
 - »Existing Layout - 2030 Development Case, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	Junction LOS	Queue (Veh)	Delay (s)	RFC	Junction LOS
	Existing Layout [Lane Simulation] - 2025 Observed							
1 - Howell Rd / West Ln / Royal Oak Ln - A - Holwell Road (E)	0.0	0.00		A	0.0	0.00		A
1 - Howell Rd / West Ln / Royal Oak Ln - B - Royal Oak Lane (S)	0.1	9.63			0.1	8.77		
1 - Howell Rd / West Ln / Royal Oak Ln - C - West Lane (W)	0.0	0.00			0.0	0.00		
2 - Royal Oak Ln (S) - A - Royal Oak Lane (S)	0.0	0.00		A	0.0	0.00		A
2 - Royal Oak Ln (S) - B - Royal Oak Lane (Spur)	0.0	8.29			0.0	8.52		
2 - Royal Oak Ln (S) - C - Royal Oak Lane (N)	0.0	0.00			0.0	0.00		
3 - West Lane / Royal Oak Ln - A - West Lane (E)	0.0	0.00		A	0.0	0.00		A
3 - West Lane / Royal Oak Ln - B - Royal Oak Lane (Spur)	0.0	6.13			0.0	6.93		
3 - West Lane / Royal Oak Ln - C - West Lane (W)	0.0	0.57			0.0	2.66		
	Existing Layout [Lane Simulation] - 2030 Base							
1 - Howell Rd / West Ln / Royal Oak Ln - A - Holwell Road (E)	0.0	0.00		A	0.0	0.00		A
1 - Howell Rd / West Ln / Royal Oak Ln - B - Royal Oak Lane (S)	0.2	9.57			0.1	8.82		
1 - Howell Rd / West Ln / Royal Oak Ln - C - West Lane (W)	0.0	0.00			0.0	0.00		
2 - Royal Oak Ln (S) - A - Royal Oak Lane (S)	0.0	0.00		A	0.0	0.00		A
2 - Royal Oak Ln (S) - B - Royal Oak Lane (Spur)	0.0	7.70			0.0	8.42		
2 - Royal Oak Ln (S) - C - Royal Oak Lane (N)	0.0	0.00			0.0	0.00		
3 - West Lane / Royal Oak Ln - A - West Lane (E)	0.0	0.00		A	0.0	0.00		A
3 - West Lane / Royal Oak Ln - B - Royal Oak Lane (Spur)	0.0	7.17			0.0	6.61		
3 - West Lane / Royal Oak Ln - C - West Lane (W)	0.0	0.60			0.0	2.94		
	Existing Layout [Lane Simulation] - 2030 Development Case							
1 - Howell Rd / West Ln / Royal Oak Ln - A - Holwell Road (E)	0.0	0.00		A	0.0	0.00		A
1 - Howell Rd / West Ln / Royal Oak Ln - B - Royal Oak Lane (S)	0.2	10.44			0.2	9.35		
1 - Howell Rd / West Ln / Royal Oak Ln - C - West Lane (W)	0.0	0.00			0.0	0.00		
2 - Royal Oak Ln (S) - A - Royal Oak Lane (S)	0.0	0.02		A	0.0	0.00		A
2 - Royal Oak Ln (S) - B - Royal Oak Lane (Spur)	0.0	10.02			0.0	8.28		
2 - Royal Oak Ln (S) - C - Royal Oak Lane (N)	0.0	0.00			0.0	0.00		
3 - West Lane / Royal Oak Ln - A - West Lane (E)	0.0	0.00		A	0.0	0.00		A
3 - West Lane / Royal Oak Ln - B - Royal Oak Lane (Spur)	0.0	6.61			0.0	6.67		
3 - West Lane / Royal Oak Ln - C - West Lane (W)	0.0	0.60			0.0	2.28		

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

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

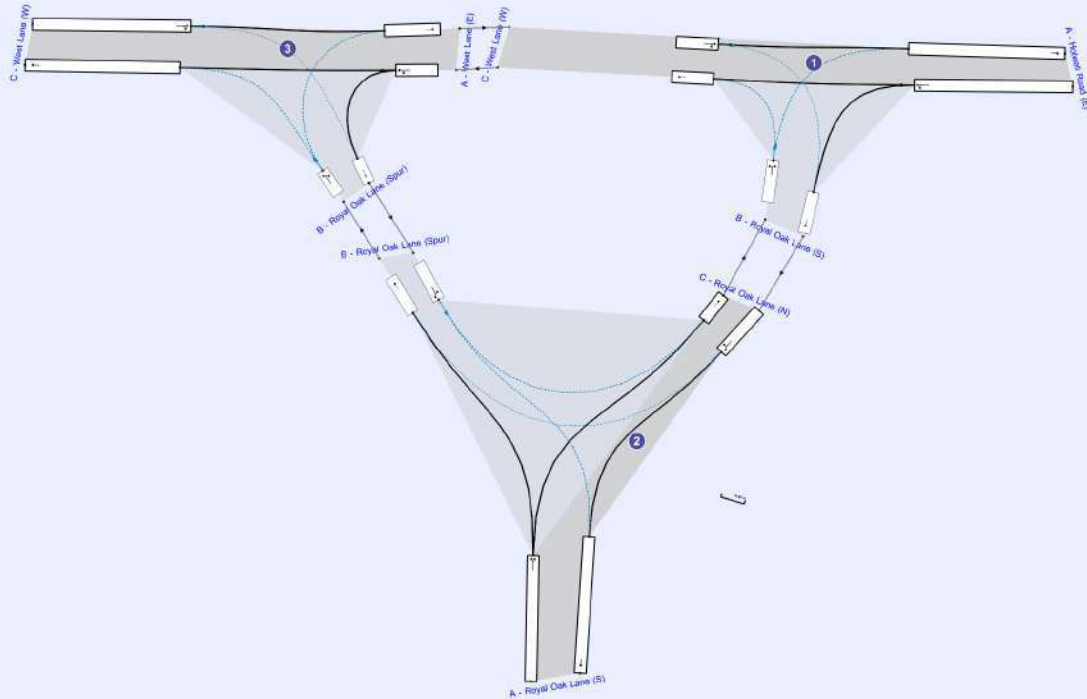
File summary

File Description

Title	Drovers Way / Holwell Road
Location	
Site number	
Date	30/04/2015
Version	v1
Status	(new file)
Identifier	
Client	Gladman Development Ltd
Jobnumber	1000653
Enumerator	
Description	Linked PICADY model of existing bennett junction north of proposed development

Units

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



Flows show original traffic demand (Veh/TS).

Lane simulation visualisation time: 17:14:00

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Lane Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Calculate RFCs	Random seed	Results refresh speed (s)	Individual vehicle animation number of trials	Average animation capture interval (s)	Use quick response	Do flow sampling	Suppress automatic lane creation	Last run random seed	Last run number of trials	Last run time taken (s)
Delay	1.00	100000	100000	Do not calculate	-1	3	1	60	✓			275165720	101	0.43

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2025 Observed	AM	DIRECT	08:00	09:00	60	15	✓
D2	2025 Observed	PM	DIRECT	17:00	18:00	60	15	✓
D3	2030 Base	AM	DIRECT	08:00	09:00	60	15	✓
D4	2030 Base	PM	DIRECT	17:00	18:00	60	15	✓
D5	2030 Development Case	AM	DIRECT	08:00	09:00	60	15	✓
D6	2030 Development Case	PM	DIRECT	17:00	18:00	60	15	✓

Analysis Set Details

ID	Name	Use Lane Simulation	Description	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing Layout	✓	Modelling of existing bennett junction	✓	80.000	100.000

Existing Layout - 2025 Observed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	1 - Howell Rd / West Ln / Royal Oak Ln - C - West Lane (W) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	2 - Royal Oak Ln (S) - C - Royal Oak Lane (N) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	3 - West Lane / Royal Oak Ln - C - West Lane (W) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Info	Simulation	A1 - Existing Layout [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Howell Rd / West Ln / Royal Oak Ln	T-Junction	Two-way	Two-way	Two-way		2.79	A
2	Royal Oak Ln (S)	T-Junction	Two-way	Two-way	Two-way		0.32	A
3	West Lane / Royal Oak Ln	T-Junction	Two-way	Two-way	Two-way		0.55	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.56	A

Arms

Arms

Junction	Arm	Name	Description	Arm type
1 - Howell Rd / West Ln / Royal Oak Ln	A	Howell Road (E)		Major
	B	Royal Oak Lane (S)		Minor
	C	West Lane (W)		Major
2 - Royal Oak Ln (S)	A	Royal Oak Lane (S)		Major
	B	Royal Oak Lane (Spur)		Minor
	C	Royal Oak Lane (N)		Major
3 - West Lane / Royal Oak Ln	A	West Lane (E)		Major
	B	Royal Oak Lane (Spur)		Minor
	C	West Lane (W)		Major

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)	Vehicles causing blocking (%)
1 - Howell Rd / West Ln / Royal Oak Ln	C - West Lane (W)	5.42			164.3	✓	0.00	100
2 - Royal Oak Ln (S)	C - Royal Oak Lane (N)	5.56			114.7	✓	0.00	100
3 - West Lane / Royal Oak Ln	C - West Lane (W)	5.66			93.5	✓	0.00	100

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

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
1 - Howell Rd / West Ln / Royal Oak Ln	B - Royal Oak Lane (S)	One lane	2.66	27	18
2 - Royal Oak Ln (S)	B - Royal Oak Lane (Spur)	One lane	2.30	43	22
3 - West Lane / Royal Oak Ln	B - Royal Oak Lane (Spur)	One lane	2.20	15	26

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1 - Howell Rd / West Ln / Royal Oak Ln	B-A	119.635	0.089	0.226	0.142	0.323
	B-C	153.470	0.096	0.244	-	-
	C-B	167.282	0.266	0.266	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2 - Royal Oak Ln (S)	B-A	116.706	0.087	0.219	0.138	0.313
	B-C	148.192	0.093	0.234	-	-
	C-B	160.093	0.253	0.253	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3 - West Lane / Royal Oak Ln	B-A	113.856	0.084	0.213	0.134	0.304
	B-C	147.255	0.092	0.232	-	-
	C-B	157.034	0.247	0.247	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Lane Simulation: Arm options

Junction	Arm	Traffic considering secondary lanes (%)
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	10.00
	B - Royal Oak Lane (S)	10.00
	C - West Lane (W)	10.00
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	10.00
	B - Royal Oak Lane (Spur)	10.00
	C - Royal Oak Lane (N)	10.00
3 - West Lane / Royal Oak Ln	A - West Lane (E)	10.00
	B - Royal Oak Lane (Spur)	10.00
	C - West Lane (W)	10.00

Lanes

Junction	Arm	Side	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Has bottleneck	Has obstruction	Minimum capacity (PCU/TS)	Max ca (PC)
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	Entry	1	1	B, C		Infinity			0.00	24
		Exit	1	1			Infinity				
	B - Royal Oak Lane (S)	Entry	1	1	A, C	✓	3.00			0.00	24
		Exit	1	1		✓	3.00				
	C - West Lane (W)	Entry	1	1	A, B	✓	3.00			0.00	24
		Exit	1	1		✓	3.00				
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	Entry	1	1	B, C		Infinity			0.00	24
		Exit	1	1			Infinity				
	B - Royal Oak Lane (Spur)	Entry	1	1	A, C	✓	3.00			0.00	24
		Exit	1	1		✓	3.00				
	C - Royal Oak Lane (N)	Entry	1	1	A, B	✓	5.00			0.00	24
		Exit	1	1		✓	3.00				
3 - West Lane / Royal Oak Ln	A - West Lane (E)	Entry	1	1	B, C	✓	3.00			0.00	24
		Exit	1	1		✓	4.00				
	B - Royal Oak Lane (Spur)	Entry	1	1	A, C	✓	2.00			0.00	24
		Exit	1	1		✓	2.00				
	C - West Lane (W)	Entry	1	1	A, B		Infinity			0.00	24
		Exit	1	1			Infinity				

Summary of Entry Lane allowed movements

Junction	Arm	Lane Level	Lane	Destination arm		
				Holwell Road (E)	Royal Oak Lane (S)	West Lane (W)
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	1	1		✓	✓
	B - Royal Oak Lane (S)	1	1	✓		✓
	C - West Lane (W)	1	1	✓	✓	

Summary of Entry Lane allowed movements

Junction	Arm	Lane Level	Lane	Destination arm		
				Royal Oak Lane (S)	Royal Oak Lane (Spur)	Royal Oak Lane (N)
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	1	1		✓	✓
	B - Royal Oak Lane (Spur)	1	1	✓		✓
	C - Royal Oak Lane (N)	1	1	✓	✓	

Summary of Entry Lane allowed movements

Junction	Arm	Lane Level	Lane	Destination arm		
				West Lane (E)	Royal Oak Lane (Spur)	West Lane (W)
3 - West Lane / Royal Oak Ln	A - West Lane (E)	1	1		✓	✓
	B - Royal Oak Lane (Spur)	1	1	✓		✓
	C - West Lane (W)	1	1	✓	✓	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2025 Observed	AM	DIRECT	08:00	09:00	60	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/TS)	Flow multiplier (%)	Internal storage space (PCU)
1 - Howell Rd / West Ln / Royal Oak Ln	B - Royal Oak Lane (S)	2	C	Simple (vertical queueing)	Normal	0.00	100.00	
	C - West Lane (W)	3	A	Simple (vertical queueing)	Normal	0.00	100.00	
2 - Royal Oak Ln (S)	B - Royal Oak Lane (Spur)	3	B	Simple (vertical queueing)	Normal	0.00	100.00	
	C - Royal Oak Lane (N)	1	B	Simple (vertical queueing)	Normal	0.00	100.00	
3 - West Lane / Royal Oak Ln	A - West Lane (E)	1	C	Simple (vertical queueing)	Normal	0.00	100.00	
	B - Royal Oak Lane (Spur)	2	B	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)		DIRECT	✓	100.000
	B - Royal Oak Lane (S)	✓			
	C - West Lane (W)	✓			
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)		DIRECT	✓	100.000
	B - Royal Oak Lane (Spur)	✓			
	C - Royal Oak Lane (N)	✓			
3 - West Lane / Royal Oak Ln	A - West Lane (E)	✓			
	B - Royal Oak Lane (Spur)	✓			
	C - West Lane (W)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

1 - Howell Rd / West Ln / Royal Oak Ln
08:00 - 08:15

	To			
From		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
	A - Holwell Road (E)	0.00	7.00	4.00
	B - Royal Oak Lane (S)	13.00	0.00	0.00
	C - West Lane (W)	9.00	0.00	0.00

Demand (Veh/TS)

1 - Howell Rd / West Ln / Royal Oak Ln
08:15 - 08:30

	To			
From		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
	A - Holwell Road (E)	0.00	10.00	11.00
	B - Royal Oak Lane (S)	7.00	0.00	0.00
	C - West Lane (W)	18.00	0.00	0.00

Demand (Veh/TS)

1 - Howell Rd / West Ln / Royal Oak Ln
08:30 - 08:45

	To			
From		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
	A - Holwell Road (E)	0.00	14.00	11.00
	B - Royal Oak Lane (S)	12.00	0.00	0.00
	C - West Lane (W)	10.00	0.00	0.00

Demand (Veh/TS)

1 - Howell Rd / West Ln / Royal Oak Ln
08:45 - 09:00

	To			
From		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
	A - Holwell Road (E)	0.00	7.00	11.00
	B - Royal Oak Lane (S)	17.00	0.00	0.00
	C - West Lane (W)	15.00	0.00	0.00

Demand (Veh/TS)

2 - Royal Oak Ln (S) 08:00 - 08:15

	To			
From		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
	A - Royal Oak Lane (S)	0.00	1.00	13.00
	B - Royal Oak Lane (Spur)	1.00	0.00	0.00
	C - Royal Oak Lane (N)	7.00	0.00	0.00

Demand (Veh/TS)

2 - Royal Oak Ln (S) 08:15 - 08:30

	To			
From		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
	A - Royal Oak Lane (S)	0.00	1.00	7.00
	B - Royal Oak Lane (Spur)	1.00	0.00	0.00
	C - Royal Oak Lane (N)	10.00	0.00	0.00

Demand (Veh/TS)

2 - Royal Oak Ln (S) 08:30 - 08:45

	To			
From		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
	A - Royal Oak Lane (S)	0.00	0.00	12.00
	B - Royal Oak Lane (Spur)	1.00	0.00	0.00
	C - Royal Oak Lane (N)	14.00	0.00	0.00

Demand (Veh/TS)

2 - Royal Oak Ln (S) 08:45 - 09:00

From	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
	A - Royal Oak Lane (S)	0.00	1.00	17.00
	B - Royal Oak Lane (Spur)	1.00	0.00	0.00
	C - Royal Oak Lane (N)	7.00	0.00	0.00

Demand (Veh/TS)

3 - West Lane / Royal Oak Ln 08:00 - 08:15

From	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
	A - West Lane (E)	0.00	0.00	4.00
	B - Royal Oak Lane (Spur)	0.00	0.00	1.00
	C - West Lane (W)	9.00	1.00	0.00

Demand (Veh/TS)

3 - West Lane / Royal Oak Ln 08:15 - 08:30

From	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
	A - West Lane (E)	0.00	0.00	11.00
	B - Royal Oak Lane (Spur)	0.00	0.00	1.00
	C - West Lane (W)	18.00	1.00	0.00

Demand (Veh/TS)

3 - West Lane / Royal Oak Ln 08:30 - 08:45

From	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
	A - West Lane (E)	0.00	0.00	11.00
	B - Royal Oak Lane (Spur)	0.00	0.00	0.00
	C - West Lane (W)	10.00	1.00	0.00

Demand (Veh/TS)

3 - West Lane / Royal Oak Ln 08:45 - 09:00

From	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
	A - West Lane (E)	0.00	0.00	11.00
	B - Royal Oak Lane (Spur)	0.00	0.00	1.00
	C - West Lane (W)	15.00	1.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80
2	0.20	0.80
3	0.20	0.80

1 -
Howell
Rd /
West
Ln /
Royal
Oak Ln
08:00 -
08:15

Heavy Vehicle %

From	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
	A - Holwell Road (E)	0	0	25
	B - Royal Oak Lane (S)	8	0	0
	C - West Lane (W)	0	0	0

Cyclist %

From	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
	A - Holwell Road (E)	0	0	0
	B - Royal Oak Lane (S)	0	0	0
	C - West Lane (W)	0	0	0

1 -
Howell
Rd /
West
Ln /
Royal
Oak Ln
08:15 -
08:30

Heavy Vehicle %

From	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
	A - Holwell Road (E)	0	20	0
	B - Royal Oak Lane (S)	0	0	0
	C - West Lane (W)	0	0	0

Cyclist %

From	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
	A - Holwell Road (E)	0	0	0
	B - Royal Oak Lane (S)	0	0	0
	C - West Lane (W)	0	0	0

1 -
Howell
Rd /
West
Ln /
Royal
Oak Ln
08:30 -
08:45

Heavy Vehicle %

From	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
	A - Holwell Road (E)	0	7	0
	B - Royal Oak Lane (S)	0	0	0
	C - West Lane (W)	10	0	0

Cyclist %

From	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
	A - Holwell Road (E)	0	0	0
	B - Royal Oak Lane (S)	0	0	0
	C - West Lane (W)	0	0	0

1 -
Howell
Rd /
West
Ln /
Royal
Oak Ln
08:45 -
09:00

Heavy Vehicle %

From	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
	A - Holwell Road (E)	0	0	0
	B - Royal Oak Lane (S)	6	0	0
	C - West Lane (W)	0	0	0

Cyclist %

From	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
	A - Holwell Road (E)	0	0	0
	B - Royal Oak Lane (S)	0	0	0
	C - West Lane (W)	0	0	0

2 -
Royal
Oak
Ln
(S)
08:00
-
08:15

Heavy Vehicle %

From	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
	A - Royal Oak Lane (S)	0	0	8
	B - Royal Oak Lane (Spur)	0	0	0
	C - Royal Oak Lane (N)	0	0	0

Cyclist %

From	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
	A - Royal Oak Lane (S)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - Royal Oak Lane (N)	0	0	0

2 -
Royal
Oak
Ln
(S)
08:15
-
08:30

Heavy Vehicle %

From	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
	A - Royal Oak Lane (S)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - Royal Oak Lane (N)	20	0	0

Cyclist %

From	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
	A - Royal Oak Lane (S)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - Royal Oak Lane (N)	0	0	0

2 -
Royal
Oak
Ln
(S)
08:30
-
08:45

Heavy Vehicle %

From	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
	A - Royal Oak Lane (S)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - Royal Oak Lane (N)	7	0	0

Cyclist %

From	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
	A - Royal Oak Lane (S)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - Royal Oak Lane (N)	0	0	0

2 -
Royal
Oak
Ln
(S)
08:45
-
09:00

Heavy Vehicle %

From	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
	A - Royal Oak Lane (S)	0	0	6
	B - Royal Oak Lane (Spur)	0	0	0
	C - Royal Oak Lane (N)	7	0	0

Cyclist %

From	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
	A - Royal Oak Lane (S)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - Royal Oak Lane (N)	0	0	0

3 -
West
Lane /
Royal
Oak
Ln
08:00 -
08:15

Heavy Vehicle %

From	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
	A - West Lane (E)	0	0	25
	B - Royal Oak Lane (Spur)	0	0	0
	C - West Lane (W)	0	0	0

Cyclist %

From	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
	A - West Lane (E)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - West Lane (W)	0	0	0

3 -
West
Lane /
Royal
Oak
Ln
08:15 -
08:30

Heavy Vehicle %

From	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
	A - West Lane (E)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - West Lane (W)	0	0	0

Cyclist %

From	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
	A - West Lane (E)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - West Lane (W)	0	0	0

3 -
West
Lane /
Royal
Oak
Ln
08:30 -
08:45

Heavy Vehicle %

From	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
	A - West Lane (E)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - West Lane (W)	10	0	0

Cyclist %

From	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
	A - West Lane (E)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - West Lane (W)	0	0	0

3 -
West
Lane /
Royal
Oak
Ln
08:45 -
09:00

Heavy Vehicle %

From	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
	A - West Lane (E)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - West Lane (W)	0	0	0

Cyclist %

From	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
	A - West Lane (E)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - West Lane (W)	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	0.00	0.0	A	14.56	58.25
	B - Royal Oak Lane (S)	9.63	0.1	A	10.27	41.08
	C - West Lane (W)	0.00	0.0	A	10.47	41.89
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	0.00	0.0	A	10.97	43.87
	B - Royal Oak Lane (Spur)	8.29	0.0	A	0.77	3.09
	C - Royal Oak Lane (N)	0.00	0.0	A	7.33	29.32
3 - West Lane / Royal Oak Ln	A - West Lane (E)	0.00	0.0	A	7.23	28.93
	B - Royal Oak Lane (Spur)	6.13	0.0	A	0.70	2.79
	C - West Lane (W)	0.57	0.0	A	11.25	45.00

Main Results for each time segment

08:00 - 08:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignal level servi
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	8.97	8.97	8.97	10.27	18.33	0.0	0.0	0.000	A
	B - Royal Oak Lane (S)	10.96	10.96	10.93	12.07	5.20	0.0	0.1	9.467	A
	C - West Lane (W)	7.40	7.40	7.40	7.91	3.75	0.0	0.0	0.000	A
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	12.03	12.03	12.03	13.01	6.00	0.0	0.0	0.000	A
	B - Royal Oak Lane (Spur)	0.71	0.71	0.80	0.91	1.07	0.0	0.0	8.286	A
	C - Royal Oak Lane (N)	5.20	5.20	5.20	5.70	11.01	0.0	0.0	0.000	A
3 - West Lane / Royal Oak Ln	A - West Lane (E)	3.77	3.77	3.77	4.73	7.40	0.0	0.0	0.000	A
	B - Royal Oak Lane (Spur)	1.07	1.07	1.01	0.78	0.71	0.0	0.0	6.128	A
	C - West Lane (W)	8.08	8.08	8.11	8.82	4.78	0.0	0.0	0.568	A

08:15 - 08:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignal level servi
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	16.54	16.54	16.54	17.36	19.10	0.0	0.0	0.000	A
	B - Royal Oak Lane (S)	5.50	5.50	5.41	5.85	8.23	0.1	0.1	8.016	A
	C - West Lane (W)	13.69	13.69	13.69	13.52	8.32	0.0	0.0	0.000	A
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	6.39	6.39	6.39	6.86	8.82	0.0	0.0	0.000	A
	B - Royal Oak Lane (Spur)	0.56	0.56	0.59	0.59	0.89	0.0	0.0	6.813	A
	C - Royal Oak Lane (N)	8.23	8.23	8.23	9.17	5.50	0.0	0.0	0.000	A
3 - West Lane / Royal Oak Ln	A - West Lane (E)	8.32	8.32	8.32	8.36	13.69	0.0	0.0	0.000	A
	B - Royal Oak Lane (Spur)	0.89	0.89	0.98	1.09	0.56	0.0	0.0	5.529	A
	C - West Lane (W)	14.26	14.26	14.26	14.12	9.30	0.0	0.0	0.324	A

08:30 - 08:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignal level servi
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	19.49	19.49	19.49	20.29	18.42	0.0	0.0	0.000	A
	B - Royal Oak Lane (S)	10.28	10.28	10.22	9.32	10.90	0.1	0.1	8.753	A
	C - West Lane (W)	8.18	8.18	8.18	9.05	8.58	0.0	0.0	0.000	A
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	10.28	10.28	10.28	9.36	11.63	0.0	0.0	0.000	A
	B - Royal Oak Lane (Spur)	0.65	0.65	0.71	0.77	0.00	0.0	0.0	7.484	A
	C - Royal Oak Lane (N)	10.90	10.90	10.90	11.52	10.28	0.0	0.0	0.000	A
3 - West Lane / Royal Oak Ln	A - West Lane (E)	8.58	8.58	8.58	8.67	8.20	0.0	0.0	0.000	A
	B - Royal Oak Lane (Spur)	0.00	0.00	0.00	0.00	0.65	0.0	0.0	0.000	A
	C - West Lane (W)	8.88	8.88	8.85	9.70	8.58	0.0	0.0	0.497	A

08:45 - 09:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignal level servi
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	13.25	13.25	13.25	14.67	27.06	0.0	0.0	0.000	A
	B - Royal Oak Lane (S)	14.35	14.35	14.44	14.52	4.99	0.1	0.1	9.630	A
	C - West Lane (W)	12.62	12.62	12.62	11.63	8.26	0.0	0.0	0.000	A
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	15.18	15.18	15.18	15.31	6.19	0.0	0.0	0.000	A
	B - Royal Oak Lane (Spur)	1.16	1.16	1.22	0.96	0.83	0.0	0.0	7.762	A
	C - Royal Oak Lane (N)	4.99	4.99	4.99	6.22	14.35	0.0	0.0	0.000	A
3 - West Lane / Royal Oak Ln	A - West Lane (E)	8.26	8.26	8.26	8.92	12.62	0.0	0.0	0.000	A
	B - Royal Oak Lane (Spur)	0.83	0.83	0.86	0.83	1.16	0.0	0.0	5.353	A
	C - West Lane (W)	13.78	13.78	13.78	12.59	9.12	0.0	0.0	0.461	A

Lane Results

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

Lanes: Main Results for each time segment

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	Entry	1	1	B, C	8.97	8.97	10.27	0.0	0.0	0.000
		Exit	1	1		18.33	18.33	19.98	0.0	0.0	0.000
	B - Royal Oak Lane (S)	Entry	1	1	A, C	10.96	10.93	12.07	0.0	0.1	9.467
		Exit	1	1		5.20	5.20	5.70	0.0	0.0	0.000
	C - West Lane (W)	Entry	1	1	A, B	7.40	7.40	7.91	0.0	0.0	0.000
		Exit	1	1		3.75	3.75	4.56	0.0	0.0	0.000
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	Entry	1	1	B, C	12.03	12.03	13.01	0.0	0.0	0.000
		Exit	1	1		6.00	6.00	6.61	0.0	0.0	0.000
	B - Royal Oak Lane (Spur)	Entry	1	1	A, C	0.71	0.80	0.91	0.0	0.0	8.286
		Exit	1	1		1.07	1.07	0.82	0.0	0.0	0.000
	C - Royal Oak Lane (N)	Entry	1	1	A, B	5.20	5.20	5.70	0.0	0.0	0.000
		Exit	1	1		11.01	11.01	12.19	0.0	0.0	0.091
3 - West Lane / Royal Oak Ln	A - West Lane (E)	Entry	1	1	B, C	3.77	3.77	4.73	0.0	0.0	0.000
		Exit	1	1		7.40	7.40	7.91	0.0	0.0	0.000
	B - Royal Oak Lane (Spur)	Entry	1	1	A, C	1.07	1.01	0.78	0.0	0.0	6.128
		Exit	1	1		0.71	0.71	0.91	0.0	0.0	0.000
	C - West Lane (W)	Entry	1	1	A, B	8.08	8.11	8.82	0.0	0.0	0.568
		Exit	1	1		4.78	4.78	5.51	0.0	0.0	0.000

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	Entry	1	1	B, C	16.54	16.54	17.36	0.0	0.0	0.000
		Exit	1	1		19.10	19.10	19.38	0.0	0.0	0.000
	B - Royal Oak Lane (S)	Entry	1	1	A, C	5.50	5.41	5.85	0.1	0.1	8.016
		Exit	1	1		8.23	8.23	9.00	0.0	0.0	0.000
	C - West Lane (W)	Entry	1	1	A, B	13.69	13.69	13.52	0.0	0.0	0.000
		Exit	1	1		8.32	8.32	8.36	0.0	0.0	0.000
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	Entry	1	1	B, C	6.39	6.39	6.86	0.0	0.0	0.000
		Exit	1	1		8.82	8.82	9.76	0.0	0.0	0.000
	B - Royal Oak Lane (Spur)	Entry	1	1	A, C	0.56	0.59	0.59	0.0	0.0	6.813
		Exit	1	1		0.89	0.89	1.05	0.0	0.0	0.000
	C - Royal Oak Lane (N)	Entry	1	1	A, B	8.23	8.23	9.17	0.0	0.0	0.000
		Exit	1	1		5.50	5.50	5.81	0.0	0.0	0.000
3 - West Lane / Royal Oak Ln	A - West Lane (E)	Entry	1	1	B, C	8.32	8.32	8.36	0.0	0.0	0.000
		Exit	1	1		13.69	13.69	13.52	0.0	0.0	0.000
	B - Royal Oak Lane (Spur)	Entry	1	1	A, C	0.89	0.98	1.09	0.0	0.0	5.529
		Exit	1	1		0.56	0.56	0.59	0.0	0.0	0.000
	C - West Lane (W)	Entry	1	1	A, B	14.26	14.26	14.12	0.0	0.0	0.324
		Exit	1	1		9.30	9.30	9.45	0.0	0.0	0.000

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	Entry	1	1	B, C	19.49	19.49	20.29	0.0	0.0	0.000
		Exit	1	1		18.42	18.42	18.37	0.0	0.0	0.000
	B - Royal Oak Lane (S)	Entry	1	1	A, C	10.28	10.22	9.32	0.1	0.1	8.753
		Exit	1	1		10.90	10.90	11.61	0.0	0.0	0.000
	C - West Lane (W)	Entry	1	1	A, B	8.18	8.18	9.05	0.0	0.0	0.000
		Exit	1	1		8.58	8.58	8.67	0.0	0.0	0.000
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	Entry	1	1	B, C	10.28	10.28	9.36	0.0	0.0	0.000
		Exit	1	1		11.63	11.63	12.30	0.0	0.0	0.000
	B - Royal Oak Lane (Spur)	Entry	1	1	A, C	0.65	0.71	0.77	0.0	0.0	7.484
		Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000
	C - Royal Oak Lane (N)	Entry	1	1	A, B	10.90	10.90	11.52	0.0	0.0	0.000
		Exit	1	1		10.28	10.28	9.36	0.0	0.0	0.000
3 - West Lane / Royal Oak Ln	A - West Lane (E)	Entry	1	1	B, C	8.58	8.58	8.67	0.0	0.0	0.000
		Exit	1	1		8.20	8.20	8.93	0.0	0.0	0.000
	B - Royal Oak Lane (Spur)	Entry	1	1	A, C	0.00	0.00	0.00	0.0	0.0	0.000
		Exit	1	1		0.65	0.65	0.77	0.0	0.0	0.000
	C - West Lane (W)	Entry	1	1	A, B	8.88	8.85	9.70	0.0	0.0	0.497
		Exit	1	1		8.58	8.58	8.67	0.0	0.0	0.000

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	Entry	1	1	B, C	13.25	13.25	14.67	0.0	0.0	0.000
		Exit	1	1		27.06	27.06	26.16	0.0	0.0	0.000
	B - Royal Oak Lane (S)	Entry	1	1	A, C	14.35	14.44	14.52	0.1	0.1	9.630
		Exit	1	1		4.99	4.99	5.75	0.0	0.0	0.000
	C - West Lane (W)	Entry	1	1	A, B	12.62	12.62	11.63	0.0	0.0	0.000
		Exit	1	1		8.26	8.26	8.92	0.0	0.0	0.000
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	Entry	1	1	B, C	15.18	15.18	15.31	0.0	0.0	0.000
		Exit	1	1		6.19	6.19	7.18	0.0	0.0	0.000
	B - Royal Oak Lane (Spur)	Entry	1	1	A, C	1.16	1.22	0.96	0.0	0.0	7.762
		Exit	1	1		0.83	0.83	0.83	0.0	0.0	0.000
	C - Royal Oak Lane (N)	Entry	1	1	A, B	4.99	4.99	6.22	0.0	0.0	0.000
		Exit	1	1		14.35	14.35	14.48	0.0	0.0	0.222
3 - West Lane / Royal Oak Ln	A - West Lane (E)	Entry	1	1	B, C	8.26	8.26	8.92	0.0	0.0	0.000
		Exit	1	1		12.62	12.62	11.63	0.0	0.0	0.000
	B - Royal Oak Lane (Spur)	Entry	1	1	A, C	0.83	0.86	0.83	0.0	0.0	5.353
		Exit	1	1		1.16	1.16	0.96	0.0	0.0	0.000
	C - West Lane (W)	Entry	1	1	A, B	13.78	13.78	12.59	0.0	0.0	0.461
		Exit	1	1		9.12	9.12	9.75	0.0	0.0	0.000

Lane movements: Main Results for each time segment

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	th (
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	5.20	5.20	-	-	-	5.20	
					C	3.75	3.75	-	-	-	3.75	
	B - Royal Oak Lane (S)	Entry	1	1	A	10.96	10.96	119.64	110.15	0.099	10.93	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
	C - West Lane (W)	Entry	1	1	A	7.40	7.40	-	-	-	7.40	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	1.07	1.07	-	-	-	1.07	
					C	11.01	11.01	-	-	-	11.01	
	B - Royal Oak Lane (Spur)	Entry	1	1	A	0.71	0.71	65.86	63.90	0.011	0.80	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
	C - Royal Oak Lane (N)	Entry	1	1	A	5.20	5.20	-	-	-	5.20	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
3 - West Lane / Royal Oak Ln	A - West Lane (E)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	3.77	3.77	-	-	-	3.77	
	B - Royal Oak Lane (Spur)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	1.07	1.07	83.10	82.32	0.013	1.01	
	C - West Lane (W)	Entry	1	1	A	7.37	7.37	-	-	-	7.40	
					B	0.71	0.71	88.62	88.11	0.008	0.71	
					C	0.00	0.00	0.00	0.00	0.000	0.00	

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	th (
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	8.23	8.23	-	-	-	8.23	
					C	8.32	8.32	-	-	-	8.32	
	B - Royal Oak Lane (S)	Entry	1	1	A	5.50	5.50	119.64	114.85	0.048	5.41	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
	C - West Lane (W)	Entry	1	1	A	13.69	13.69	-	-	-	13.69	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.89	0.89	-	-	-	0.89	
					C	5.50	5.50	-	-	-	5.50	
	B - Royal Oak Lane (Spur)	Entry	1	1	A	0.56	0.56	52.00	50.71	0.011	0.59	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
	C - Royal Oak Lane (N)	Entry	1	1	A	8.23	8.23	-	-	-	8.23	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
3 - West Lane / Royal Oak Ln	A - West Lane (E)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	8.32	8.32	-	-	-	8.32	
	B - Royal Oak Lane (Spur)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.89	0.89	94.77	93.61	0.010	0.98	
	C - West Lane (W)	Entry	1	1	A	13.69	13.69	-	-	-	13.69	
					B	0.56	0.56	68.41	67.52	0.008	0.56	
					C	0.00	0.00	0.00	0.00	0.000	0.00	

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	th (
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	10.90	10.90	-	-	-	10.90	
					C	8.58	8.58	-	-	-	8.58	
	B - Royal Oak Lane (S)	Entry	1	1	A	10.28	10.28	119.64	115.46	0.089	10.22	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
	C - West Lane (W)	Entry	1	1	A	8.18	8.18	-	-	-	8.18	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	10.28	10.28	-	-	-	10.28	
	B - Royal Oak Lane (Spur)	Entry	1	1	A	0.65	0.65	63.55	61.57	0.011	0.71	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
	C - Royal Oak Lane (N)	Entry	1	1	A	10.90	10.90	-	-	-	10.90	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
3 - West Lane / Royal Oak Ln	A - West Lane (E)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	8.58	8.58	-	-	-	8.58	
	B - Royal Oak Lane (Spur)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
	C - West Lane (W)	Entry	1	1	A	8.20	8.20	-	-	-	8.20	
					B	0.68	0.68	85.51	84.44	0.008	0.65	
					C	0.00	0.00	0.00	0.00	0.000	0.00	

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	th (
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	4.99	4.99	-	-	-	4.99	
					C	8.26	8.26	-	-	-	8.26	
	B - Royal Oak Lane (S)	Entry	1	1	A	14.35	14.35	119.64	108.96	0.132	14.44	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
	C - West Lane (W)	Entry	1	1	A	12.62	12.62	-	-	-	12.62	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.83	0.83	-	-	-	0.83	
					C	14.35	14.35	-	-	-	14.35	
	B - Royal Oak Lane (Spur)	Entry	1	1	A	1.16	1.16	70.49	68.06	0.017	1.22	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
	C - Royal Oak Lane (N)	Entry	1	1	A	4.99	4.99	-	-	-	4.99	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
3 - West Lane / Royal Oak Ln	A - West Lane (E)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	8.26	8.26	-	-	-	8.26	
	B - Royal Oak Lane (Spur)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.83	0.83	90.39	89.14	0.009	0.86	
	C - West Lane (W)	Entry	1	1	A	12.62	12.62	-	-	-	12.62	
					B	1.16	1.16	94.84	93.63	0.012	1.16	
					C	0.00	0.00	0.00	0.00	0.000	0.00	

Existing Layout - 2025 Observed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	1 - Howell Rd / West Ln / Royal Oak Ln - C - West Lane (W) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	2 - Royal Oak Ln (S) - C - Royal Oak Lane (N) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	3 - West Lane / Royal Oak Ln - C - West Lane (W) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Info	Simulation	A1 - Existing Layout [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Howell Rd / West Ln / Royal Oak Ln	T-Junction	Two-way	Two-way	Two-way		2.12	A
2	Royal Oak Ln (S)	T-Junction	Two-way	Two-way	Two-way		0.98	A
3	West Lane / Royal Oak Ln	T-Junction	Two-way	Two-way	Two-way		1.49	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.65	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2025 Observed	PM	DIRECT	17:00	18:00	60	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/TS)	Flow multiplier (%)	Internal storage space (PCU)
1 - Howell Rd / West Ln / Royal Oak Ln	B - Royal Oak Lane (S)	2	C	Simple (vertical queueing)	Normal	0.00	100.00	
	C - West Lane (W)	3	A	Simple (vertical queueing)	Normal	0.00	100.00	
2 - Royal Oak Ln (S)	B - Royal Oak Lane (Spur)	3	B	Simple (vertical queueing)	Normal	0.00	100.00	
	C - Royal Oak Lane (N)	1	B	Simple (vertical queueing)	Normal	0.00	100.00	
3 - West Lane / Royal Oak Ln	A - West Lane (E)	1	C	Simple (vertical queueing)	Normal	0.00	100.00	
	B - Royal Oak Lane (Spur)	2	B	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)		DIRECT	✓	100.000
	B - Royal Oak Lane (S)	✓			
	C - West Lane (W)	✓			
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)		DIRECT	✓	100.000
	B - Royal Oak Lane (Spur)	✓			
	C - Royal Oak Lane (N)	✓			
3 - West Lane / Royal Oak Ln	A - West Lane (E)	✓			
	B - Royal Oak Lane (Spur)	✓			
	C - West Lane (W)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

1 - Howell Rd / West Ln / Royal Oak Ln
17:00 - 17:15

	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
From	A - Holwell Road (E)	0.00	10.00	11.00
	B - Royal Oak Lane (S)	11.00	0.00	0.00
	C - West Lane (W)	8.00	0.00	0.00

Demand (Veh/TS)

1 - Howell Rd / West Ln / Royal Oak Ln
17:15 - 17:30

	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
From	A - Holwell Road (E)	0.00	3.00	12.00
	B - Royal Oak Lane (S)	11.00	0.00	0.00
	C - West Lane (W)	10.00	0.00	0.00

Demand (Veh/TS)

1 - Howell Rd / West Ln / Royal Oak Ln
17:30 - 17:45

	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
From	A - Holwell Road (E)	0.00	10.00	15.00
	B - Royal Oak Lane (S)	3.00	0.00	0.00
	C - West Lane (W)	4.00	0.00	0.00

Demand (Veh/TS)

1 - Howell Rd / West Ln / Royal Oak Ln
17:45 - 18:00

	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
From				
	A - Holwell Road (E)	0.00	12.00	8.00
	B - Royal Oak Lane (S)	11.00	0.00	0.00
	C - West Lane (W)	7.00	0.00	0.00

Demand (Veh/TS)

2 - Royal Oak Ln (S) 17:00 - 17:15

	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
From				
	A - Royal Oak Lane (S)	0.00	1.00	11.00
	B - Royal Oak Lane (Spur)	3.00	0.00	0.00
	C - Royal Oak Lane (N)	10.00	0.00	0.00

Demand (Veh/TS)

2 - Royal Oak Ln (S) 17:15 - 17:30

	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
From				
	A - Royal Oak Lane (S)	0.00	0.00	11.00
	B - Royal Oak Lane (Spur)	1.00	0.00	0.00
	C - Royal Oak Lane (N)	3.00	0.00	0.00

Demand (Veh/TS)

2 - Royal Oak Ln (S) 17:30 - 17:45

	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
From				
	A - Royal Oak Lane (S)	0.00	0.00	3.00
	B - Royal Oak Lane (Spur)	3.00	0.00	0.00
	C - Royal Oak Lane (N)	10.00	0.00	0.00

Demand (Veh/TS)

2 - Royal Oak Ln (S) 17:45 - 18:00

	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
From				
	A - Royal Oak Lane (S)	0.00	4.00	11.00
	B - Royal Oak Lane (Spur)	3.00	0.00	0.00
	C - Royal Oak Lane (N)	12.00	0.00	0.00

Demand (Veh/TS)

3 - West Lane / Royal Oak Ln 17:00 - 17:15

	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
From				
	A - West Lane (E)	0.00	0.00	11.00
	B - Royal Oak Lane (Spur)	0.00	0.00	1.00
	C - West Lane (W)	8.00	3.00	0.00

Demand (Veh/TS)

3 - West Lane / Royal Oak Ln 17:15 - 17:30

	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
From				
	A - West Lane (E)	0.00	0.00	12.00
	B - Royal Oak Lane (Spur)	0.00	0.00	0.00
	C - West Lane (W)	10.00	1.00	0.00

Demand (Veh/TS)

3 - West Lane / Royal Oak Ln 17:30
- 17:45

	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
From	A - West Lane (E)	0.00	0.00	15.00
	B - Royal Oak Lane (Spur)	0.00	0.00	0.00
	C - West Lane (W)	4.00	3.00	0.00

Demand (Veh/TS)

3 - West Lane / Royal Oak Ln 17:45
- 18:00

	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
From	A - West Lane (E)	0.00	0.00	8.00
	B - Royal Oak Lane (Spur)	0.00	0.00	4.00
	C - West Lane (W)	7.00	3.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80
2	0.20	0.80
3	0.20	0.80

Heavy Vehicle %

1 -
Howell
Rd /
West
Ln /
Royal
Oak Ln
17:00 -
17:15

	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
From	A - Holwell Road (E)	0	0	0
	B - Royal Oak Lane (S)	0	0	0
	C - West Lane (W)	0	0	0

Cyclist %

	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
From	A - Holwell Road (E)	0	0	0
	B - Royal Oak Lane (S)	0	0	0
	C - West Lane (W)	0	0	0

Heavy Vehicle %

1 -
Howell
Rd /
West
Ln /
Royal
Oak Ln
17:15 -
17:30

	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
From	A - Holwell Road (E)	0	0	8
	B - Royal Oak Lane (S)	0	0	0
	C - West Lane (W)	0	0	0

Cyclist %

	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
From	A - Holwell Road (E)	0	0	0
	B - Royal Oak Lane (S)	0	0	0
	C - West Lane (W)	0	0	0

Heavy Vehicle %

1 -
Howell
Rd /
West
Ln /
Royal
Oak Ln
17:30 -
17:45

	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
From	A - Holwell Road (E)	0	0	0
	B - Royal Oak Lane (S)	0	0	0
	C - West Lane (W)	0	0	0

Cyclist %

	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
From	A - Holwell Road (E)	0	0	0
	B - Royal Oak Lane (S)	0	0	0
	C - West Lane (W)	0	0	0

1 -
Howell
Rd /
West
Ln /
Royal
Oak Ln
17:45 -
18:00

Heavy Vehicle %

From	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
	A - Holwell Road (E)	0	8	0
	B - Royal Oak Lane (S)	0	0	0
	C - West Lane (W)	0	0	0

Cyclist %

From	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
	A - Holwell Road (E)	0	0	0
	B - Royal Oak Lane (S)	0	0	0
	C - West Lane (W)	0	0	0

2 -
Royal
Oak
Ln
(S)
17:00
-
17:15

Heavy Vehicle %

From	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
	A - Royal Oak Lane (S)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - Royal Oak Lane (N)	0	0	0

Cyclist %

From	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
	A - Royal Oak Lane (S)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - Royal Oak Lane (N)	0	0	0

2 -
Royal
Oak
Ln
(S)
17:15
-
17:30

Heavy Vehicle %

From	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
	A - Royal Oak Lane (S)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - Royal Oak Lane (N)	0	0	0

Cyclist %

From	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
	A - Royal Oak Lane (S)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - Royal Oak Lane (N)	0	0	0

2 -
Royal
Oak
Ln
(S)
17:30
-
17:45

Heavy Vehicle %

From	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
	A - Royal Oak Lane (S)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - Royal Oak Lane (N)	0	0	0

Cyclist %

From	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
	A - Royal Oak Lane (S)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - Royal Oak Lane (N)	0	0	0

2 -
Royal
Oak
Ln
(S)
17:45
-
18:00

Heavy Vehicle %

From	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
	A - Royal Oak Lane (S)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - Royal Oak Lane (N)	8	0	0

Cyclist %

From	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
	A - Royal Oak Lane (S)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - Royal Oak Lane (N)	0	0	0

3 -
West
Lane /
Royal
Oak
Ln
17:00 -
17:15

Heavy Vehicle %

From	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
	A - West Lane (E)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - West Lane (W)	0	0	0

Cyclist %

From	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
	A - West Lane (E)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - West Lane (W)	0	0	0

3 -
West
Lane /
Royal
Oak
Ln
17:15 -
17:30

Heavy Vehicle %

From	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
	A - West Lane (E)	0	0	8
	B - Royal Oak Lane (Spur)	0	0	0
	C - West Lane (W)	0	0	0

Cyclist %

From	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
	A - West Lane (E)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - West Lane (W)	0	0	0

3 -
West
Lane /
Royal
Oak
Ln
17:30 -
17:45

Heavy Vehicle %

From	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
	A - West Lane (E)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - West Lane (W)	0	0	0

Cyclist %

From	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
	A - West Lane (E)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - West Lane (W)	0	0	0

3 -
West
Lane /
Royal
Oak
Ln
17:45 -
18:00

Heavy Vehicle %

From	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
	A - West Lane (E)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - West Lane (W)	0	0	0

Cyclist %

From	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
	A - West Lane (E)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - West Lane (W)	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	0.00	0.0	A	16.05	64.21
	B - Royal Oak Lane (S)	8.77	0.1	A	7.09	28.37
	C - West Lane (W)	0.00	0.0	A	5.78	23.11
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	0.00	0.0	A	7.98	31.90
	B - Royal Oak Lane (Spur)	8.52	0.0	A	1.96	7.84
	C - Royal Oak Lane (N)	0.00	0.0	A	6.97	27.86
3 - West Lane / Royal Oak Ln	A - West Lane (E)	0.00	0.0	A	9.07	36.30
	B - Royal Oak Lane (Spur)	6.93	0.0	A	0.88	3.53
	C - West Lane (W)	2.66	0.0	A	7.76	31.04

Main Results for each time segment

17:00 - 17:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignal level servi
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	17.52	17.52	17.52	16.75	14.97	0.0	0.0	0.000	A
	B - Royal Oak Lane (S)	9.15	9.15	9.00	9.43	8.32	0.0	0.1	8.324	A
	C - West Lane (W)	5.97	5.97	5.97	6.34	9.21	0.0	0.0	0.000	A
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	9.74	9.74	9.74	10.25	10.75	0.0	0.0	0.000	A
	B - Royal Oak Lane (Spur)	2.38	2.38	2.44	2.38	0.59	0.0	0.0	7.844	A
	C - Royal Oak Lane (N)	8.32	8.32	8.32	8.19	9.15	0.0	0.0	0.000	A
3 - West Lane / Royal Oak Ln	A - West Lane (E)	9.21	9.21	9.21	8.56	5.97	0.0	0.0	0.000	A
	B - Royal Oak Lane (Spur)	0.59	0.59	0.65	0.74	2.38	0.0	0.0	5.500	A
	C - West Lane (W)	8.44	8.44	8.35	8.74	9.86	0.0	0.0	1.460	A

17:15 - 17:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignal level servi
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	11.85	11.85	11.85	13.01	17.58	0.0	0.0	0.000	A
	B - Royal Oak Lane (S)	8.88	8.88	9.15	9.28	2.61	0.1	0.0	8.548	A
	C - West Lane (W)	8.44	8.44	8.44	8.10	9.24	0.0	0.0	0.000	A
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	8.88	8.88	8.88	9.24	3.24	0.0	0.0	0.000	A
	B - Royal Oak Lane (Spur)	0.65	0.65	0.62	0.89	0.00	0.0	0.0	8.191	A
	C - Royal Oak Lane (N)	2.61	2.61	2.61	2.74	8.88	0.0	0.0	0.000	A
3 - West Lane / Royal Oak Ln	A - West Lane (E)	9.18	9.18	9.18	10.24	8.44	0.0	0.0	0.000	A
	B - Royal Oak Lane (Spur)	0.00	0.00	0.00	0.00	0.65	0.0	0.0	0.000	A
	C - West Lane (W)	9.03	9.03	9.09	8.97	9.18	0.0	0.0	0.542	A

17:30 - 17:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignal level servi
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	19.25	19.25	19.25	19.06	5.29	0.0	0.0	0.000	A
	B - Royal Oak Lane (S)	2.32	2.32	2.29	3.04	7.81	0.0	0.0	8.492	A
	C - West Lane (W)	3.00	3.00	3.00	3.50	11.44	0.0	0.0	0.000	A
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	2.32	2.32	2.32	3.02	10.49	0.0	0.0	0.000	A
	B - Royal Oak Lane (Spur)	2.67	2.67	2.67	2.75	0.00	0.0	0.0	8.319	A
	C - Royal Oak Lane (N)	7.81	7.81	7.81	7.55	2.32	0.0	0.0	0.000	A
3 - West Lane / Royal Oak Ln	A - West Lane (E)	11.44	11.44	11.44	11.50	3.00	0.0	0.0	0.000	A
	B - Royal Oak Lane (Spur)	0.00	0.00	0.00	0.00	2.67	0.0	0.0	0.000	A
	C - West Lane (W)	5.73	5.73	5.67	6.25	11.44	0.0	0.0	2.657	A

17:45 - 18:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignal level servi
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	15.59	15.59	15.59	17.76	13.78	0.0	0.0	0.000	A
	B - Royal Oak Lane (S)	8.02	8.02	8.08	6.25	9.12	0.0	0.1	8.769	A
	C - West Lane (W)	5.70	5.70	5.70	5.46	6.48	0.0	0.0	0.000	A
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	10.96	10.96	10.96	8.33	11.23	0.0	0.0	0.000	A
	B - Royal Oak Lane (Spur)	2.14	2.14	2.11	2.00	2.94	0.0	0.0	8.525	A
	C - Royal Oak Lane (N)	9.12	9.12	9.12	11.14	8.02	0.0	0.0	0.000	A
3 - West Lane / Royal Oak Ln	A - West Lane (E)	6.48	6.48	6.48	6.74	5.70	0.0	0.0	0.000	A
	B - Royal Oak Lane (Spur)	2.94	2.94	2.94	2.00	2.14	0.0	0.0	6.932	A
	C - West Lane (W)	7.84	7.84	7.84	7.48	9.42	0.0	0.0	1.664	A

Lane Results

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

Lanes: Main Results for each time segment

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	Entry	1	1	B, C	17.52	17.52	16.75	0.0	0.0	0.000
		Exit	1	1		14.97	14.97	15.76	0.0	0.0	0.000
	B - Royal Oak Lane (S)	Entry	1	1	A, C	9.15	9.00	9.43	0.0	0.1	8.324
		Exit	1	1		8.32	8.32	8.19	0.0	0.0	0.000
	C - West Lane (W)	Entry	1	1	A, B	5.97	5.97	6.34	0.0	0.0	0.000
		Exit	1	1		9.21	9.21	8.56	0.0	0.0	0.000
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	Entry	1	1	B, C	9.74	9.74	10.25	0.0	0.0	0.000
		Exit	1	1		10.75	10.75	10.56	0.0	0.0	0.000
	B - Royal Oak Lane (Spur)	Entry	1	1	A, C	2.38	2.44	2.38	0.0	0.0	7.844
		Exit	1	1		0.59	0.59	0.74	0.0	0.0	0.000
	C - Royal Oak Lane (N)	Entry	1	1	A, B	8.32	8.32	8.19	0.0	0.0	0.000
		Exit	1	1		9.15	9.15	9.50	0.0	0.0	0.000
3 - West Lane / Royal Oak Ln	A - West Lane (E)	Entry	1	1	B, C	9.21	9.21	8.56	0.0	0.0	0.000
		Exit	1	1		5.97	5.97	6.34	0.0	0.0	0.000
	B - Royal Oak Lane (Spur)	Entry	1	1	A, C	0.59	0.65	0.74	0.0	0.0	5.500
		Exit	1	1		2.38	2.38	2.41	0.0	0.0	0.000
	C - West Lane (W)	Entry	1	1	A, B	8.44	8.35	8.74	0.0	0.0	1.460
		Exit	1	1		9.86	9.86	9.31	0.0	0.0	0.000

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	Entry	1	1	B, C	11.85	11.85	13.01	0.0	0.0	0.000
		Exit	1	1		17.58	17.58	17.38	0.0	0.0	0.000
	B - Royal Oak Lane (S)	Entry	1	1	A, C	8.88	9.15	9.28	0.1	0.0	8.548
		Exit	1	1		2.61	2.61	2.74	0.0	0.0	0.000
	C - West Lane (W)	Entry	1	1	A, B	8.44	8.44	8.10	0.0	0.0	0.000
		Exit	1	1		9.24	9.24	10.27	0.0	0.0	0.000
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	Entry	1	1	B, C	8.88	8.88	9.24	0.0	0.0	0.000
		Exit	1	1		3.24	3.24	3.63	0.0	0.0	0.000
	B - Royal Oak Lane (Spur)	Entry	1	1	A, C	0.65	0.62	0.89	0.0	0.0	8.191
		Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000
	C - Royal Oak Lane (N)	Entry	1	1	A, B	2.61	2.61	2.74	0.0	0.0	0.000
		Exit	1	1		8.88	8.88	9.24	0.0	0.0	0.008
3 - West Lane / Royal Oak Ln	A - West Lane (E)	Entry	1	1	B, C	9.18	9.18	10.24	0.0	0.0	0.000
		Exit	1	1		8.44	8.44	8.10	0.0	0.0	0.000
	B - Royal Oak Lane (Spur)	Entry	1	1	A, C	0.00	0.00	0.00	0.0	0.0	0.000
		Exit	1	1		0.65	0.65	0.87	0.0	0.0	0.000
	C - West Lane (W)	Entry	1	1	A, B	9.03	9.09	8.97	0.0	0.0	0.542
		Exit	1	1		9.18	9.18	10.24	0.0	0.0	0.000

17:30 - 17:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	Entry	1	1	B, C	19.25	19.25	19.06	0.0	0.0	0.000
		Exit	1	1		5.29	5.29	6.53	0.0	0.0	0.000
	B - Royal Oak Lane (S)	Entry	1	1	A, C	2.32	2.29	3.04	0.0	0.0	8.492
		Exit	1	1		7.81	7.81	7.55	0.0	0.0	0.000
	C - West Lane (W)	Entry	1	1	A, B	3.00	3.00	3.50	0.0	0.0	0.000
		Exit	1	1		11.44	11.44	11.50	0.0	0.0	0.000
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	Entry	1	1	B, C	2.32	2.32	3.02	0.0	0.0	0.000
		Exit	1	1		10.49	10.49	10.31	0.0	0.0	0.000
	B - Royal Oak Lane (Spur)	Entry	1	1	A, C	2.67	2.67	2.75	0.0	0.0	8.319
		Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000
	C - Royal Oak Lane (N)	Entry	1	1	A, B	7.81	7.81	7.55	0.0	0.0	0.000
		Exit	1	1		2.32	2.32	3.02	0.0	0.0	0.000
3 - West Lane / Royal Oak Ln	A - West Lane (E)	Entry	1	1	B, C	11.44	11.44	11.50	0.0	0.0	0.000
		Exit	1	1		3.00	3.00	3.50	0.0	0.0	0.000
	B - Royal Oak Lane (Spur)	Entry	1	1	A, C	0.00	0.00	0.00	0.0	0.0	0.000
		Exit	1	1		2.67	2.67	2.75	0.0	0.0	0.000
	C - West Lane (W)	Entry	1	1	A, B	5.73	5.67	6.25	0.0	0.0	2.657
		Exit	1	1		11.44	11.44	11.50	0.0	0.0	0.000

17:45 - 18:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	Entry	1	1	B, C	15.59	15.59	17.76	0.0	0.0	0.000
		Exit	1	1		13.78	13.78	11.70	0.0	0.0	0.000
	B - Royal Oak Lane (S)	Entry	1	1	A, C	8.02	8.08	6.25	0.0	0.1	8.769
		Exit	1	1		9.12	9.12	11.02	0.0	0.0	0.000
	C - West Lane (W)	Entry	1	1	A, B	5.70	5.70	5.46	0.0	0.0	0.000
		Exit	1	1		6.48	6.48	6.74	0.0	0.0	0.000
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	Entry	1	1	B, C	10.96	10.96	8.33	0.0	0.0	0.000
		Exit	1	1		11.23	11.23	13.14	0.0	0.0	0.000
	B - Royal Oak Lane (Spur)	Entry	1	1	A, C	2.14	2.11	2.00	0.0	0.0	8.525
		Exit	1	1		2.94	2.94	2.01	0.0	0.0	0.000
	C - Royal Oak Lane (N)	Entry	1	1	A, B	9.12	9.12	11.14	0.0	0.0	0.000
		Exit	1	1		8.02	8.02	6.32	0.0	0.0	0.008
3 - West Lane / Royal Oak Ln	A - West Lane (E)	Entry	1	1	B, C	6.48	6.48	6.74	0.0	0.0	0.000
		Exit	1	1		5.70	5.70	5.46	0.0	0.0	0.000
	B - Royal Oak Lane (Spur)	Entry	1	1	A, C	2.94	2.94	2.00	0.0	0.0	6.932
		Exit	1	1		2.14	2.14	2.02	0.0	0.0	0.000
	C - West Lane (W)	Entry	1	1	A, B	7.84	7.84	7.48	0.0	0.0	1.664
		Exit	1	1		9.42	9.42	8.74	0.0	0.0	0.000

Lane movements: Main Results for each time segment

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	th (
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	8.32	8.32	-	-	-	8.32	
					C	9.21	9.21	-	-	-	9.21	
	B - Royal Oak Lane (S)	Entry	1	1	A	9.15	9.15	119.64	116.09	0.079	9.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
	C - West Lane (W)	Entry	1	1	A	5.97	5.97	-	-	-	5.97	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.59	0.59	-	-	-	0.59	
					C	9.15	9.15	-	-	-	9.15	
	B - Royal Oak Lane (Spur)	Entry	1	1	A	2.38	2.38	109.77	106.67	0.022	2.44	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
	C - Royal Oak Lane (N)	Entry	1	1	A	8.32	8.32	-	-	-	8.32	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
3 - West Lane / Royal Oak Ln	A - West Lane (E)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	9.21	9.21	-	-	-	9.21	
	B - Royal Oak Lane (Spur)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.59	0.59	74.36	73.38	0.008	0.65	
	C - West Lane (W)	Entry	1	1	A	5.97	5.97	-	-	-	5.97	
					B	2.47	2.47	149.26	147.05	0.017	2.38	
					C	0.00	0.00	0.00	0.00	0.000	0.00	

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	th (
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	2.61	2.61	-	-	-	2.61	
					C	9.24	9.24	-	-	-	9.24	
	B - Royal Oak Lane (S)	Entry	1	1	A	8.88	8.88	119.64	115.86	0.077	9.15	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
	C - West Lane (W)	Entry	1	1	A	8.44	8.44	-	-	-	8.44	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	8.88	8.88	-	-	-	8.88	
	B - Royal Oak Lane (Spur)	Entry	1	1	A	0.65	0.65	67.02	65.41	0.010	0.62	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
	C - Royal Oak Lane (N)	Entry	1	1	A	2.61	2.61	-	-	-	2.61	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
3 - West Lane / Royal Oak Ln	A - West Lane (E)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	9.18	9.18	-	-	-	9.18	
	B - Royal Oak Lane (Spur)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
	C - West Lane (W)	Entry	1	1	A	8.44	8.44	-	-	-	8.44	
					B	0.59	0.59	87.07	85.69	0.007	0.65	
					C	0.00	0.00	0.00	0.00	0.000	0.00	

17:30 - 17:45

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	th (
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	7.81	7.81	-	-	-	7.81	
					C	11.44	11.44	-	-	-	11.44	
	B - Royal Oak Lane (S)	Entry	1	1	A	2.32	2.32	118.45	114.91	0.020	2.29	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
	C - West Lane (W)	Entry	1	1	A	3.00	3.00	-	-	-	3.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	2.32	2.32	-	-	-	2.32	
	B - Royal Oak Lane (Spur)	Entry	1	1	A	2.67	2.67	107.46	105.95	0.025	2.67	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
	C - Royal Oak Lane (N)	Entry	1	1	A	7.81	7.81	-	-	-	7.81	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
3 - West Lane / Royal Oak Ln	A - West Lane (E)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	11.44	11.44	-	-	-	11.44	
	B - Royal Oak Lane (Spur)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
	C - West Lane (W)	Entry	1	1	A	3.00	3.00	-	-	-	3.00	
					B	2.73	2.73	144.60	142.21	0.019	2.67	
					C	0.00	0.00	0.00	0.00	0.000	0.00	

17:45 - 18:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	th (
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	9.12	9.12	-	-	-	9.12	
					C	6.48	6.48	-	-	-	6.48	
	B - Royal Oak Lane (S)	Entry	1	1	A	8.02	8.02	106.61	103.81	0.077	8.08	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
	C - West Lane (W)	Entry	1	1	A	5.70	5.70	-	-	-	5.70	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	2.94	2.94	-	-	-	2.94	
					C	8.02	8.02	-	-	-	8.02	
	B - Royal Oak Lane (Spur)	Entry	1	1	A	2.14	2.14	104.00	101.14	0.021	2.11	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
	C - Royal Oak Lane (N)	Entry	1	1	A	9.12	9.12	-	-	-	9.12	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
3 - West Lane / Royal Oak Ln	A - West Lane (E)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	6.48	6.48	-	-	-	6.48	
	B - Royal Oak Lane (Spur)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	2.94	2.94	118.10	116.96	0.025	2.94	
	C - West Lane (W)	Entry	1	1	A	5.70	5.70	-	-	-	5.70	
					B	2.14	2.14	136.82	135.24	0.016	2.14	
					C	0.00	0.00	0.00	0.00	0.000	0.00	

Existing Layout - 2030 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	1 - Howell Rd / West Ln / Royal Oak Ln - C - West Lane (W) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	2 - Royal Oak Ln (S) - C - Royal Oak Lane (N) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	3 - West Lane / Royal Oak Ln - C - West Lane (W) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Info	Simulation	A1 - Existing Layout [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Howell Rd / West Ln / Royal Oak Ln	T-Junction	Two-way	Two-way	Two-way		2.86	A
2	Royal Oak Ln (S)	T-Junction	Two-way	Two-way	Two-way		0.25	A
3	West Lane / Royal Oak Ln	T-Junction	Two-way	Two-way	Two-way		0.53	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.56	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2030 Base	AM	DIRECT	08:00	09:00	60	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/TS)	Flow multiplier (%)	Internal storage space (PCU)
1 - Howell Rd / West Ln / Royal Oak Ln	B - Royal Oak Lane (S)	2	C	Simple (vertical queueing)	Normal	0.00	100.00	
	C - West Lane (W)	3	A	Simple (vertical queueing)	Normal	0.00	100.00	
2 - Royal Oak Ln (S)	B - Royal Oak Lane (Spur)	3	B	Simple (vertical queueing)	Normal	0.00	100.00	
	C - Royal Oak Lane (N)	1	B	Simple (vertical queueing)	Normal	0.00	100.00	
3 - West Lane / Royal Oak Ln	A - West Lane (E)	1	C	Simple (vertical queueing)	Normal	0.00	100.00	
	B - Royal Oak Lane (Spur)	2	B	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)		DIRECT	✓	100.000
	B - Royal Oak Lane (S)	✓			
	C - West Lane (W)	✓			
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)		DIRECT	✓	100.000
	B - Royal Oak Lane (Spur)	✓			
	C - Royal Oak Lane (N)	✓			
3 - West Lane / Royal Oak Ln	A - West Lane (E)	✓			
	B - Royal Oak Lane (Spur)	✓			
	C - West Lane (W)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

1 - Howell Rd / West Ln / Royal Oak Ln
08:00 - 08:15

	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
From	A - Holwell Road (E)	0.00	7.00	4.00
	B - Royal Oak Lane (S)	14.00	0.00	0.00
	C - West Lane (W)	9.00	0.00	0.00

Demand (Veh/TS)

1 - Howell Rd / West Ln / Royal Oak Ln
08:15 - 08:30

	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
From	A - Holwell Road (E)	0.00	10.00	11.00
	B - Royal Oak Lane (S)	7.00	0.00	0.00
	C - West Lane (W)	19.00	0.00	0.00

Demand (Veh/TS)

1 - Howell Rd / West Ln / Royal Oak Ln
08:30 - 08:45

	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
From	A - Holwell Road (E)	0.00	15.00	11.00
	B - Royal Oak Lane (S)	13.00	0.00	0.00
	C - West Lane (W)	10.00	0.00	0.00

Demand (Veh/TS)

1 - Howell Rd / West Ln / Royal Oak Ln
08:45 - 09:00

	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
From				
	A - Holwell Road (E)	0.00	7.00	11.00
	B - Royal Oak Lane (S)	18.00	0.00	0.00
	C - West Lane (W)	16.00	0.00	0.00

Demand (Veh/TS)

2 - Royal Oak Ln (S) 08:00 - 08:15

	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
From				
	A - Royal Oak Lane (S)	0.00	1.00	14.00
	B - Royal Oak Lane (Spur)	1.00	0.00	0.00
	C - Royal Oak Lane (N)	7.00	0.00	0.00

Demand (Veh/TS)

2 - Royal Oak Ln (S) 08:15 - 08:30

	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
From				
	A - Royal Oak Lane (S)	0.00	1.00	7.00
	B - Royal Oak Lane (Spur)	1.00	0.00	0.00
	C - Royal Oak Lane (N)	10.00	0.00	0.00

Demand (Veh/TS)

2 - Royal Oak Ln (S) 08:30 - 08:45

	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
From				
	A - Royal Oak Lane (S)	0.00	0.00	13.00
	B - Royal Oak Lane (Spur)	1.00	0.00	0.00
	C - Royal Oak Lane (N)	15.00	0.00	0.00

Demand (Veh/TS)

2 - Royal Oak Ln (S) 08:45 - 09:00

	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
From				
	A - Royal Oak Lane (S)	0.00	1.00	18.00
	B - Royal Oak Lane (Spur)	1.00	0.00	0.00
	C - Royal Oak Lane (N)	7.00	0.00	0.00

Demand (Veh/TS)

3 - West Lane / Royal Oak Ln 08:00 - 08:15

	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
From				
	A - West Lane (E)	0.00	0.00	4.00
	B - Royal Oak Lane (Spur)	0.00	0.00	1.00
	C - West Lane (W)	9.00	1.00	0.00

Demand (Veh/TS)

3 - West Lane / Royal Oak Ln 08:15 - 08:30

	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
From				
	A - West Lane (E)	0.00	0.00	11.00
	B - Royal Oak Lane (Spur)	0.00	0.00	1.00
	C - West Lane (W)	19.00	1.00	0.00

Demand (Veh/TS)

3 - West Lane / Royal Oak Ln 08:30
- 08:45

	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
From	A - West Lane (E)	0.00	0.00	11.00
	B - Royal Oak Lane (Spur)	0.00	0.00	0.00
	C - West Lane (W)	10.00	1.00	0.00

Demand (Veh/TS)

3 - West Lane / Royal Oak Ln 08:45
- 09:00

	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
From	A - West Lane (E)	0.00	0.00	11.00
	B - Royal Oak Lane (Spur)	0.00	0.00	1.00
	C - West Lane (W)	16.00	1.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80
2	0.20	0.80
3	0.20	0.80

Heavy Vehicle %

1 -
Howell
Rd /
West
Ln /
Royal
Oak Ln
08:00 -
08:15

	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
From	A - Holwell Road (E)	0	0	25
	B - Royal Oak Lane (S)	8	0	0
	C - West Lane (W)	0	0	0

Cyclist %

	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
From	A - Holwell Road (E)	0	0	0
	B - Royal Oak Lane (S)	0	0	0
	C - West Lane (W)	0	0	0

Heavy Vehicle %

1 -
Howell
Rd /
West
Ln /
Royal
Oak Ln
08:15 -
08:30

	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
From	A - Holwell Road (E)	0	20	0
	B - Royal Oak Lane (S)	0	0	0
	C - West Lane (W)	0	0	0

Cyclist %

	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
From	A - Holwell Road (E)	0	0	0
	B - Royal Oak Lane (S)	0	0	0
	C - West Lane (W)	0	0	0

Heavy Vehicle %

1 -
Howell
Rd /
West
Ln /
Royal
Oak Ln
08:30 -
08:45

	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
From	A - Holwell Road (E)	0	7	0
	B - Royal Oak Lane (S)	0	0	0
	C - West Lane (W)	10	0	0

Cyclist %

	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
From	A - Holwell Road (E)	0	0	0
	B - Royal Oak Lane (S)	0	0	0
	C - West Lane (W)	0	0	0

1 -
Howell
Rd /
West
Ln /
Royal
Oak Ln
08:45 -
09:00

Heavy Vehicle %

From	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
	A - Holwell Road (E)	0	0	0
	B - Royal Oak Lane (S)	6	0	0
	C - West Lane (W)	0	0	0

Cyclist %

From	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
	A - Holwell Road (E)	0	0	0
	B - Royal Oak Lane (S)	0	0	0
	C - West Lane (W)	0	0	0

2 -
Royal
Oak
Ln
(S)
08:00
-
08:15

Heavy Vehicle %

From	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
	A - Royal Oak Lane (S)	0	0	8
	B - Royal Oak Lane (Spur)	0	0	0
	C - Royal Oak Lane (N)	100	0	0

Cyclist %

From	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
	A - Royal Oak Lane (S)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - Royal Oak Lane (N)	0	0	0

2 -
Royal
Oak
Ln
(S)
08:15
-
08:30

Heavy Vehicle %

From	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
	A - Royal Oak Lane (S)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - Royal Oak Lane (N)	20	0	0

Cyclist %

From	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
	A - Royal Oak Lane (S)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - Royal Oak Lane (N)	0	0	0

2 -
Royal
Oak
Ln
(S)
08:30
-
08:45

Heavy Vehicle %

From	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
	A - Royal Oak Lane (S)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - Royal Oak Lane (N)	7	0	0

Cyclist %

From	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
	A - Royal Oak Lane (S)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - Royal Oak Lane (N)	0	0	0

2 -
Royal
Oak
Ln
(S)
08:45
-
09:00

Heavy Vehicle %

From	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
	A - Royal Oak Lane (S)	0	0	6
	B - Royal Oak Lane (Spur)	0	0	0
	C - Royal Oak Lane (N)	0	0	0

Cyclist %

From	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
	A - Royal Oak Lane (S)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - Royal Oak Lane (N)	0	0	0

3 -
West
Lane /
Royal
Oak
Ln
08:00 -
08:15

Heavy Vehicle %

From	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
	A - West Lane (E)	0	0	25
	B - Royal Oak Lane (Spur)	0	0	0
	C - West Lane (W)	0	0	0

Cyclist %

From	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
	A - West Lane (E)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - West Lane (W)	0	0	0

3 -
West
Lane /
Royal
Oak
Ln
08:15 -
08:30

Heavy Vehicle %

From	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
	A - West Lane (E)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - West Lane (W)	0	0	0

Cyclist %

From	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
	A - West Lane (E)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - West Lane (W)	0	0	0

3 -
West
Lane /
Royal
Oak
Ln
08:30 -
08:45

Heavy Vehicle %

From	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
	A - West Lane (E)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - West Lane (W)	10	0	0

Cyclist %

From	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
	A - West Lane (E)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - West Lane (W)	0	0	0

3 -
West
Lane /
Royal
Oak
Ln
08:45 -
09:00

Heavy Vehicle %

From	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
	A - West Lane (E)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - West Lane (W)	0	0	0

Cyclist %

From	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
	A - West Lane (E)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - West Lane (W)	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	0.00	0.0	A	15.22	60.88
	B - Royal Oak Lane (S)	9.57	0.2	A	10.96	43.82
	C - West Lane (W)	0.00	0.0	A	10.44	41.78
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	0.00	0.0	A	11.50	45.98
	B - Royal Oak Lane (Spur)	7.70	0.0	A	0.71	2.82
	C - Royal Oak Lane (N)	0.00	0.0	A	7.44	29.76
3 - West Lane / Royal Oak Ln	A - West Lane (E)	0.00	0.0	A	7.78	31.13
	B - Royal Oak Lane (Spur)	7.17	0.0	A	0.53	2.11
	C - West Lane (W)	0.60	0.0	A	11.15	44.59

Main Results for each time segment

08:00 - 08:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignal level servi
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	8.67	8.67	8.67	10.09	18.48	0.0	0.0	0.000	A
	B - Royal Oak Lane (S)	11.58	11.58	11.43	12.21	5.58	0.0	0.2	9.566	A
	C - West Lane (W)	7.07	7.07	7.07	7.47	3.09	0.0	0.0	0.000	A
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	12.30	12.30	12.30	13.25	6.15	0.0	0.0	0.000	A
	B - Royal Oak Lane (Spur)	0.56	0.56	0.56	0.83	0.71	0.0	0.0	7.588	A
	C - Royal Oak Lane (N)	5.58	5.58	5.58	12.20	11.58	0.0	0.0	0.000	A
3 - West Lane / Royal Oak Ln	A - West Lane (E)	3.09	3.09	3.09	3.94	7.07	0.0	0.0	0.000	A
	B - Royal Oak Lane (Spur)	0.71	0.71	0.74	0.88	0.56	0.0	0.0	7.172	A
	C - West Lane (W)	7.63	7.63	7.63	8.30	3.80	0.0	0.0	0.597	A

08:15 - 08:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignal level servi
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	16.95	16.95	16.95	17.12	21.68	0.0	0.0	0.000	A
	B - Royal Oak Lane (S)	6.27	6.27	6.15	6.18	7.43	0.2	0.1	7.763	A
	C - West Lane (W)	15.53	15.53	15.53	14.35	9.53	0.0	0.0	0.000	A
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	6.86	6.86	6.86	6.81	8.26	0.0	0.0	0.000	A
	B - Royal Oak Lane (Spur)	0.83	0.83	0.83	0.80	0.59	0.0	0.0	7.598	A
	C - Royal Oak Lane (N)	7.43	7.43	7.43	8.75	6.27	0.0	0.0	0.000	A
3 - West Lane / Royal Oak Ln	A - West Lane (E)	9.53	9.53	9.53	8.33	15.53	0.0	0.0	0.000	A
	B - Royal Oak Lane (Spur)	0.59	0.59	0.56	0.75	0.83	0.0	0.0	4.626	A
	C - West Lane (W)	16.40	16.40	16.37	15.15	10.10	0.0	0.0	0.381	A

08:30 - 08:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignal level servi
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	19.99	19.99	19.99	21.93	18.86	0.0	0.0	0.000	A
	B - Royal Oak Lane (S)	11.52	11.52	11.38	10.39	11.40	0.1	0.1	8.702	A
	C - West Lane (W)	7.50	7.50	7.50	9.12	8.61	0.0	0.0	0.000	A
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	11.52	11.52	11.52	10.43	12.06	0.0	0.0	0.000	A
	B - Royal Oak Lane (Spur)	0.68	0.68	0.68	0.82	0.00	0.0	0.0	7.194	A
	C - Royal Oak Lane (N)	11.38	11.38	11.38	12.88	11.52	0.0	0.0	0.000	A
3 - West Lane / Royal Oak Ln	A - West Lane (E)	8.61	8.61	8.61	8.94	7.48	0.0	0.0	0.000	A
	B - Royal Oak Lane (Spur)	0.00	0.00	0.00	0.01	0.68	0.0	0.0	0.000	A
	C - West Lane (W)	8.14	8.14	8.14	10.05	8.61	0.0	0.0	0.595	A

08:45 - 09:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignal level servi
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	15.27	15.27	15.27	14.91	26.11	0.0	0.0	0.000	A
	B - Royal Oak Lane (S)	14.50	14.50	14.52	14.80	5.38	0.1	0.2	9.073	A
	C - West Lane (W)	11.67	11.67	11.67	11.99	9.89	0.0	0.0	0.000	A
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	15.30	15.30	15.30	15.87	6.12	0.0	0.0	0.000	A
	B - Royal Oak Lane (Spur)	0.74	0.74	0.74	0.79	0.80	0.0	0.0	7.697	A
	C - Royal Oak Lane (N)	5.38	5.38	5.38	5.47	14.50	0.0	0.0	0.000	A
3 - West Lane / Royal Oak Ln	A - West Lane (E)	9.89	9.89	9.89	9.45	11.67	0.0	0.0	0.000	A
	B - Royal Oak Lane (Spur)	0.80	0.80	0.80	0.79	0.74	0.0	0.0	4.996	A
	C - West Lane (W)	12.42	12.42	12.42	12.79	10.69	0.0	0.0	0.490	A

Lane Results

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

Lanes: Main Results for each time segment

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	Entry	1	1	B, C	8.67	8.67	10.09	0.0	0.0	0.000
		Exit	1	1		18.48	18.48	19.67	0.0	0.0	0.000
	B - Royal Oak Lane (S)	Entry	1	1	A, C	11.58	11.43	12.21	0.0	0.2	9.566
		Exit	1	1		5.58	5.58	6.10	0.0	0.0	0.000
	C - West Lane (W)	Entry	1	1	A, B	7.07	7.07	7.47	0.0	0.0	0.000
		Exit	1	1		3.09	3.09	3.99	0.0	0.0	0.000
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	Entry	1	1	B, C	12.30	12.30	13.25	0.0	0.0	0.000
		Exit	1	1		6.15	6.15	13.03	0.0	0.0	0.000
	B - Royal Oak Lane (Spur)	Entry	1	1	A, C	0.56	0.56	0.83	0.0	0.0	7.588
		Exit	1	1		0.71	0.71	0.89	0.0	0.0	0.000
	C - Royal Oak Lane (N)	Entry	1	1	A, B	5.58	5.58	12.20	0.0	0.0	0.000
		Exit	1	1		11.58	11.58	12.36	0.0	0.0	0.005
3 - West Lane / Royal Oak Ln	A - West Lane (E)	Entry	1	1	B, C	3.09	3.09	3.94	0.0	0.0	0.000
		Exit	1	1		7.07	7.07	7.47	0.0	0.0	0.000
	B - Royal Oak Lane (Spur)	Entry	1	1	A, C	0.71	0.74	0.88	0.0	0.0	7.172
		Exit	1	1		0.56	0.56	0.83	0.0	0.0	0.000
	C - West Lane (W)	Entry	1	1	A, B	7.63	7.63	8.30	0.0	0.0	0.597
		Exit	1	1		3.80	3.80	4.82	0.0	0.0	0.000

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	Entry	1	1	B, C	16.95	16.95	17.12	0.0	0.0	0.000
		Exit	1	1		21.68	21.68	20.52	0.0	0.0	0.000
	B - Royal Oak Lane (S)	Entry	1	1	A, C	6.27	6.15	6.18	0.2	0.1	7.763
		Exit	1	1		7.43	7.43	8.79	0.0	0.0	0.000
	C - West Lane (W)	Entry	1	1	A, B	15.53	15.53	14.35	0.0	0.0	0.000
		Exit	1	1		9.53	9.53	8.33	0.0	0.0	0.000
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	Entry	1	1	B, C	6.86	6.86	6.81	0.0	0.0	0.000
		Exit	1	1		8.26	8.26	9.55	0.0	0.0	0.000
	B - Royal Oak Lane (Spur)	Entry	1	1	A, C	0.83	0.83	0.80	0.0	0.0	7.598
		Exit	1	1		0.59	0.59	0.75	0.0	0.0	0.000
	C - Royal Oak Lane (N)	Entry	1	1	A, B	7.43	7.43	8.75	0.0	0.0	0.000
		Exit	1	1		6.27	6.27	6.06	0.0	0.0	0.000
3 - West Lane / Royal Oak Ln	A - West Lane (E)	Entry	1	1	B, C	9.53	9.53	8.33	0.0	0.0	0.000
		Exit	1	1		15.53	15.53	14.35	0.0	0.0	0.000
	B - Royal Oak Lane (Spur)	Entry	1	1	A, C	0.59	0.56	0.75	0.0	0.0	4.626
		Exit	1	1		0.83	0.83	0.80	0.0	0.0	0.000
	C - West Lane (W)	Entry	1	1	A, B	16.40	16.37	15.15	0.0	0.0	0.381
		Exit	1	1		10.10	10.10	9.08	0.0	0.0	0.000

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	Entry	1	1	B, C	19.99	19.99	21.93	0.0	0.0	0.000
		Exit	1	1		18.86	18.86	19.50	0.0	0.0	0.000
	B - Royal Oak Lane (S)	Entry	1	1	A, C	11.52	11.38	10.39	0.1	0.1	8.702
		Exit	1	1		11.40	11.40	12.99	0.0	0.0	0.000
	C - West Lane (W)	Entry	1	1	A, B	7.50	7.50	9.12	0.0	0.0	0.000
		Exit	1	1		8.61	8.61	8.94	0.0	0.0	0.000
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	Entry	1	1	B, C	11.52	11.52	10.43	0.0	0.0	0.000
		Exit	1	1		12.06	12.06	13.70	0.0	0.0	0.000
	B - Royal Oak Lane (Spur)	Entry	1	1	A, C	0.68	0.68	0.82	0.0	0.0	7.194
		Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000
	C - Royal Oak Lane (N)	Entry	1	1	A, B	11.38	11.38	12.88	0.0	0.0	0.000
		Exit	1	1		11.52	11.52	10.43	0.0	0.0	0.020
3 - West Lane / Royal Oak Ln	A - West Lane (E)	Exit	1	1		7.48	7.48	9.23	0.0	0.0	0.000
		Entry	1	1	A, C	0.00	0.00	0.01	0.0	0.0	0.000
	B - Royal Oak Lane (Spur)	Exit	1	1		0.68	0.68	0.82	0.0	0.0	0.000
		Entry	1	1	A, B	8.14	8.14	10.05	0.0	0.0	0.595
	C - West Lane (W)	Exit	1	1		8.61	8.61	8.95	0.0	0.0	0.000
		Entry	1	1							

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	Entry	1	1	B, C	15.27	15.27	14.91	0.0	0.0	0.000
		Exit	1	1		26.11	26.11	26.79	0.0	0.0	0.000
	B - Royal Oak Lane (S)	Entry	1	1	A, C	14.50	14.52	14.80	0.1	0.2	9.073
		Exit	1	1		5.38	5.38	5.47	0.0	0.0	0.000
	C - West Lane (W)	Entry	1	1	A, B	11.67	11.67	11.99	0.0	0.0	0.000
		Exit	1	1		9.89	9.89	9.45	0.0	0.0	0.000
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	Entry	1	1	B, C	15.30	15.30	15.87	0.0	0.0	0.000
		Exit	1	1		6.12	6.12	6.26	0.0	0.0	0.000
	B - Royal Oak Lane (Spur)	Entry	1	1	A, C	0.74	0.74	0.79	0.0	0.0	7.697
		Exit	1	1		0.80	0.80	0.79	0.0	0.0	0.000
	C - Royal Oak Lane (N)	Entry	1	1	A, B	5.38	5.38	5.47	0.0	0.0	0.000
		Exit	1	1		14.50	14.50	15.08	0.0	0.0	0.086
3 - West Lane / Royal Oak Ln	A - West Lane (E)	Entry	1	1	B, C	9.89	9.89	9.45	0.0	0.0	0.000
		Exit	1	1		11.67	11.67	11.99	0.0	0.0	0.000
	B - Royal Oak Lane (Spur)	Entry	1	1	A, C	0.80	0.80	0.79	0.0	0.0	4.996
		Exit	1	1		0.74	0.74	0.80	0.0	0.0	0.000
	C - West Lane (W)	Entry	1	1	A, B	12.42	12.42	12.79	0.0	0.0	0.490
		Exit	1	1		10.69	10.69	10.24	0.0	0.0	0.000

Lane movements: Main Results for each time segment

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	th (
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	5.58	5.58	-	-	-	5.58	
					C	3.09	3.09	-	-	-	3.09	
	B - Royal Oak Lane (S)	Entry	1	1	A	11.58	11.58	119.64	111.18	0.104	11.43	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
	C - West Lane (W)	Entry	1	1	A	7.07	7.07	-	-	-	7.07	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.71	0.71	-	-	-	0.71	
					C	11.58	11.58	-	-	-	11.58	
	B - Royal Oak Lane (Spur)	Entry	1	1	A	0.56	0.56	73.95	70.95	0.008	0.56	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
	C - Royal Oak Lane (N)	Entry	1	1	A	5.58	5.58	-	-	-	5.58	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
3 - West Lane / Royal Oak Ln	A - West Lane (E)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	3.09	3.09	-	-	-	3.09	
	B - Royal Oak Lane (Spur)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.71	0.71	90.39	89.83	0.008	0.74	
	C - West Lane (W)	Entry	1	1	A	7.07	7.07	-	-	-	7.07	
					B	0.56	0.56	99.51	98.77	0.006	0.56	
					C	0.00	0.00	0.00	0.00	0.000	0.00	

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	th (
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	7.43	7.43	-	-	-	7.43	
					C	9.53	9.53	-	-	-	9.53	
	B - Royal Oak Lane (S)	Entry	1	1	A	6.27	6.27	119.64	114.54	0.055	6.15	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
	C - West Lane (W)	Entry	1	1	A	15.53	15.53	-	-	-	15.53	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.59	0.59	-	-	-	0.59	
					C	6.27	6.27	-	-	-	6.27	
	B - Royal Oak Lane (Spur)	Entry	1	1	A	0.83	0.83	62.40	61.02	0.014	0.83	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
	C - Royal Oak Lane (N)	Entry	1	1	A	7.43	7.43	-	-	-	7.43	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
3 - West Lane / Royal Oak Ln	A - West Lane (E)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	9.53	9.53	-	-	-	9.53	
	B - Royal Oak Lane (Spur)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.59	0.59	86.02	84.93	0.007	0.56	
	C - West Lane (W)	Entry	1	1	A	15.53	15.53	-	-	-	15.53	
					B	0.86	0.86	83.96	82.91	0.010	0.83	
					C	0.00	0.00	0.00	0.00	0.000	0.00	

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	th (
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	11.40	11.40	-	-	-	11.40	
					C	8.61	8.61	-	-	-	8.61	
	B - Royal Oak Lane (S)	Entry	1	1	A	11.52	11.52	119.64	115.41	0.100	11.38	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
	C - West Lane (W)	Entry	1	1	A	7.50	7.50	-	-	-	7.50	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	11.52	11.52	-	-	-	11.52	
	B - Royal Oak Lane (Spur)	Entry	1	1	A	0.68	0.68	63.55	61.33	0.011	0.68	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
	C - Royal Oak Lane (N)	Entry	1	1	A	11.38	11.38	-	-	-	11.38	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
3 - West Lane / Royal Oak Ln	A - West Lane (E)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	8.61	8.61	-	-	-	8.61	
	B - Royal Oak Lane (Spur)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
	C - West Lane (W)	Entry	1	1	A	7.48	7.48	-	-	-	7.48	
					B	0.68	0.68	85.51	84.26	0.008	0.68	
					C	0.00	0.00	0.00	0.00	0.000	0.00	

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	th (
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	5.38	5.38	-	-	-	5.38	
					C	9.89	9.89	-	-	-	9.89	
	B - Royal Oak Lane (S)	Entry	1	1	A	14.50	14.50	119.64	108.25	0.133	14.52	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
	C - West Lane (W)	Entry	1	1	A	11.67	11.67	-	-	-	11.67	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.80	0.80	-	-	-	0.80	
					C	14.50	14.50	-	-	-	14.50	
	B - Royal Oak Lane (Spur)	Entry	1	1	A	0.74	0.74	63.55	61.22	0.012	0.74	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
	C - Royal Oak Lane (N)	Entry	1	1	A	5.38	5.38	-	-	-	5.38	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
3 - West Lane / Royal Oak Ln	A - West Lane (E)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	9.89	9.89	-	-	-	9.89	
	B - Royal Oak Lane (Spur)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.80	0.80	81.65	80.41	0.010	0.80	
	C - West Lane (W)	Entry	1	1	A	11.67	11.67	-	-	-	11.67	
					B	0.74	0.74	85.51	84.29	0.009	0.74	
					C	0.00	0.00	0.00	0.00	0.000	0.00	

Existing Layout - 2030 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	1 - Howell Rd / West Ln / Royal Oak Ln - C - West Lane (W) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	2 - Royal Oak Ln (S) - C - Royal Oak Lane (N) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	3 - West Lane / Royal Oak Ln - C - West Lane (W) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Info	Simulation	A1 - Existing Layout [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Howell Rd / West Ln / Royal Oak Ln	T-Junction	Two-way	Two-way	Two-way		2.12	A
2	Royal Oak Ln (S)	T-Junction	Two-way	Two-way	Two-way		0.96	A
3	West Lane / Royal Oak Ln	T-Junction	Two-way	Two-way	Two-way		1.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.64	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2030 Base	PM	DIRECT	17:00	18:00	60	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/TS)	Flow multiplier (%)	Internal storage space (PCU)
1 - Howell Rd / West Ln / Royal Oak Ln	B - Royal Oak Lane (S)	2	C	Simple (vertical queueing)	Normal	0.00	100.00	
	C - West Lane (W)	3	A	Simple (vertical queueing)	Normal	0.00	100.00	
2 - Royal Oak Ln (S)	B - Royal Oak Lane (Spur)	3	B	Simple (vertical queueing)	Normal	0.00	100.00	
	C - Royal Oak Lane (N)	1	B	Simple (vertical queueing)	Normal	0.00	100.00	
3 - West Lane / Royal Oak Ln	A - West Lane (E)	1	C	Simple (vertical queueing)	Normal	0.00	100.00	
	B - Royal Oak Lane (Spur)	2	B	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)		DIRECT	✓	100.000
	B - Royal Oak Lane (S)	✓			
	C - West Lane (W)	✓			
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)		DIRECT	✓	100.000
	B - Royal Oak Lane (Spur)	✓			
	C - Royal Oak Lane (N)	✓			
3 - West Lane / Royal Oak Ln	A - West Lane (E)	✓			
	B - Royal Oak Lane (Spur)	✓			
	C - West Lane (W)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

1 - Howell Rd / West Ln / Royal Oak Ln
17:00 - 17:15

	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
From	A - Holwell Road (E)	0.00	10.00	11.00
	B - Royal Oak Lane (S)	11.00	0.00	0.00
	C - West Lane (W)	8.00	0.00	0.00

Demand (Veh/TS)

1 - Howell Rd / West Ln / Royal Oak Ln
17:15 - 17:30

	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
From	A - Holwell Road (E)	0.00	3.00	13.00
	B - Royal Oak Lane (S)	11.00	0.00	0.00
	C - West Lane (W)	10.00	0.00	0.00

Demand (Veh/TS)

1 - Howell Rd / West Ln / Royal Oak Ln
17:30 - 17:45

	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
From	A - Holwell Road (E)	0.00	10.00	16.00
	B - Royal Oak Lane (S)	3.00	0.00	0.00
	C - West Lane (W)	4.00	0.00	0.00

Demand (Veh/TS)

1 - Howell Rd / West Ln / Royal Oak Ln
17:45 - 18:00

	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
From				
	A - Holwell Road (E)	0.00	13.00	8.00
	B - Royal Oak Lane (S)	11.00	0.00	0.00
	C - West Lane (W)	7.00	0.00	0.00

Demand (Veh/TS)

2 - Royal Oak Ln (S) 17:00 - 17:15

	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
From				
	A - Royal Oak Lane (S)	0.00	1.00	11.00
	B - Royal Oak Lane (Spur)	3.00	0.00	0.00
	C - Royal Oak Lane (N)	10.00	0.00	0.00

Demand (Veh/TS)

2 - Royal Oak Ln (S) 17:15 - 17:30

	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
From				
	A - Royal Oak Lane (S)	0.00	0.00	11.00
	B - Royal Oak Lane (Spur)	1.00	0.00	0.00
	C - Royal Oak Lane (N)	3.00	0.00	0.00

Demand (Veh/TS)

2 - Royal Oak Ln (S) 17:30 - 17:45

	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
From				
	A - Royal Oak Lane (S)	0.00	0.00	3.00
	B - Royal Oak Lane (Spur)	3.00	0.00	0.00
	C - Royal Oak Lane (N)	10.00	0.00	0.00

Demand (Veh/TS)

2 - Royal Oak Ln (S) 17:45 - 18:00

	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
From				
	A - Royal Oak Lane (S)	0.00	4.00	11.00
	B - Royal Oak Lane (Spur)	3.00	0.00	0.00
	C - Royal Oak Lane (N)	13.00	0.00	0.00

Demand (Veh/TS)

3 - West Lane / Royal Oak Ln 17:00 - 17:15

	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
From				
	A - West Lane (E)	0.00	0.00	11.00
	B - Royal Oak Lane (Spur)	0.00	0.00	1.00
	C - West Lane (W)	8.00	3.00	0.00

Demand (Veh/TS)

3 - West Lane / Royal Oak Ln 17:15 - 17:30

	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
From				
	A - West Lane (E)	0.00	0.00	13.00
	B - Royal Oak Lane (Spur)	0.00	0.00	0.00
	C - West Lane (W)	10.00	1.00	0.00

Demand (Veh/TS)

3 - West Lane / Royal Oak Ln 17:30
- 17:45

	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
From	A - West Lane (E)	0.00	0.00	16.00
	B - Royal Oak Lane (Spur)	0.00	0.00	0.00
	C - West Lane (W)	4.00	3.00	0.00

Demand (Veh/TS)

3 - West Lane / Royal Oak Ln 17:45
- 18:00

	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
From	A - West Lane (E)	0.00	0.00	8.00
	B - Royal Oak Lane (Spur)	0.00	0.00	4.00
	C - West Lane (W)	7.00	3.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80
2	0.20	0.80
3	0.20	0.80

Heavy Vehicle %

1 -
Howell
Rd /
West
Ln /
Royal
Oak Ln
17:00 -
17:15

	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
From	A - Holwell Road (E)	0	0	0
	B - Royal Oak Lane (S)	0	0	0
	C - West Lane (W)	0	0	0

Cyclist %

	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
From	A - Holwell Road (E)	0	0	0
	B - Royal Oak Lane (S)	0	0	0
	C - West Lane (W)	0	0	0

Heavy Vehicle %

1 -
Howell
Rd /
West
Ln /
Royal
Oak Ln
17:15 -
17:30

	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
From	A - Holwell Road (E)	0	0	8
	B - Royal Oak Lane (S)	0	0	0
	C - West Lane (W)	0	0	0

Cyclist %

	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
From	A - Holwell Road (E)	0	0	0
	B - Royal Oak Lane (S)	0	0	0
	C - West Lane (W)	0	0	0

Heavy Vehicle %

1 -
Howell
Rd /
West
Ln /
Royal
Oak Ln
17:30 -
17:45

	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
From	A - Holwell Road (E)	0	0	0
	B - Royal Oak Lane (S)	0	0	0
	C - West Lane (W)	0	0	0

Cyclist %

	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
From	A - Holwell Road (E)	0	0	0
	B - Royal Oak Lane (S)	0	0	0
	C - West Lane (W)	0	0	0

1 -
Howell
Rd /
West
Ln /
Royal
Oak Ln
17:45 -
18:00

Heavy Vehicle %

From	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
	A - Holwell Road (E)	0	8	0
	B - Royal Oak Lane (S)	0	0	0
	C - West Lane (W)	0	0	0

Cyclist %

From	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
	A - Holwell Road (E)	0	0	0
	B - Royal Oak Lane (S)	0	0	0
	C - West Lane (W)	0	0	0

2 -
Royal
Oak
Ln
(S)
17:00
-
17:15

Heavy Vehicle %

From	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
	A - Royal Oak Lane (S)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - Royal Oak Lane (N)	0	0	0

Cyclist %

From	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
	A - Royal Oak Lane (S)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - Royal Oak Lane (N)	0	0	0

2 -
Royal
Oak
Ln
(S)
17:15
-
17:30

Heavy Vehicle %

From	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
	A - Royal Oak Lane (S)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - Royal Oak Lane (N)	0	0	0

Cyclist %

From	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
	A - Royal Oak Lane (S)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - Royal Oak Lane (N)	0	0	0

2 -
Royal
Oak
Ln
(S)
17:30
-
17:45

Heavy Vehicle %

From	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
	A - Royal Oak Lane (S)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - Royal Oak Lane (N)	0	0	0

Cyclist %

From	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
	A - Royal Oak Lane (S)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - Royal Oak Lane (N)	0	0	0

2 -
Royal
Oak
Ln
(S)
17:45
-
18:00

Heavy Vehicle %

From	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
	A - Royal Oak Lane (S)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - Royal Oak Lane (N)	8	0	0

Cyclist %

From	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
	A - Royal Oak Lane (S)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - Royal Oak Lane (N)	0	0	0

3 -
West
Lane /
Royal
Oak
Ln
17:00 -
17:15

Heavy Vehicle %

From	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
	A - West Lane (E)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - West Lane (W)	0	0	0

Cyclist %

From	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
	A - West Lane (E)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - West Lane (W)	0	0	0

3 -
West
Lane /
Royal
Oak
Ln
17:15 -
17:30

Heavy Vehicle %

From	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
	A - West Lane (E)	0	0	8
	B - Royal Oak Lane (Spur)	0	0	0
	C - West Lane (W)	0	0	0

Cyclist %

From	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
	A - West Lane (E)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - West Lane (W)	0	0	0

3 -
West
Lane /
Royal
Oak
Ln
17:30 -
17:45

Heavy Vehicle %

From	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
	A - West Lane (E)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - West Lane (W)	0	0	0

Cyclist %

From	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
	A - West Lane (E)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - West Lane (W)	0	0	0

3 -
West
Lane /
Royal
Oak
Ln
17:45 -
18:00

Heavy Vehicle %

From	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
	A - West Lane (E)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - West Lane (W)	0	0	0

Cyclist %

From	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
	A - West Lane (E)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - West Lane (W)	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	0.00	0.0	A	16.71	66.83
	B - Royal Oak Lane (S)	8.82	0.1	A	7.08	28.34
	C - West Lane (W)	0.00	0.0	A	5.35	21.42
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	0.00	0.0	A	7.98	31.90
	B - Royal Oak Lane (Spur)	8.42	0.0	A	1.95	7.81
	C - Royal Oak Lane (N)	0.00	0.0	A	7.08	28.33
3 - West Lane / Royal Oak Ln	A - West Lane (E)	0.00	0.0	A	9.62	38.49
	B - Royal Oak Lane (Spur)	6.61	0.0	A	0.89	3.56
	C - West Lane (W)	2.94	0.0	A	7.28	29.14

Main Results for each time segment

17:00 - 17:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignal level servi
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	17.14	17.14	17.14	16.76	15.09	0.0	0.0	0.000	A
	B - Royal Oak Lane (S)	9.15	9.15	8.97	9.41	7.99	0.0	0.1	8.531	A
	C - West Lane (W)	6.12	6.12	6.12	6.79	9.15	0.0	0.0	0.000	A
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	10.04	10.04	10.04	10.44	10.72	0.0	0.0	0.000	A
	B - Royal Oak Lane (Spur)	2.67	2.67	2.73	2.61	0.89	0.0	0.0	8.241	A
	C - Royal Oak Lane (N)	7.99	7.99	7.99	7.95	9.15	0.0	0.0	0.000	A
3 - West Lane / Royal Oak Ln	A - West Lane (E)	9.15	9.15	9.15	8.81	6.12	0.0	0.0	0.000	A
	B - Royal Oak Lane (Spur)	0.89	0.89	0.86	0.89	2.67	0.0	0.0	6.611	A
	C - West Lane (W)	8.73	8.73	8.79	9.41	10.01	0.0	0.0	1.627	A

17:15 - 17:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignal level servi
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	12.48	12.48	12.48	13.51	14.82	0.0	0.0	0.000	A
	B - Royal Oak Lane (S)	7.99	7.99	7.90	8.90	1.81	0.1	0.1	8.503	A
	C - West Lane (W)	6.92	6.92	6.92	7.59	10.66	0.0	0.0	0.000	A
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	7.99	7.99	7.99	8.91	2.64	0.0	0.0	0.000	A
	B - Royal Oak Lane (Spur)	0.86	0.86	0.83	0.84	0.00	0.0	0.0	7.538	A
	C - Royal Oak Lane (N)	1.81	1.81	1.81	2.02	7.99	0.0	0.0	0.000	A
3 - West Lane / Royal Oak Ln	A - West Lane (E)	10.66	10.66	10.66	11.25	6.92	0.0	0.0	0.000	A
	B - Royal Oak Lane (Spur)	0.00	0.00	0.00	0.02	0.86	0.0	0.0	0.000	A
	C - West Lane (W)	7.78	7.78	7.78	8.45	10.66	0.0	0.0	0.613	A

17:30 - 17:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignal level servi
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	21.00	21.00	21.00	20.75	5.70	0.0	0.0	0.000	A
	B - Royal Oak Lane (S)	2.91	2.91	2.88	3.24	8.29	0.1	0.0	8.818	A
	C - West Lane (W)	2.82	2.82	2.82	3.11	12.71	0.0	0.0	0.000	A
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	2.91	2.91	2.91	3.12	10.51	0.0	0.0	0.000	A
	B - Royal Oak Lane (Spur)	2.17	2.17	2.23	2.53	0.00	0.0	0.0	7.656	A
	C - Royal Oak Lane (N)	8.29	8.29	8.29	8.03	2.91	0.0	0.0	0.000	A
3 - West Lane / Royal Oak Ln	A - West Lane (E)	12.71	12.71	12.71	12.72	2.82	0.0	0.0	0.000	A
	B - Royal Oak Lane (Spur)	0.00	0.00	0.00	0.00	2.17	0.0	0.0	0.000	A
	C - West Lane (W)	4.99	4.99	4.99	5.64	12.71	0.0	0.0	2.940	A

17:45 - 18:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignal level servi
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	16.22	16.22	16.22	17.48	13.78	0.0	0.0	0.000	A
	B - Royal Oak Lane (S)	8.29	8.29	8.23	6.51	10.28	0.0	0.1	8.555	A
	C - West Lane (W)	5.55	5.55	5.55	5.13	5.97	0.0	0.0	0.000	A
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	10.96	10.96	10.96	8.86	12.27	0.0	0.0	0.000	A
	B - Royal Oak Lane (Spur)	2.11	2.11	2.05	2.08	2.67	0.0	0.0	8.417	A
	C - Royal Oak Lane (N)	10.24	10.24	10.24	11.35	8.29	0.0	0.0	0.000	A
3 - West Lane / Royal Oak Ln	A - West Lane (E)	5.97	5.97	5.97	6.08	5.55	0.0	0.0	0.000	A
	B - Royal Oak Lane (Spur)	2.67	2.67	2.55	2.23	2.11	0.0	0.0	6.020	A
	C - West Lane (W)	7.63	7.63	7.66	7.24	8.52	0.0	0.0	1.752	A

Lane Results

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

Lanes: Main Results for each time segment

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	Entry	1	1	B, C	17.14	17.14	16.76	0.0	0.0	0.000
		Exit	1	1		15.09	15.09	16.20	0.0	0.0	0.000
	B - Royal Oak Lane (S)	Entry	1	1	A, C	9.15	8.97	9.41	0.0	0.1	8.531
		Exit	1	1		7.99	7.99	7.95	0.0	0.0	0.000
	C - West Lane (W)	Entry	1	1	A, B	6.12	6.12	6.79	0.0	0.0	0.000
		Exit	1	1		9.15	9.15	8.81	0.0	0.0	0.000
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	Entry	1	1	B, C	10.04	10.04	10.44	0.0	0.0	0.000
		Exit	1	1		10.72	10.72	10.56	0.0	0.0	0.000
	B - Royal Oak Lane (Spur)	Entry	1	1	A, C	2.67	2.73	2.61	0.0	0.0	8.241
		Exit	1	1		0.89	0.89	0.91	0.0	0.0	0.000
	C - Royal Oak Lane (N)	Entry	1	1	A, B	7.99	7.99	7.95	0.0	0.0	0.000
		Exit	1	1		9.15	9.15	9.52	0.0	0.0	0.000
3 - West Lane / Royal Oak Ln	A - West Lane (E)	Entry	1	1	B, C	9.15	9.15	8.81	0.0	0.0	0.000
		Exit	1	1		6.12	6.12	6.79	0.0	0.0	0.000
	B - Royal Oak Lane (Spur)	Entry	1	1	A, C	0.89	0.86	0.89	0.0	0.0	6.611
		Exit	1	1		2.67	2.67	2.61	0.0	0.0	0.000
	C - West Lane (W)	Entry	1	1	A, B	8.73	8.79	9.41	0.0	0.0	1.627
		Exit	1	1		10.01	10.01	9.70	0.0	0.0	0.000

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	Entry	1	1	B, C	12.48	12.48	13.51	0.0	0.0	0.000
		Exit	1	1		14.82	14.82	16.50	0.0	0.0	0.000
	B - Royal Oak Lane (S)	Entry	1	1	A, C	7.99	7.90	8.90	0.1	0.1	8.503
		Exit	1	1		1.81	1.81	2.02	0.0	0.0	0.000
	C - West Lane (W)	Entry	1	1	A, B	6.92	6.92	7.59	0.0	0.0	0.000
		Exit	1	1		10.66	10.66	11.50	0.0	0.0	0.000
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	Entry	1	1	B, C	7.99	7.99	8.91	0.0	0.0	0.000
		Exit	1	1		2.64	2.64	2.86	0.0	0.0	0.000
	B - Royal Oak Lane (Spur)	Entry	1	1	A, C	0.86	0.83	0.84	0.0	0.0	7.538
		Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000
	C - Royal Oak Lane (N)	Entry	1	1	A, B	1.81	1.81	2.02	0.0	0.0	0.000
		Exit	1	1		7.99	7.99	8.91	0.0	0.0	0.000
3 - West Lane / Royal Oak Ln	A - West Lane (E)	Entry	1	1	B, C	10.66	10.66	11.25	0.0	0.0	0.000
		Exit	1	1		6.92	6.92	7.59	0.0	0.0	0.000
	B - Royal Oak Lane (Spur)	Entry	1	1	A, C	0.00	0.00	0.02	0.0	0.0	0.000
		Exit	1	1		0.86	0.86	0.85	0.0	0.0	0.000
	C - West Lane (W)	Entry	1	1	A, B	7.78	7.78	8.45	0.0	0.0	0.613
		Exit	1	1		10.66	10.66	11.27	0.0	0.0	0.000

17:30 - 17:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	Entry	1	1	B, C	21.00	21.00	20.75	0.0	0.0	0.000
		Exit	1	1		5.70	5.70	6.35	0.0	0.0	0.000
	B - Royal Oak Lane (S)	Entry	1	1	A, C	2.91	2.88	3.24	0.1	0.0	8.818
		Exit	1	1		8.29	8.29	8.03	0.0	0.0	0.000
	C - West Lane (W)	Entry	1	1	A, B	2.82	2.82	3.11	0.0	0.0	0.000
		Exit	1	1		12.71	12.71	12.72	0.0	0.0	0.000
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	Entry	1	1	B, C	2.91	2.91	3.12	0.0	0.0	0.000
		Exit	1	1		10.51	10.51	10.56	0.0	0.0	0.000
	B - Royal Oak Lane (Spur)	Entry	1	1	A, C	2.17	2.23	2.53	0.0	0.0	7.656
		Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000
	C - Royal Oak Lane (N)	Entry	1	1	A, B	8.29	8.29	8.03	0.0	0.0	0.000
		Exit	1	1		2.91	2.91	3.12	0.0	0.0	0.000
3 - West Lane / Royal Oak Ln	A - West Lane (E)	Entry	1	1	B, C	12.71	12.71	12.72	0.0	0.0	0.000
		Exit	1	1		2.82	2.82	3.11	0.0	0.0	0.000
	B - Royal Oak Lane (Spur)	Entry	1	1	A, C	0.00	0.00	0.00	0.0	0.0	0.000
		Exit	1	1		2.17	2.17	2.53	0.0	0.0	0.000
	C - West Lane (W)	Entry	1	1	A, B	4.99	4.99	5.64	0.0	0.0	2.940
		Exit	1	1		12.71	12.71	12.72	0.0	0.0	0.000

17:45 - 18:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	Entry	1	1	B, C	16.22	16.22	17.48	0.0	0.0	0.000
		Exit	1	1		13.78	13.78	11.64	0.0	0.0	0.000
	B - Royal Oak Lane (S)	Entry	1	1	A, C	8.29	8.23	6.51	0.0	0.1	8.555
		Exit	1	1		10.28	10.28	11.40	0.0	0.0	0.000
	C - West Lane (W)	Entry	1	1	A, B	5.55	5.55	5.13	0.0	0.0	0.000
		Exit	1	1		5.97	5.97	6.08	0.0	0.0	0.000
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	Entry	1	1	B, C	10.96	10.96	8.86	0.0	0.0	0.000
		Exit	1	1		12.27	12.27	13.43	0.0	0.0	0.000
	B - Royal Oak Lane (Spur)	Entry	1	1	A, C	2.11	2.05	2.08	0.0	0.0	8.417
		Exit	1	1		2.67	2.67	2.27	0.0	0.0	0.003
	C - Royal Oak Lane (N)	Entry	1	1	A, B	10.24	10.24	11.35	0.0	0.0	0.000
		Exit	1	1		8.29	8.29	6.59	0.0	0.0	0.000
3 - West Lane / Royal Oak Ln	A - West Lane (E)	Entry	1	1	B, C	5.97	5.97	6.08	0.0	0.0	0.000
		Exit	1	1		5.55	5.55	5.13	0.0	0.0	0.000
	B - Royal Oak Lane (Spur)	Entry	1	1	A, C	2.67	2.55	2.23	0.0	0.0	6.020
		Exit	1	1		2.11	2.11	2.11	0.0	0.0	0.000
	C - West Lane (W)	Entry	1	1	A, B	7.63	7.66	7.24	0.0	0.0	1.752
		Exit	1	1		8.52	8.52	8.31	0.0	0.0	0.000

Lane movements: Main Results for each time segment

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	th (
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	7.99	7.99	-	-	-	7.99	
					C	9.15	9.15	-	-	-	9.15	
	B - Royal Oak Lane (S)	Entry	1	1	A	9.15	9.15	119.64	115.99	0.079	8.97	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
	C - West Lane (W)	Entry	1	1	A	6.12	6.12	-	-	-	6.12	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.89	0.89	-	-	-	0.89	
					C	9.15	9.15	-	-	-	9.15	
	B - Royal Oak Lane (Spur)	Entry	1	1	A	2.67	2.67	106.31	103.40	0.026	2.73	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
	C - Royal Oak Lane (N)	Entry	1	1	A	7.99	7.99	-	-	-	7.99	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
3 - West Lane / Royal Oak Ln	A - West Lane (E)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	9.15	9.15	-	-	-	9.15	
	B - Royal Oak Lane (Spur)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.89	0.89	93.31	91.81	0.010	0.86	
	C - West Lane (W)	Entry	1	1	A	6.12	6.12	-	-	-	6.12	
					B	2.61	2.61	143.04	141.15	0.019	2.67	
					C	0.00	0.00	0.00	0.00	0.000	0.00	

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	th (
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	1.81	1.81	-	-	-	1.81	
					C	10.66	10.66	-	-	-	10.66	
	B - Royal Oak Lane (S)	Entry	1	1	A	7.99	7.99	119.64	115.77	0.069	7.90	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
	C - West Lane (W)	Entry	1	1	A	6.92	6.92	-	-	-	6.92	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	7.99	7.99	-	-	-	7.99	
	B - Royal Oak Lane (Spur)	Entry	1	1	A	0.86	0.86	67.02	65.73	0.013	0.83	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
	C - Royal Oak Lane (N)	Entry	1	1	A	1.81	1.81	-	-	-	1.81	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
3 - West Lane / Royal Oak Ln	A - West Lane (E)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	10.66	10.66	-	-	-	10.66	
	B - Royal Oak Lane (Spur)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
	C - West Lane (W)	Entry	1	1	A	6.92	6.92	-	-	-	6.92	
					B	0.86	0.86	90.18	88.63	0.010	0.86	
					C	0.00	0.00	0.00	0.00	0.000	0.00	

17:30 - 17:45

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	th (
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	8.29	8.29	-	-	-	8.29	
					C	12.71	12.71	-	-	-	12.71	
	B - Royal Oak Lane (S)	Entry	1	1	A	2.91	2.91	119.64	115.64	0.025	2.88	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
	C - West Lane (W)	Entry	1	1	A	2.82	2.82	-	-	-	2.82	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	2.91	2.91	-	-	-	2.91	
	B - Royal Oak Lane (Spur)	Entry	1	1	A	2.17	2.17	107.46	105.88	0.020	2.23	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
	C - Royal Oak Lane (N)	Entry	1	1	A	8.29	8.29	-	-	-	8.29	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
3 - West Lane / Royal Oak Ln	A - West Lane (E)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	12.71	12.71	-	-	-	12.71	
	B - Royal Oak Lane (Spur)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
	C - West Lane (W)	Entry	1	1	A	2.82	2.82	-	-	-	2.82	
					B	2.17	2.17	144.60	141.63	0.015	2.17	
					C	0.00	0.00	0.00	0.00	0.000	0.00	

17:45 - 18:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	th (
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	10.28	10.28	-	-	-	10.28	
					C	5.97	5.97	-	-	-	5.97	
	B - Royal Oak Lane (S)	Entry	1	1	A	8.29	8.29	103.05	100.27	0.083	8.23	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
	C - West Lane (W)	Entry	1	1	A	5.55	5.55	-	-	-	5.55	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	2.67	2.67	-	-	-	2.67	
					C	8.29	8.29	-	-	-	8.29	
	B - Royal Oak Lane (Spur)	Entry	1	1	A	2.11	2.11	97.06	94.14	0.022	2.05	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
	C - Royal Oak Lane (N)	Entry	1	1	A	10.24	10.24	-	-	-	10.24	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
3 - West Lane / Royal Oak Ln	A - West Lane (E)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	5.97	5.97	-	-	-	5.97	
	B - Royal Oak Lane (Spur)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	2.67	2.67	115.18	114.10	0.023	2.55	
	C - West Lane (W)	Entry	1	1	A	5.55	5.55	-	-	-	5.55	
					B	2.08	2.08	130.60	129.22	0.016	2.11	
					C	0.00	0.00	0.00	0.00	0.000	0.00	

Existing Layout - 2030 Development Case, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	1 - Howell Rd / West Ln / Royal Oak Ln - C - West Lane (W) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	2 - Royal Oak Ln (S) - C - Royal Oak Lane (N) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	3 - West Lane / Royal Oak Ln - C - West Lane (W) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Info	Simulation	A1 - Existing Layout [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Howell Rd / West Ln / Royal Oak Ln	T-Junction	Two-way	Two-way	Two-way		2.90	A
2	Royal Oak Ln (S)	T-Junction	Two-way	Two-way	Two-way		0.24	A
3	West Lane / Royal Oak Ln	T-Junction	Two-way	Two-way	Two-way		0.51	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.59	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2030 Development Case	AM	DIRECT	08:00	09:00	60	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/TS)	Flow multiplier (%)	Internal storage space (PCU)
1 - Howell Rd / West Ln / Royal Oak Ln	B - Royal Oak Lane (S)	2	C	Simple (vertical queueing)	Normal	0.00	100.00	
	C - West Lane (W)	3	A	Simple (vertical queueing)	Normal	0.00	100.00	
2 - Royal Oak Ln (S)	B - Royal Oak Lane (Spur)	3	B	Simple (vertical queueing)	Normal	0.00	100.00	
	C - Royal Oak Lane (N)	1	B	Simple (vertical queueing)	Normal	0.00	100.00	
3 - West Lane / Royal Oak Ln	A - West Lane (E)	1	C	Simple (vertical queueing)	Normal	0.00	100.00	
	B - Royal Oak Lane (Spur)	2	B	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)		DIRECT	✓	100.000
	B - Royal Oak Lane (S)	✓			
	C - West Lane (W)	✓			
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)		DIRECT	✓	100.000
	B - Royal Oak Lane (Spur)	✓			
	C - Royal Oak Lane (N)	✓			
3 - West Lane / Royal Oak Ln	A - West Lane (E)	✓			
	B - Royal Oak Lane (Spur)	✓			
	C - West Lane (W)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

1 - Howell Rd / West Ln / Royal Oak Ln
08:00 - 08:15

	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
From	A - Holwell Road (E)	0.00	18.00	5.00
	B - Royal Oak Lane (S)	18.00	0.00	0.00
	C - West Lane (W)	10.00	0.00	0.00

Demand (Veh/TS)

1 - Howell Rd / West Ln / Royal Oak Ln
08:15 - 08:30

	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
From	A - Holwell Road (E)	0.00	21.00	12.00
	B - Royal Oak Lane (S)	12.00	0.00	0.00
	C - West Lane (W)	19.00	0.00	0.00

Demand (Veh/TS)

1 - Howell Rd / West Ln / Royal Oak Ln
08:30 - 08:45

	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
From	A - Holwell Road (E)	0.00	25.00	12.00
	B - Royal Oak Lane (S)	17.00	0.00	0.00
	C - West Lane (W)	11.00	0.00	0.00

Demand (Veh/TS)

1 - Howell Rd / West Ln / Royal Oak Ln
08:45 - 09:00

	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
From				
	A - Holwell Road (E)	0.00	18.00	12.00
	B - Royal Oak Lane (S)	22.00	0.00	0.00
	C - West Lane (W)	16.00	0.00	0.00

Demand (Veh/TS)

2 - Royal Oak Ln (S) 08:00 - 08:15

	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
From				
	A - Royal Oak Lane (S)	0.00	1.00	18.00
	B - Royal Oak Lane (Spur)	1.00	0.00	0.00
	C - Royal Oak Lane (N)	18.00	0.00	0.00

Demand (Veh/TS)

2 - Royal Oak Ln (S) 08:15 - 08:30

	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
From				
	A - Royal Oak Lane (S)	0.00	1.00	12.00
	B - Royal Oak Lane (Spur)	1.00	0.00	0.00
	C - Royal Oak Lane (N)	21.00	0.00	0.00

Demand (Veh/TS)

2 - Royal Oak Ln (S) 08:30 - 08:45

	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
From				
	A - Royal Oak Lane (S)	0.00	0.00	17.00
	B - Royal Oak Lane (Spur)	1.00	0.00	0.00
	C - Royal Oak Lane (N)	25.00	0.00	0.00

Demand (Veh/TS)

2 - Royal Oak Ln (S) 08:45 - 09:00

	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
From				
	A - Royal Oak Lane (S)	0.00	1.00	22.00
	B - Royal Oak Lane (Spur)	1.00	0.00	0.00
	C - Royal Oak Lane (N)	18.00	0.00	0.00

Demand (Veh/TS)

3 - West Lane / Royal Oak Ln 08:00 - 08:15

	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
From				
	A - West Lane (E)	0.00	0.00	5.00
	B - Royal Oak Lane (Spur)	0.00	0.00	1.00
	C - West Lane (W)	10.00	1.00	0.00

Demand (Veh/TS)

3 - West Lane / Royal Oak Ln 08:15 - 08:30

	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
From				
	A - West Lane (E)	0.00	0.00	12.00
	B - Royal Oak Lane (Spur)	0.00	0.00	1.00
	C - West Lane (W)	19.00	1.00	0.00

Demand (Veh/TS)

3 - West Lane / Royal Oak Ln 08:30 - 08:45

	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
From	A - West Lane (E)	0.00	0.00	12.00
	B - Royal Oak Lane (Spur)	0.00	0.00	0.00
	C - West Lane (W)	11.00	1.00	0.00

Demand (Veh/TS)

3 - West Lane / Royal Oak Ln 08:45 - 09:00

	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
From	A - West Lane (E)	0.00	0.00	12.00
	B - Royal Oak Lane (Spur)	0.00	0.00	1.00
	C - West Lane (W)	16.00	1.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80
2	0.20	0.80
3	0.20	0.80

Heavy Vehicle %

1 - Howell Rd / West Ln / Royal Oak Ln 08:00 - 08:15

	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
From	A - Holwell Road (E)	0	0	22
	B - Royal Oak Lane (S)	6	0	0
	C - West Lane (W)	0	0	0

Cyclist %

	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
From	A - Holwell Road (E)	0	0	0
	B - Royal Oak Lane (S)	0	0	0
	C - West Lane (W)	0	0	0

Heavy Vehicle %

1 - Howell Rd / West Ln / Royal Oak Ln 08:15 - 08:30

	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
From	A - Holwell Road (E)	0	10	0
	B - Royal Oak Lane (S)	0	0	0
	C - West Lane (W)	0	0	0

Cyclist %

	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
From	A - Holwell Road (E)	0	0	0
	B - Royal Oak Lane (S)	0	0	0
	C - West Lane (W)	0	0	0

Heavy Vehicle %

1 - Howell Rd / West Ln / Royal Oak Ln 08:30 - 08:45

	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
From	A - Holwell Road (E)	0	4	0
	B - Royal Oak Lane (S)	0	0	0
	C - West Lane (W)	10	0	0

Cyclist %

	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
From	A - Holwell Road (E)	0	0	0
	B - Royal Oak Lane (S)	0	0	0
	C - West Lane (W)	0	0	0

1 -
Howell
Rd /
West
Ln /
Royal
Oak Ln
08:45 -
09:00

Heavy Vehicle %

From	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
	A - Holwell Road (E)	0	0	0
	B - Royal Oak Lane (S)	5	0	0
	C - West Lane (W)	0	0	0

Cyclist %

From	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
	A - Holwell Road (E)	0	0	0
	B - Royal Oak Lane (S)	0	0	0
	C - West Lane (W)	0	0	0

2 -
Royal
Oak
Ln
(S)
08:00
-
08:15

Heavy Vehicle %

From	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
	A - Royal Oak Lane (S)	0	0	6
	B - Royal Oak Lane (Spur)	0	0	0
	C - Royal Oak Lane (N)	0	0	0

Cyclist %

From	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
	A - Royal Oak Lane (S)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - Royal Oak Lane (N)	0	0	0

2 -
Royal
Oak
Ln
(S)
08:15
-
08:30

Heavy Vehicle %

From	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
	A - Royal Oak Lane (S)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - Royal Oak Lane (N)	10	0	0

Cyclist %

From	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
	A - Royal Oak Lane (S)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - Royal Oak Lane (N)	0	0	0

2 -
Royal
Oak
Ln
(S)
08:30
-
08:45

Heavy Vehicle %

From	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
	A - Royal Oak Lane (S)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - Royal Oak Lane (N)	4	0	0

Cyclist %

From	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
	A - Royal Oak Lane (S)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - Royal Oak Lane (N)	0	0	0

2 -
Royal
Oak
Ln
(S)
08:45
-
09:00

Heavy Vehicle %

From	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
	A - Royal Oak Lane (S)	0	0	5
	B - Royal Oak Lane (Spur)	0	0	0
	C - Royal Oak Lane (N)	0	0	0

Cyclist %

From	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
	A - Royal Oak Lane (S)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - Royal Oak Lane (N)	0	0	0

3 -
West
Lane /
Royal
Oak
Ln
08:00 -
08:15

Heavy Vehicle %

From	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
	A - West Lane (E)	0	0	22
	B - Royal Oak Lane (Spur)	0	0	0
	C - West Lane (W)	0	0	0

Cyclist %

From	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
	A - West Lane (E)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - West Lane (W)	0	0	0

3 -
West
Lane /
Royal
Oak
Ln
08:15 -
08:30

Heavy Vehicle %

From	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
	A - West Lane (E)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - West Lane (W)	0	0	0

Cyclist %

From	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
	A - West Lane (E)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - West Lane (W)	0	0	0

3 -
West
Lane /
Royal
Oak
Ln
08:30 -
08:45

Heavy Vehicle %

From	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
	A - West Lane (E)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - West Lane (W)	10	0	0

Cyclist %

From	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
	A - West Lane (E)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - West Lane (W)	0	0	0

3 -
West
Lane /
Royal
Oak
Ln
08:45 -
09:00

Heavy Vehicle %

From	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
	A - West Lane (E)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - West Lane (W)	0	0	0

Cyclist %

From	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
	A - West Lane (E)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - West Lane (W)	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	0.00	0.0	A	24.64	98.55
	B - Royal Oak Lane (S)	10.44	0.2	B	13.85	55.41
	C - West Lane (W)	0.00	0.0	A	11.51	46.03
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	0.02	0.0	A	14.31	57.24
	B - Royal Oak Lane (Spur)	10.02	0.0	B	0.76	3.03
	C - Royal Oak Lane (N)	0.00	0.0	A	16.60	66.39
3 - West Lane / Royal Oak Ln	A - West Lane (E)	0.00	0.0	A	8.04	32.17
	B - Royal Oak Lane (Spur)	6.61	0.0	A	0.50	1.99
	C - West Lane (W)	0.60	0.0	A	12.28	49.13

Main Results for each time segment

08:00 - 08:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsign level serv
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	18.53	18.53	18.53	19.45	22.25	0.0	0.0	0.000	A
	B - Royal Oak Lane (S)	14.29	14.29	14.38	14.76	14.61	0.0	0.1	9.596	A
	C - West Lane (W)	7.87	7.87	7.87	8.15	3.92	0.0	0.0	0.000	A
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	14.82	14.82	14.82	15.72	15.27	0.0	0.0	0.000	A
	B - Royal Oak Lane (Spur)	0.62	0.62	0.65	0.77	0.59	0.0	0.0	10.021	B
	C - Royal Oak Lane (N)	14.61	14.61	14.61	14.57	14.31	0.0	0.0	0.000	A
3 - West Lane / Royal Oak Ln	A - West Lane (E)	3.92	3.92	3.92	4.79	7.87	0.0	0.0	0.000	A
	B - Royal Oak Lane (Spur)	0.59	0.59	0.59	0.72	0.62	0.0	0.0	5.811	A
	C - West Lane (W)	8.55	8.55	8.50	8.92	4.51	0.0	0.0	0.601	A

08:15 - 08:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsign level servi
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	27.95	27.95	27.95	27.73	25.93	0.0	0.0	0.000	A
	B - Royal Oak Lane (S)	9.71	9.71	9.71	10.12	18.12	0.1	0.1	8.846	A
	C - West Lane (W)	16.22	16.22	16.22	15.04	9.83	0.0	0.0	0.000	A
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	10.34	10.34	10.34	10.69	18.65	0.0	0.0	0.000	A
	B - Royal Oak Lane (Spur)	0.53	0.53	0.53	0.67	0.62	0.0	0.0	8.356	A
	C - Royal Oak Lane (N)	18.12	18.12	18.12	18.35	9.71	0.0	0.0	0.000	A
3 - West Lane / Royal Oak Ln	A - West Lane (E)	9.83	9.83	9.83	9.45	16.22	0.0	0.0	0.000	A
	B - Royal Oak Lane (Spur)	0.62	0.62	0.62	0.63	0.53	0.0	0.0	5.768	A
	C - West Lane (W)	16.75	16.75	16.75	15.72	10.46	0.0	0.0	0.231	A

08:30 - 08:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsign level servi
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	28.66	28.66	28.66	30.64	21.50	0.0	0.0	0.000	A
	B - Royal Oak Lane (S)	12.86	12.86	12.77	12.71	19.75	0.1	0.2	8.719	A
	C - West Lane (W)	8.72	8.72	8.72	9.90	8.91	0.0	0.0	0.000	A
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	12.86	12.86	12.86	12.81	20.47	0.0	0.0	0.000	A
	B - Royal Oak Lane (Spur)	0.71	0.71	0.71	0.84	0.00	0.0	0.0	6.178	A
	C - Royal Oak Lane (N)	19.75	19.75	19.75	21.19	12.86	0.0	0.0	0.000	A
3 - West Lane / Royal Oak Ln	A - West Lane (E)	8.91	8.91	8.91	9.41	8.72	0.0	0.0	0.000	A
	B - Royal Oak Lane (Spur)	0.00	0.00	0.00	0.00	0.71	0.0	0.0	0.000	A
	C - West Lane (W)	9.45	9.45	9.45	10.72	8.91	0.0	0.0	0.470	A

08:45 - 09:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsign level serv
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	23.41	23.41	23.41	23.86	31.78	0.0	0.0	0.000	A
	B - Royal Oak Lane (S)	18.56	18.56	18.56	18.60	13.90	0.2	0.2	10.439	B
	C - West Lane (W)	13.22	13.22	13.22	12.24	9.50	0.0	0.0	0.000	A
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	19.22	19.22	19.25	19.32	14.97	0.0	0.0	0.019	A
	B - Royal Oak Lane (Spur)	1.16	1.16	1.07	0.91	0.77	0.0	0.0	8.702	A
	C - Royal Oak Lane (N)	13.90	13.90	13.90	14.78	18.56	0.0	0.0	0.000	A
3 - West Lane / Royal Oak Ln	A - West Lane (E)	9.50	9.50	9.50	9.08	13.22	0.0	0.0	0.000	A
	B - Royal Oak Lane (Spur)	0.77	0.77	0.77	0.68	1.16	0.0	0.0	6.611	A
	C - West Lane (W)	14.38	14.38	14.38	13.18	10.28	0.0	0.0	0.499	A

Lane Results

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

Lanes: Main Results for each time segment

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	Entry	1	1	B, C	18.53	18.53	19.45	0.0	0.0	0.000
		Exit	1	1		22.25	22.25	22.91	0.0	0.0	0.000
	B - Royal Oak Lane (S)	Entry	1	1	A, C	14.29	14.38	14.76	0.0	0.1	9.596
		Exit	1	1		14.61	14.61	14.57	0.0	0.0	0.000
	C - West Lane (W)	Entry	1	1	A, B	7.87	7.87	8.15	0.0	0.0	0.000
		Exit	1	1		3.92	3.92	4.87	0.0	0.0	0.000
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	Entry	1	1	B, C	14.82	14.82	15.72	0.0	0.0	0.000
		Exit	1	1		15.27	15.27	15.35	0.0	0.0	0.000
	B - Royal Oak Lane (Spur)	Entry	1	1	A, C	0.62	0.65	0.77	0.0	0.0	10.021
		Exit	1	1		0.59	0.59	0.72	0.0	0.0	0.000
	C - Royal Oak Lane (N)	Entry	1	1	A, B	14.61	14.61	14.57	0.0	0.0	0.000
		Exit	1	1		14.23	14.31	15.00	0.0	0.0	0.101
3 - West Lane / Royal Oak Ln	A - West Lane (E)	Entry	1	1	B, C	3.92	3.92	4.79	0.0	0.0	0.000
		Exit	1	1		7.87	7.87	8.15	0.0	0.0	0.000
	B - Royal Oak Lane (Spur)	Entry	1	1	A, C	0.59	0.59	0.72	0.0	0.0	5.811
		Exit	1	1		0.62	0.62	0.77	0.0	0.0	0.000
	C - West Lane (W)	Entry	1	1	A, B	8.55	8.50	8.92	0.0	0.0	0.601
		Exit	1	1		4.51	4.51	5.51	0.0	0.0	0.000

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	Entry	1	1	B, C	27.95	27.95	27.73	0.0	0.0	0.000
		Exit	1	1		25.93	25.93	25.16	0.0	0.0	0.000
	B - Royal Oak Lane (S)	Entry	1	1	A, C	9.71	9.71	10.12	0.1	0.1	8.846
		Exit	1	1		18.12	18.12	18.29	0.0	0.0	0.000
	C - West Lane (W)	Entry	1	1	A, B	16.22	16.22	15.04	0.0	0.0	0.000
		Exit	1	1		9.83	9.83	9.45	0.0	0.0	0.000
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	Entry	1	1	B, C	10.34	10.34	10.69	0.0	0.0	0.000
		Exit	1	1		18.65	18.65	19.02	0.0	0.0	0.000
	B - Royal Oak Lane (Spur)	Entry	1	1	A, C	0.53	0.53	0.67	0.0	0.0	8.356
		Exit	1	1		0.62	0.62	0.63	0.0	0.0	0.000
	C - Royal Oak Lane (N)	Entry	1	1	A, B	18.12	18.12	18.35	0.0	0.0	0.000
		Exit	1	1		9.71	9.71	10.06	0.0	0.0	0.000
3 - West Lane / Royal Oak Ln	A - West Lane (E)	Entry	1	1	B, C	9.83	9.83	9.45	0.0	0.0	0.000
		Exit	1	1		16.22	16.22	15.04	0.0	0.0	0.000
	B - Royal Oak Lane (Spur)	Entry	1	1	A, C	0.62	0.62	0.63	0.0	0.0	5.768
		Exit	1	1		0.53	0.53	0.68	0.0	0.0	0.000
	C - West Lane (W)	Entry	1	1	A, B	16.75	16.75	15.72	0.0	0.0	0.231
		Exit	1	1		10.46	10.46	10.08	0.0	0.0	0.000

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	Entry	1	1	B, C	28.66	28.66	30.64	0.0	0.0	0.000
		Exit	1	1		21.50	21.50	22.61	0.0	0.0	0.000
	B - Royal Oak Lane (S)	Entry	1	1	A, C	12.86	12.77	12.71	0.1	0.2	8.719
		Exit	1	1		19.75	19.75	21.24	0.0	0.0	0.000
	C - West Lane (W)	Entry	1	1	A, B	8.72	8.72	9.90	0.0	0.0	0.000
		Exit	1	1		8.91	8.91	9.41	0.0	0.0	0.000
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	Entry	1	1	B, C	12.86	12.86	12.81	0.0	0.0	0.000
		Exit	1	1		20.47	20.47	22.03	0.0	0.0	0.000
	B - Royal Oak Lane (Spur)	Entry	1	1	A, C	0.71	0.71	0.84	0.0	0.0	6.178
		Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000
	C - Royal Oak Lane (N)	Entry	1	1	A, B	19.75	19.75	21.19	0.0	0.0	0.000
		Exit	1	1		12.86	12.86	12.81	0.0	0.0	0.000
3 - West Lane / Royal Oak Ln	A - West Lane (E)	Entry	1	1	B, C	8.91	8.91	9.41	0.0	0.0	0.000
		Exit	1	1		8.72	8.72	9.89	0.0	0.0	0.000
	B - Royal Oak Lane (Spur)	Entry	1	1	A, C	0.00	0.00	0.00	0.0	0.0	0.000
		Exit	1	1		0.71	0.71	0.83	0.0	0.0	0.000
	C - West Lane (W)	Entry	1	1	A, B	9.45	9.45	10.72	0.0	0.0	0.470
		Exit	1	1		8.91	8.91	9.41	0.0	0.0	0.000

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	Entry	1	1	B, C	23.41	23.41	23.86	0.0	0.0	0.000
		Exit	1	1		31.78	31.78	30.84	0.0	0.0	0.000
	B - Royal Oak Lane (S)	Entry	1	1	A, C	18.56	18.56	18.60	0.2	0.2	10.435
		Exit	1	1		13.90	13.90	14.78	0.0	0.0	0.000
	C - West Lane (W)	Entry	1	1	A, B	13.22	13.22	12.24	0.0	0.0	0.000
		Exit	1	1		9.50	9.50	9.08	0.0	0.0	0.000
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	Entry	1	1	B, C	19.22	19.25	19.32	0.0	0.0	0.019
		Exit	1	1		14.97	14.97	15.69	0.0	0.0	0.000
	B - Royal Oak Lane (Spur)	Entry	1	1	A, C	1.16	1.07	0.91	0.0	0.0	8.702
		Exit	1	1		0.77	0.77	0.68	0.0	0.0	0.000
	C - Royal Oak Lane (N)	Entry	1	1	A, B	13.90	13.90	14.78	0.0	0.0	0.000
		Exit	1	1		18.48	18.56	18.63	0.0	0.0	0.304
3 - West Lane / Royal Oak Ln	A - West Lane (E)	Entry	1	1	B, C	9.50	9.50	9.08	0.0	0.0	0.000
		Exit	1	1		13.22	13.22	12.24	0.0	0.0	0.000
	B - Royal Oak Lane (Spur)	Entry	1	1	A, C	0.77	0.77	0.68	0.0	0.0	6.611
		Exit	1	1		1.16	1.16	0.94	0.0	0.0	0.000
	C - West Lane (W)	Entry	1	1	A, B	14.38	14.38	13.18	0.0	0.0	0.499
		Exit	1	1		10.28	10.28	9.76	0.0	0.0	0.000

Lane movements: Main Results for each time segment

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	th (
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	14.61	14.61	-	-	-	14.61	
					C	3.92	3.92	-	-	-	3.92	
	B - Royal Oak Lane (S)	Entry	1	1	A	14.29	14.29	119.64	109.38	0.131	14.38	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
	C - West Lane (W)	Entry	1	1	A	7.87	7.87	-	-	-	7.87	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.59	0.59	-	-	-	0.59	
					C	14.23	14.23	-	-	-	14.23	
	B - Royal Oak Lane (Spur)	Entry	1	1	A	0.62	0.62	64.71	61.49	0.010	0.65	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
	C - Royal Oak Lane (N)	Entry	1	1	A	14.61	14.61	-	-	-	14.61	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
3 - West Lane / Royal Oak Ln	A - West Lane (E)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	3.92	3.92	-	-	-	3.92	
	B - Royal Oak Lane (Spur)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.59	0.59	75.81	75.10	0.008	0.59	
	C - West Lane (W)	Entry	1	1	A	7.87	7.87	-	-	-	7.87	
					B	0.68	0.68	87.07	85.72	0.008	0.62	
					C	0.00	0.00	0.00	0.00	0.000	0.00	

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	th (
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	18.12	18.12	-	-	-	18.12	
					C	9.83	9.83	-	-	-	9.83	
	B - Royal Oak Lane (S)	Entry	1	1	A	9.71	9.71	119.64	113.36	0.086	9.71	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
	C - West Lane (W)	Entry	1	1	A	16.22	16.22	-	-	-	16.22	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.62	0.62	-	-	-	0.62	
					C	9.71	9.71	-	-	-	9.71	
	B - Royal Oak Lane (Spur)	Entry	1	1	A	0.53	0.53	64.71	62.21	0.009	0.53	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
	C - Royal Oak Lane (N)	Entry	1	1	A	18.12	18.12	-	-	-	18.12	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
3 - West Lane / Royal Oak Ln	A - West Lane (E)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	9.83	9.83	-	-	-	9.83	
	B - Royal Oak Lane (Spur)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.62	0.62	71.44	70.48	0.009	0.62	
	C - West Lane (W)	Entry	1	1	A	16.22	16.22	-	-	-	16.22	
					B	0.53	0.53	85.51	84.13	0.006	0.53	
					C	0.00	0.00	0.00	0.00	0.000	0.00	

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	th (
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	19.75	19.75	-	-	-	19.75	
					C	8.91	8.91	-	-	-	8.91	
	B - Royal Oak Lane (S)	Entry	1	1	A	12.86	12.86	119.64	114.29	0.113	12.77	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
	C - West Lane (W)	Entry	1	1	A	8.72	8.72	-	-	-	8.72	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	12.86	12.86	-	-	-	12.86	
	B - Royal Oak Lane (Spur)	Entry	1	1	A	0.71	0.71	68.17	64.84	0.011	0.71	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
	C - Royal Oak Lane (N)	Entry	1	1	A	19.75	19.75	-	-	-	19.75	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
3 - West Lane / Royal Oak Ln	A - West Lane (E)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	8.91	8.91	-	-	-	8.91	
	B - Royal Oak Lane (Spur)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
	C - West Lane (W)	Entry	1	1	A	8.72	8.72	-	-	-	8.72	
					B	0.71	0.71	91.73	90.33	0.008	0.71	
					C	0.00	0.00	0.00	0.00	0.000	0.00	

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	th (
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	13.90	13.90	-	-	-	13.90	
					C	9.50	9.50	-	-	-	9.50	
	B - Royal Oak Lane (S)	Entry	1	1	A	18.56	18.56	119.64	109.62	0.169	18.56	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
	C - West Lane (W)	Entry	1	1	A	13.22	13.22	-	-	-	13.22	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.77	0.77	-	-	-	0.77	
					C	18.45	18.45	-	-	-	18.48	
	B - Royal Oak Lane (Spur)	Entry	1	1	A	1.16	1.16	73.95	69.99	0.017	1.07	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
	C - Royal Oak Lane (N)	Entry	1	1	A	13.90	13.90	-	-	-	13.90	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
3 - West Lane / Royal Oak Ln	A - West Lane (E)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	9.50	9.50	-	-	-	9.50	
	B - Royal Oak Lane (Spur)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.77	0.77	62.69	61.83	0.012	0.77	
	C - West Lane (W)	Entry	1	1	A	13.22	13.22	-	-	-	13.22	
					B	1.16	1.16	99.51	98.00	0.012	1.16	
					C	0.00	0.00	0.00	0.00	0.000	0.00	

Existing Layout - 2030 Development Case, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	1 - Howell Rd / West Ln / Royal Oak Ln - C - West Lane (W) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	2 - Royal Oak Ln (S) - C - Royal Oak Lane (N) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	3 - West Lane / Royal Oak Ln - C - West Lane (W) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Info	Simulation	A1 - Existing Layout [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Howell Rd / West Ln / Royal Oak Ln	T-Junction	Two-way	Two-way	Two-way		3.21	A
2	Royal Oak Ln (S)	T-Junction	Two-way	Two-way	Two-way		0.57	A
3	West Lane / Royal Oak Ln	T-Junction	Two-way	Two-way	Two-way		1.34	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.98	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2030 Development Case	PM	DIRECT	17:00	18:00	60	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/TS)	Flow multiplier (%)	Internal storage space (PCU)
1 - Howell Rd / West Ln / Royal Oak Ln	B - Royal Oak Lane (S)	2	C	Simple (vertical queueing)	Normal	0.00	100.00	
	C - West Lane (W)	3	A	Simple (vertical queueing)	Normal	0.00	100.00	
2 - Royal Oak Ln (S)	B - Royal Oak Lane (Spur)	3	B	Simple (vertical queueing)	Normal	0.00	100.00	
	C - Royal Oak Lane (N)	1	B	Simple (vertical queueing)	Normal	0.00	100.00	
3 - West Lane / Royal Oak Ln	A - West Lane (E)	1	C	Simple (vertical queueing)	Normal	0.00	100.00	
	B - Royal Oak Lane (Spur)	2	B	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)		DIRECT	✓	100.000
	B - Royal Oak Lane (S)	✓			
	C - West Lane (W)	✓			
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)		DIRECT	✓	100.000
	B - Royal Oak Lane (Spur)	✓			
	C - Royal Oak Lane (N)	✓			
3 - West Lane / Royal Oak Ln	A - West Lane (E)	✓			
	B - Royal Oak Lane (Spur)	✓			
	C - West Lane (W)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

1 - Howell Rd / West Ln / Royal Oak Ln
17:00 - 17:15

	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
From	A - Holwell Road (E)	0.00	15.00	12.00
	B - Royal Oak Lane (S)	21.00	0.00	0.00
	C - West Lane (W)	9.00	0.00	0.00

Demand (Veh/TS)

1 - Howell Rd / West Ln / Royal Oak Ln
17:15 - 17:30

	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
From	A - Holwell Road (E)	0.00	7.00	13.00
	B - Royal Oak Lane (S)	21.00	0.00	0.00
	C - West Lane (W)	11.00	0.00	0.00

Demand (Veh/TS)

1 - Howell Rd / West Ln / Royal Oak Ln
17:30 - 17:45

	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
From	A - Holwell Road (E)	0.00	15.00	16.00
	B - Royal Oak Lane (S)	12.00	0.00	0.00
	C - West Lane (W)	5.00	0.00	0.00

Demand (Veh/TS)

1 - Howell Rd / West Ln / Royal Oak Ln
17:45 - 18:00

	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
From				
	A - Holwell Road (E)	0.00	17.00	9.00
	B - Royal Oak Lane (S)	21.00	0.00	0.00
	C - West Lane (W)	8.00	0.00	0.00

Demand (Veh/TS)

2 - Royal Oak Ln (S) 17:00 - 17:15

	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
From				
	A - Royal Oak Lane (S)	0.00	1.00	21.00
	B - Royal Oak Lane (Spur)	3.00	0.00	0.00
	C - Royal Oak Lane (N)	15.00	0.00	0.00

Demand (Veh/TS)

2 - Royal Oak Ln (S) 17:15 - 17:30

	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
From				
	A - Royal Oak Lane (S)	0.00	0.00	21.00
	B - Royal Oak Lane (Spur)	1.00	0.00	0.00
	C - Royal Oak Lane (N)	7.00	0.00	0.00

Demand (Veh/TS)

2 - Royal Oak Ln (S) 17:30 - 17:45

	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
From				
	A - Royal Oak Lane (S)	0.00	0.00	12.00
	B - Royal Oak Lane (Spur)	3.00	0.00	0.00
	C - Royal Oak Lane (N)	15.00	0.00	0.00

Demand (Veh/TS)

2 - Royal Oak Ln (S) 17:45 - 18:00

	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
From				
	A - Royal Oak Lane (S)	0.00	4.00	21.00
	B - Royal Oak Lane (Spur)	3.00	0.00	0.00
	C - Royal Oak Lane (N)	17.00	0.00	0.00

Demand (Veh/TS)

3 - West Lane / Royal Oak Ln 17:00 - 17:15

	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
From				
	A - West Lane (E)	0.00	0.00	12.00
	B - Royal Oak Lane (Spur)	0.00	0.00	1.00
	C - West Lane (W)	9.00	3.00	0.00

Demand (Veh/TS)

3 - West Lane / Royal Oak Ln 17:15 - 17:30

	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
From				
	A - West Lane (E)	0.00	0.00	13.00
	B - Royal Oak Lane (Spur)	0.00	0.00	0.00
	C - West Lane (W)	11.00	1.00	0.00

Demand (Veh/TS)

3 - West Lane / Royal Oak Ln 17:30
- 17:45

	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
From	A - West Lane (E)	0.00	0.00	16.00
	B - Royal Oak Lane (Spur)	0.00	0.00	0.00
	C - West Lane (W)	5.00	3.00	0.00

Demand (Veh/TS)

3 - West Lane / Royal Oak Ln 17:45
- 18:00

	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
From	A - West Lane (E)	0.00	0.00	9.00
	B - Royal Oak Lane (Spur)	0.00	0.00	4.00
	C - West Lane (W)	8.00	3.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80
2	0.20	0.80
3	0.20	0.80

Heavy Vehicle %

1 -
Howell
Rd /
West
Ln /
Royal
Oak Ln
17:00 -
17:15

	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
From	A - Holwell Road (E)	0	0	0
	B - Royal Oak Lane (S)	0	0	0
	C - West Lane (W)	0	0	0

Cyclist %

	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
From	A - Holwell Road (E)	0	0	0
	B - Royal Oak Lane (S)	0	0	0
	C - West Lane (W)	0	0	0

Heavy Vehicle %

1 -
Howell
Rd /
West
Ln /
Royal
Oak Ln
17:15 -
17:30

	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
From	A - Holwell Road (E)	0	0	8
	B - Royal Oak Lane (S)	0	0	0
	C - West Lane (W)	0	0	0

Cyclist %

	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
From	A - Holwell Road (E)	0	0	0
	B - Royal Oak Lane (S)	0	0	0
	C - West Lane (W)	0	0	0

Heavy Vehicle %

1 -
Howell
Rd /
West
Ln /
Royal
Oak Ln
17:30 -
17:45

	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
From	A - Holwell Road (E)	0	0	0
	B - Royal Oak Lane (S)	0	0	0
	C - West Lane (W)	0	0	0

Cyclist %

	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
From	A - Holwell Road (E)	0	0	0
	B - Royal Oak Lane (S)	0	0	0
	C - West Lane (W)	0	0	0

1 -
Howell
Rd /
West
Ln /
Royal
Oak Ln
17:45 -
18:00

Heavy Vehicle %

From	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
	A - Holwell Road (E)	0	6	0
	B - Royal Oak Lane (S)	0	0	0
	C - West Lane (W)	0	0	0

Cyclist %

From	To			
		A - Holwell Road (E)	B - Royal Oak Lane (S)	C - West Lane (W)
	A - Holwell Road (E)	0	0	0
	B - Royal Oak Lane (S)	0	0	0
	C - West Lane (W)	0	0	0

2 -
Royal
Oak
Ln
(S)
17:00
-
17:15

Heavy Vehicle %

From	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
	A - Royal Oak Lane (S)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - Royal Oak Lane (N)	0	0	0

Cyclist %

From	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
	A - Royal Oak Lane (S)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - Royal Oak Lane (N)	0	0	0

2 -
Royal
Oak
Ln
(S)
17:15
-
17:30

Heavy Vehicle %

From	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
	A - Royal Oak Lane (S)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - Royal Oak Lane (N)	0	0	0

Cyclist %

From	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
	A - Royal Oak Lane (S)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - Royal Oak Lane (N)	0	0	0

2 -
Royal
Oak
Ln
(S)
17:30
-
17:45

Heavy Vehicle %

From	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
	A - Royal Oak Lane (S)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - Royal Oak Lane (N)	0	0	0

Cyclist %

From	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
	A - Royal Oak Lane (S)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - Royal Oak Lane (N)	0	0	0

2 -
Royal
Oak
Ln
(S)
17:45
-
18:00

Heavy Vehicle %

From	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
	A - Royal Oak Lane (S)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - Royal Oak Lane (N)	6	0	0

Cyclist %

From	To			
		A - Royal Oak Lane (S)	B - Royal Oak Lane (Spur)	C - Royal Oak Lane (N)
	A - Royal Oak Lane (S)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - Royal Oak Lane (N)	0	0	0

3 -
West
Lane /
Royal
Oak
Ln
17:00 -
17:15

Heavy Vehicle %

From	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
	A - West Lane (E)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - West Lane (W)	0	0	0

Cyclist %

From	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
	A - West Lane (E)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - West Lane (W)	0	0	0

3 -
West
Lane /
Royal
Oak
Ln
17:15 -
17:30

Heavy Vehicle %

From	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
	A - West Lane (E)	0	0	8
	B - Royal Oak Lane (Spur)	0	0	0
	C - West Lane (W)	0	0	0

Cyclist %

From	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
	A - West Lane (E)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - West Lane (W)	0	0	0

3 -
West
Lane /
Royal
Oak
Ln
17:30 -
17:45

Heavy Vehicle %

From	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
	A - West Lane (E)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - West Lane (W)	0	0	0

Cyclist %

From	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
	A - West Lane (E)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - West Lane (W)	0	0	0

3 -
West
Lane /
Royal
Oak
Ln
17:45 -
18:00

Heavy Vehicle %

From	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
	A - West Lane (E)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - West Lane (W)	0	0	0

Cyclist %

From	To			
		A - West Lane (E)	B - Royal Oak Lane (Spur)	C - West Lane (W)
	A - West Lane (E)	0	0	0
	B - Royal Oak Lane (Spur)	0	0	0
	C - West Lane (W)	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	0.00	0.0	A	20.71	82.83
	B - Royal Oak Lane (S)	9.35	0.2	A	14.71	58.84
	C - West Lane (W)	0.00	0.0	A	6.81	27.24
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	0.00	0.0	A	15.67	62.67
	B - Royal Oak Lane (Spur)	8.28	0.0	A	1.97	7.87
	C - Royal Oak Lane (N)	0.00	0.0	A	10.89	43.57
3 - West Lane / Royal Oak Ln	A - West Lane (E)	0.00	0.0	A	9.82	39.27
	B - Royal Oak Lane (Spur)	6.67	0.0	A	0.96	3.83
	C - West Lane (W)	2.28	0.0	A	8.79	35.17

Main Results for each time segment

17:00 - 17:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignal level servi
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	22.51	22.51	22.51	22.19	24.00	0.0	0.0	0.000	A
	B - Royal Oak Lane (S)	16.51	16.51	16.46	17.25	12.71	0.0	0.2	9.352	A
	C - West Lane (W)	7.54	7.54	7.54	7.39	9.80	0.0	0.0	0.000	A
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	17.29	17.29	17.29	18.26	14.85	0.0	0.0	0.000	A
	B - Royal Oak Lane (Spur)	2.08	2.08	2.14	2.33	0.77	0.0	0.0	7.751	A
	C - Royal Oak Lane (N)	12.71	12.71	12.71	12.27	16.51	0.0	0.0	0.000	A
3 - West Lane / Royal Oak Ln	A - West Lane (E)	9.80	9.80	9.80	9.92	7.54	0.0	0.0	0.000	A
	B - Royal Oak Lane (Spur)	0.77	0.77	0.74	0.80	2.08	0.0	0.0	6.673	A
	C - West Lane (W)	9.62	9.62	9.62	9.71	10.54	0.0	0.0	1.412	A

17:15 - 17:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignal level servi
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	15.36	15.36	15.36	16.50	25.28	0.0	0.0	0.000	A
	B - Royal Oak Lane (S)	16.22	16.22	16.37	16.49	5.26	0.2	0.2	9.233	A
	C - West Lane (W)	8.91	8.91	8.91	8.44	10.08	0.0	0.0	0.000	A
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	16.22	16.22	16.22	16.46	6.00	0.0	0.0	0.000	A
	B - Royal Oak Lane (Spur)	0.68	0.68	0.74	0.77	0.00	0.0	0.0	7.767	A
	C - Royal Oak Lane (N)	5.26	5.26	5.26	5.36	16.22	0.0	0.0	0.000	A
3 - West Lane / Royal Oak Ln	A - West Lane (E)	10.10	10.10	10.10	11.02	8.91	0.0	0.0	0.000	A
	B - Royal Oak Lane (Spur)	0.00	0.00	0.00	0.01	0.68	0.0	0.0	0.000	A
	C - West Lane (W)	9.59	9.59	9.59	9.22	10.10	0.0	0.0	0.466	A

17:30 - 17:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignal level servi
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	23.76	23.76	23.76	23.55	12.80	0.0	0.0	0.000	A
	B - Royal Oak Lane (S)	8.97	8.97	8.82	9.70	11.58	0.2	0.1	8.247	A
	C - West Lane (W)	3.98	3.98	3.98	4.30	12.18	0.0	0.0	0.000	A
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	8.97	8.97	8.97	9.60	14.17	0.0	0.0	0.000	A
	B - Royal Oak Lane (Spur)	2.55	2.55	2.58	2.71	0.00	0.0	0.0	7.593	A
	C - Royal Oak Lane (N)	11.58	11.58	11.58	11.41	8.97	0.0	0.0	0.000	A
3 - West Lane / Royal Oak Ln	A - West Lane (E)	12.18	12.18	12.18	12.15	3.98	0.0	0.0	0.000	A
	B - Royal Oak Lane (Spur)	0.00	0.00	0.00	0.00	2.55	0.0	0.0	0.000	A
	C - West Lane (W)	6.56	6.56	6.53	7.01	12.18	0.0	0.0	2.281	A

17:45 - 18:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignal level servi
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	21.19	21.19	21.19	21.86	24.09	0.0	0.0	0.000	A
	B - Royal Oak Lane (S)	17.14	17.14	17.29	15.99	14.02	0.1	0.2	9.101	A
	C - West Lane (W)	6.80	6.80	6.80	6.00	7.19	0.0	0.0	0.000	A
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	20.20	20.20	20.20	19.22	16.60	0.0	0.0	0.000	A
	B - Royal Oak Lane (Spur)	2.55	2.55	2.58	2.46	3.06	0.0	0.0	8.281	A
	C - Royal Oak Lane (N)	14.02	14.02	14.02	14.46	17.14	0.0	0.0	0.000	A
3 - West Lane / Royal Oak Ln	A - West Lane (E)	7.19	7.19	7.19	7.20	6.80	0.0	0.0	0.000	A
	B - Royal Oak Lane (Spur)	3.06	3.06	3.12	3.08	2.55	0.0	0.0	5.715	A
	C - West Lane (W)	9.39	9.39	9.36	8.46	10.31	0.0	0.0	1.807	A

Lane Results

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

Lanes: Main Results for each time segment

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	Entry	1	1	B, C	22.51	22.51	22.19	0.0	0.0	0.000
		Exit	1	1		24.00	24.00	24.63	0.0	0.0	0.000
	B - Royal Oak Lane (S)	Entry	1	1	A, C	16.51	16.46	17.25	0.0	0.2	9.352
		Exit	1	1		12.71	12.71	12.27	0.0	0.0	0.000
	C - West Lane (W)	Entry	1	1	A, B	7.54	7.54	7.39	0.0	0.0	0.000
		Exit	1	1		9.80	9.80	9.92	0.0	0.0	0.000
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	Entry	1	1	B, C	17.29	17.29	18.26	0.0	0.0	0.000
		Exit	1	1		14.85	14.85	14.59	0.0	0.0	0.000
	B - Royal Oak Lane (Spur)	Entry	1	1	A, C	2.08	2.14	2.33	0.0	0.0	7.751
		Exit	1	1		0.77	0.77	0.81	0.0	0.0	0.000
	C - Royal Oak Lane (N)	Entry	1	1	A, B	12.71	12.71	12.27	0.0	0.0	0.000
		Exit	1	1		16.51	16.51	17.45	0.0	0.0	0.049
3 - West Lane / Royal Oak Ln	A - West Lane (E)	Entry	1	1	B, C	9.80	9.80	9.92	0.0	0.0	0.000
		Exit	1	1		7.54	7.54	7.39	0.0	0.0	0.000
	B - Royal Oak Lane (Spur)	Entry	1	1	A, C	0.77	0.74	0.80	0.0	0.0	6.673
		Exit	1	1		2.08	2.08	2.33	0.0	0.0	0.000
	C - West Lane (W)	Entry	1	1	A, B	9.62	9.62	9.71	0.0	0.0	1.412
		Exit	1	1		10.54	10.54	10.72	0.0	0.0	0.000

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	Entry	1	1	B, C	15.36	15.36	16.50	0.0	0.0	0.000
		Exit	1	1		25.28	25.28	24.92	0.0	0.0	0.000
	B - Royal Oak Lane (S)	Entry	1	1	A, C	16.22	16.37	16.49	0.2	0.2	9.233
		Exit	1	1		5.26	5.26	5.36	0.0	0.0	0.000
	C - West Lane (W)	Entry	1	1	A, B	8.91	8.91	8.44	0.0	0.0	0.000
		Exit	1	1		10.08	10.08	11.15	0.0	0.0	0.000
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	Entry	1	1	B, C	16.22	16.22	16.46	0.0	0.0	0.000
		Exit	1	1		6.00	6.00	6.13	0.0	0.0	0.000
	B - Royal Oak Lane (Spur)	Entry	1	1	A, C	0.68	0.74	0.77	0.0	0.0	7.767
		Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000
	C - Royal Oak Lane (N)	Entry	1	1	A, B	5.26	5.26	5.36	0.0	0.0	0.000
		Exit	1	1		16.22	16.22	16.46	0.0	0.0	0.063
3 - West Lane / Royal Oak Ln	A - West Lane (E)	Entry	1	1	B, C	10.10	10.10	11.02	0.0	0.0	0.000
		Exit	1	1		8.91	8.91	8.44	0.0	0.0	0.000
	B - Royal Oak Lane (Spur)	Entry	1	1	A, C	0.00	0.00	0.01	0.0	0.0	0.000
		Exit	1	1		0.68	0.68	0.78	0.0	0.0	0.000
	C - West Lane (W)	Entry	1	1	A, B	9.59	9.59	9.22	0.0	0.0	0.466
		Exit	1	1		10.10	10.10	11.03	0.0	0.0	0.000

17:30 - 17:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	Entry	1	1	B, C	23.76	23.76	23.55	0.0	0.0	0.000
		Exit	1	1		12.80	12.80	14.00	0.0	0.0	0.000
	B - Royal Oak Lane (S)	Entry	1	1	A, C	8.97	8.82	9.70	0.2	0.1	8.247
		Exit	1	1		11.58	11.58	11.41	0.0	0.0	0.000
	C - West Lane (W)	Entry	1	1	A, B	3.98	3.98	4.30	0.0	0.0	0.000
		Exit	1	1		12.18	12.18	12.15	0.0	0.0	0.000
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	Entry	1	1	B, C	8.97	8.97	9.60	0.0	0.0	0.000
		Exit	1	1		14.17	14.17	14.12	0.0	0.0	0.000
	B - Royal Oak Lane (Spur)	Entry	1	1	A, C	2.55	2.58	2.71	0.0	0.0	7.593
		Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000
	C - Royal Oak Lane (N)	Entry	1	1	A, B	11.58	11.58	11.41	0.0	0.0	0.000
		Exit	1	1		8.97	8.97	9.60	0.0	0.0	0.000
3 - West Lane / Royal Oak Ln	A - West Lane (E)	Entry	1	1	B, C	12.18	12.18	12.15	0.0	0.0	0.000
		Exit	1	1		3.98	3.98	4.30	0.0	0.0	0.000
	B - Royal Oak Lane (Spur)	Entry	1	1	A, C	0.00	0.00	0.00	0.0	0.0	0.000
		Exit	1	1		2.55	2.55	2.71	0.0	0.0	0.000
	C - West Lane (W)	Entry	1	1	A, B	6.56	6.53	7.01	0.0	0.0	2.281
		Exit	1	1		12.18	12.18	12.15	0.0	0.0	0.000

17:45 - 18:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	Entry	1	1	B, C	21.19	21.19	21.86	0.0	0.0	0.000
		Exit	1	1		24.09	24.09	21.99	0.0	0.0	0.000
	B - Royal Oak Lane (S)	Entry	1	1	A, C	17.14	17.29	15.99	0.1	0.2	9.101
		Exit	1	1		14.02	14.02	14.66	0.0	0.0	0.000
	C - West Lane (W)	Entry	1	1	A, B	6.80	6.80	6.00	0.0	0.0	0.000
		Exit	1	1		7.19	7.19	7.20	0.0	0.0	0.000
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	Entry	1	1	B, C	20.20	20.20	19.22	0.0	0.0	0.000
		Exit	1	1		16.60	16.60	16.91	0.0	0.0	0.000
	B - Royal Oak Lane (Spur)	Entry	1	1	A, C	2.55	2.58	2.46	0.0	0.0	8.281
		Exit	1	1		3.06	3.06	3.09	0.0	0.0	0.000
	C - Royal Oak Lane (N)	Entry	1	1	A, B	14.02	14.02	14.46	0.0	0.0	0.000
		Exit	1	1		17.14	17.14	16.13	0.0	0.0	0.035
3 - West Lane / Royal Oak Ln	A - West Lane (E)	Entry	1	1	B, C	7.19	7.19	7.20	0.0	0.0	0.000
		Exit	1	1		6.80	6.80	6.00	0.0	0.0	0.000
	B - Royal Oak Lane (Spur)	Entry	1	1	A, C	3.06	3.12	3.08	0.0	0.0	5.715
		Exit	1	1		2.55	2.55	2.46	0.0	0.0	0.000
	C - West Lane (W)	Entry	1	1	A, B	9.39	9.36	8.46	0.0	0.0	1.807
		Exit	1	1		10.31	10.31	10.28	0.0	0.0	0.000

Lane movements: Main Results for each time segment

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	th (
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	12.71	12.71	-	-	-	12.71	
					C	9.80	9.80	-	-	-	9.80	
	B - Royal Oak Lane (S)	Entry	1	1	A	16.51	16.51	119.64	115.27	0.143	16.46	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
	C - West Lane (W)	Entry	1	1	A	7.54	7.54	-	-	-	7.54	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.77	0.77	-	-	-	0.77	
					C	16.51	16.51	-	-	-	16.51	
	B - Royal Oak Lane (Spur)	Entry	1	1	A	2.08	2.08	107.46	102.51	0.020	2.14	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
	C - Royal Oak Lane (N)	Entry	1	1	A	12.71	12.71	-	-	-	12.71	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
3 - West Lane / Royal Oak Ln	A - West Lane (E)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	9.80	9.80	-	-	-	9.80	
	B - Royal Oak Lane (Spur)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.77	0.77	80.19	78.56	0.010	0.74	
	C - West Lane (W)	Entry	1	1	A	7.54	7.54	-	-	-	7.54	
					B	2.08	2.08	144.60	142.21	0.015	2.08	
					C	0.00	0.00	0.00	0.00	0.000	0.00	

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	th (
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	5.26	5.26	-	-	-	5.26	
					C	10.08	10.08	-	-	-	10.08	
	B - Royal Oak Lane (S)	Entry	1	1	A	16.22	16.22	119.64	115.37	0.141	16.37	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
	C - West Lane (W)	Entry	1	1	A	8.91	8.91	-	-	-	8.91	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	16.22	16.22	-	-	-	16.22	
	B - Royal Oak Lane (Spur)	Entry	1	1	A	0.68	0.68	63.55	61.01	0.011	0.74	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
	C - Royal Oak Lane (N)	Entry	1	1	A	5.26	5.26	-	-	-	5.26	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
3 - West Lane / Royal Oak Ln	A - West Lane (E)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	10.10	10.10	-	-	-	10.10	
	B - Royal Oak Lane (Spur)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	1.46	1.46	0.000	0.00	
	C - West Lane (W)	Entry	1	1	A	8.91	8.91	-	-	-	8.91	
					B	0.68	0.68	85.51	84.10	0.008	0.68	
					C	0.00	0.00	0.00	0.00	0.000	0.00	

17:30 - 17:45

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	th (
1 - Howell Rd / West Ln / Royal Oak Ln	A - Holwell Road (E)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	11.58	11.58	-	-	-	11.58	
					C	12.18	12.18	-	-	-	12.18	
	B - Royal Oak Lane (S)	Entry	1	1	A	8.97	8.97	119.64	115.21	0.078	8.82	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
	C - West Lane (W)	Entry	1	1	A	3.98	3.98	-	-	-	3.98	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
2 - Royal Oak Ln (S)	A - Royal Oak Lane (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	8.97	8.97	-	-	-	8.97	
	B - Royal Oak Lane (Spur)	Entry	1	1	A	2.55	2.55	110.93	107.46	0.024	2.58	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
	C - Royal Oak Lane (N)	Entry	1	1	A	11.58	11.58	-	-	-	11.58	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
3 - West Lane / Royal Oak Ln	A - West Lane (E)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	12.18	12.18	-	-	-	12.18	
	B - Royal Oak Lane (Spur)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	
					B	0.00	0.00	0.00	0.00	0.000	0.00	
					C	0.00	0.00	0.00	0.00	0.000	0.00	
	C - West Lane (W)	Entry	1	1	A	3.98	3.98	-	-	-	3.98	
					B	2.58	2.58	149.26	146.31	0.018	2.55	
					C	0.00	0.00	0.00	0.00	0.000	0.00	

17:45 - 18:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	th (	
	A - Holwell Road (E)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00		
					B	14.02	14.02	-	-	-	14.02		
					C	7.19	7.19	-	-	-	7.19		
						A	17.14	17.14	119.64	115.73	0.148	17.29	
	< >												
2 - Royal Oak Ln (S)	C - West Lane (W)	Entry	1	1	C	0.00	0.00	0.00	0.00	0.000	0.00		
					A	6.80	6.80	-	-	-	6.80		
					B	0.00	0.00	0.00	0.00	0.000	0.00		
					C	0.00	0.00	0.00	0.00	0.000	0.00		
	A - Royal Oak Lane (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00		
					B	3.06	3.06	-	-	-	3.06		
					C	17.14	17.14	-	-	-	17.14		
	B - Royal Oak Lane (Spur)	Entry	1	1	A	2.55	2.55	108.62	103.16	0.025	2.58		
					B	0.00	0.00	0.00	0.00	0.000	0.00		
					C	0.00	0.00	0.00	0.00	0.000	0.00		
	C - Royal Oak Lane (N)	Entry	1	1	A	14.02	14.02	-	-	-	14.02		
					B	0.00	0.00	0.00	0.00	0.000	0.00		
					C	0.00	0.00	0.00	0.00	0.000	0.00		
3 - West Lane / Royal Oak Ln	A - West Lane (E)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00		
					B	0.00	0.00	0.00	0.00	0.000	0.00		
					C	7.19	7.19	-	-	-	7.19		
	B - Royal Oak Lane (Spur)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00		
					B	0.00	0.00	0.00	0.00	0.000	0.00		
					C	3.06	3.06	141.42	139.79	0.022	3.12		
	C - West Lane (W)	Entry	1	1	A	6.80	6.80	-	-	-	6.80		
					B	2.58	2.58	146.15	144.65	0.018	2.55		
					C	0.00	0.00	0.00	0.00	0.000	0.00		
< >													

Junctions 10			
PICADY 10 - Priority Intersection Module			
Version: 10.1.1.1905			
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Filename: Import of 03. ROYAL OAK LANE_HAMBRIDGE WAY_WALNUT TREE ROAD_HIGH STREET.j10
Path: C:\Users\rbroom\lcn Projects Limited\IBIS - Projects - Projects\I000653__Pirton_Hitchin\03 Calcs\02. JUNCTION MODELS\03. ROYAL OAK LANE_HAMBRIDGE WAY_HIGH STREET
Report generation date: 06/06/2025 10:35:01

- »Existing Layout - 2025 Observed, AM
- »Existing Layout - 2025 Observed, PM
- »Existing Layout - 2030 Base, AM
- »Existing Layout - 2030 Base, PM
- »Existing Layout - 2030 Development Case, AM
- »Existing Layout - 2030 Development Case, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
Existing Layout - 2025 Observed								
Stream B-ACD	0.0	10.37	0.03	B	0.0	8.24	0.03	A
Stream A-BCD	0.1	6.69	0.07	A	0.0	6.42	0.04	A
Stream D-ABC	0.2	9.58	0.18	A	0.1	8.51	0.12	A
Stream C-ABD	0.0	8.35	0.02	A	0.0	5.50	0.01	A
Existing Layout - 2030 Base								
Stream B-ACD	0.0	10.37	0.03	B	0.0	8.24	0.03	A
Stream A-BCD	0.1	6.69	0.07	A	0.0	6.43	0.04	A
Stream D-ABC	0.2	9.58	0.18	A	0.1	8.52	0.12	A
Stream C-ABD	0.0	8.35	0.02	A	0.0	5.50	0.01	A
Existing Layout - 2030 Development Case								
Stream B-ACD	0.0	10.66	0.03	B	0.0	8.42	0.03	A
Stream A-BCD	0.1	6.42	0.08	A	0.0	6.36	0.04	A
Stream D-ABC	0.2	9.78	0.18	A	0.1	8.72	0.13	A
Stream C-ABD	0.0	8.19	0.02	A	0.0	5.34	0.01	A

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

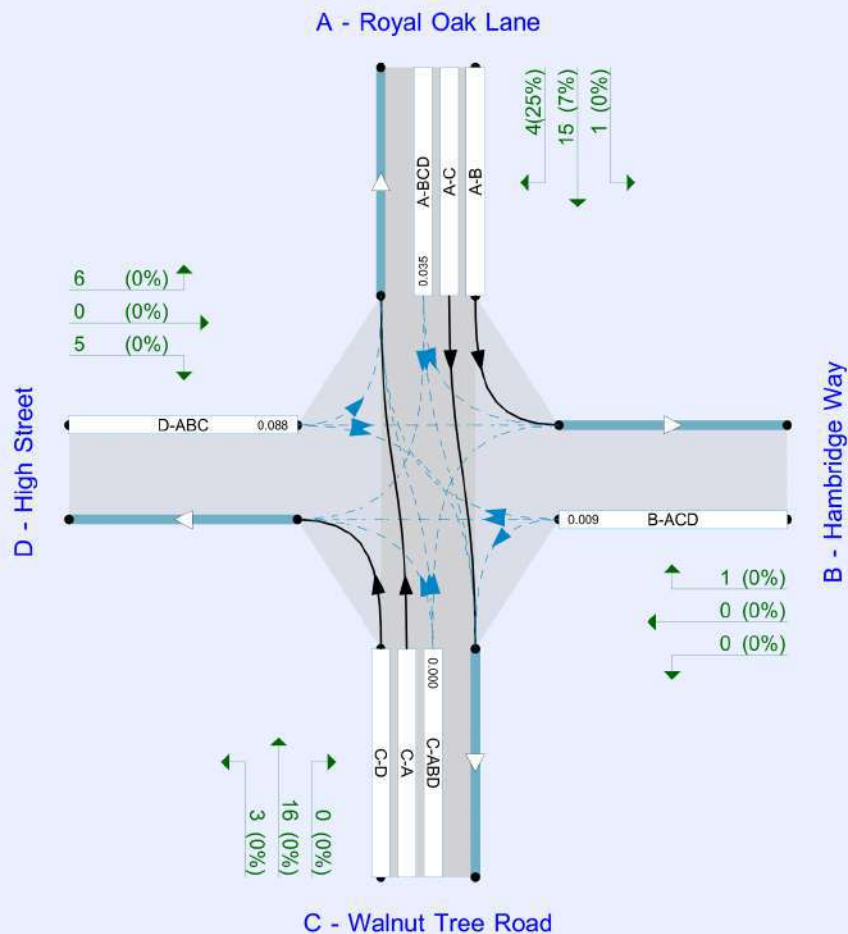
File summary

File Description

Title	Royal Oak Lane/Hambridge Way/High Street
Location	
Site number	
Date	10/04/2025
Version	
Status	
Identifier	
Client	Gladman Developments Ltd
Jobnumber	I000653
Enumerator	ICENIPROJECTSlapearce
Description	This junction model has been based on the previously provided model outputs as part of application ref: 17/01543/16

Units

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



Flows show original traffic demand (Veh/TS).
Streams (downstream end) show RFC ()

Time Segment: 17:45-18:00

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2025 Observed	AM	DIRECT	08:00	09:00	60	15	✓
D2	2025 Observed	PM	DIRECT	17:00	18:00	60	15	✓
D3	2030 Base	AM	DIRECT	08:00	09:00	60	15	✓
D4	2030 Base	PM	DIRECT	17:00	18:00	60	15	✓
D5	2030 Development Case	AM	DIRECT	08:00	09:00	60	15	✓
D6	2030 Development Case	PM	DIRECT	17:00	18:00	60	15	✓

Analysis Set Details

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

Existing Layout - 2025 Observed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Royal Oak Lane/Hambridge Way/Walnut Tree Road/High Street	Crossroads	Two-way	Two-way	Two-way	Two-way		4.94	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.94	A

Arms

Arms

Arm	Name	Description	Arm type
A	Royal Oak Lane		Major
B	Hambridge Way		Minor
C	Walnut Tree Road		Major
D	High Street		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Royal Oak Lane	6.00			65.0	✓	0.00
C - Walnut Tree Road	6.00			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Hambridge Way	One lane	2.50	14	15
D - High Street	One lane	2.30	21	22

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/TS)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	152.901	-	-	-	-	-	-	0.237	0.339	0.237	-	-	-
B-A	116.264	0.085	0.214	0.214	-	-	-	0.135	0.306	-	0.214	0.214	0.107
B-C	150.418	0.092	0.233	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	116.264	0.085	0.214	0.214	-	-	-	0.135	0.306	0.135	-	-	-
B-D, offside lane	116.264	0.085	0.214	0.214	-	-	-	0.135	0.306	0.135	-	-	-
C-B	157.969	0.245	0.245	0.350	-	-	-	-	-	-	-	-	-
D-A	148.272	-	-	-	-	-	-	0.230	-	0.091	-	-	-
D-B, nearside lane	115.129	0.133	0.133	0.303	-	-	-	0.212	0.212	0.084	-	-	-
D-B, offside lane	115.129	0.133	0.133	0.303	-	-	-	0.212	0.212	0.084	-	-	-
D-C	115.129	-	0.133	0.303	0.106	0.212	0.212	0.212	0.212	0.084	-	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2025 Observed	AM	DIRECT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Royal Oak Lane		DIRECT	✓	100.000
B - Hambridge Way		DIRECT	✓	100.000
C - Walnut Tree Road		DIRECT	✓	100.000
D - High Street		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

08:00 - 08:15		To				
	From		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
		A - Royal Oak Lane	0.00	0.00	6.00	6.00
		B - Hambridge Way	1.00	0.00	1.00	0.00
		C - Walnut Tree Road	5.00	0.00	0.00	2.00
		D - High Street	9.00	1.00	10.00	0.00

Demand (Veh/TS)

08:15 - 08:30		To				
	From		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
		A - Royal Oak Lane	0.00	0.00	11.00	3.00
		B - Hambridge Way	0.00	0.00	0.00	0.00
		C - Walnut Tree Road	3.00	2.00	0.00	7.00
		D - High Street	3.00	0.00	4.00	0.00

Demand (Veh/TS)

08:30 - 08:45		To				
	From		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
		A - Royal Oak Lane	0.00	1.00	7.00	10.00
		B - Hambridge Way	0.00	0.00	0.00	2.00
		C - Walnut Tree Road	7.00	0.00	0.00	3.00
		D - High Street	4.00	0.00	3.00	0.00

Demand (Veh/TS)

08:45 - 09:00		To				
	From		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
		A - Royal Oak Lane	0.00	0.00	5.00	5.00
		B - Hambridge Way	0.00	0.00	1.00	0.00
		C - Walnut Tree Road	7.00	1.00	0.00	5.00
		D - High Street	15.00	0.00	5.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
08:00 - 08:15	From	A - Royal Oak Lane	0	0	0
		B - Hambridge Way	0	0	0
		C - Walnut Tree Road	0	0	0
		D - High Street	11	0	10

Heavy Vehicle %

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
08:15 - 08:30	From	A - Royal Oak Lane	0	18	0
		B - Hambridge Way	0	0	0
		C - Walnut Tree Road	50	0	14
		D - High Street	0	0	0

Heavy Vehicle %

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
08:30 - 08:45	From	A - Royal Oak Lane	0	0	10
		B - Hambridge Way	0	0	50
		C - Walnut Tree Road	0	0	0
		D - High Street	0	0	0

Heavy Vehicle %

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
08:45 - 09:00	From	A - Royal Oak Lane	0	0	0
		B - Hambridge Way	0	0	0
		C - Walnut Tree Road	14	0	0
		D - High Street	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-ACD	0.03	10.37	0.0	B	1.25	5.00
A-BCD	0.07	6.69	0.1	A	6.31	25.24
A-B					0.23	0.93
A-C					6.96	27.83
D-ABC	0.18	9.58	0.2	A	13.50	53.99
C-ABD	0.02	8.35	0.0	A	0.82	3.28
C-D					4.21	16.83
C-A					5.47	21.89

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	2.00	2.00	126.23	0.016	1.98	0.0	0.0	7.243	A
ABCD	6.24	6.24	155.23	0.040	6.20	0.0	0.0	6.037	A
AB	0.00	0.00			0.00				
AC	5.76	5.76			5.76				
D-ABC	20.00	20.00	113.57	0.176	19.79	0.0	0.2	9.576	A
C-ABD	0.00	0.00	154.40	0.000	0.00	0.0	0.0	0.000	A
C-D	2.00	2.00			2.00				
C-A	5.00	5.00			5.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	126.24	0.000	0.02	0.0	0.0	0.000	A
ABCD	3.23	3.23	155.98	0.021	3.25	0.0	0.0	5.846	A
AB	0.00	0.00			0.00				
AC	10.77	10.77			10.77				
D-ABC	7.00	7.00	123.30	0.057	7.15	0.2	0.1	8.343	A
C-ABD	2.20	2.20	109.98	0.020	2.18	0.0	0.0	8.348	A
C-D	6.86	6.86			6.86				
C-A	2.94	2.94			2.94				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	2.00	2.00	73.98	0.027	1.98	0.0	0.0	10.367	B
ABCD	10.60	10.60	142.43	0.074	10.54	0.0	0.1	6.692	A
AB	0.93	0.93			0.93				
AC	6.48	6.48			6.48				
D-ABC	7.00	7.00	127.27	0.055	7.01	0.1	0.1	7.483	A
C-ABD	0.00	0.00	111.43	0.000	0.03	0.0	0.0	8.296	A
C-D	3.00	3.00			3.00				
C-A	7.00	7.00			7.00				

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	1.00	1.00	146.00	0.007	1.01	0.0	0.0	8.205	A
ABCD	5.17	5.17	152.60	0.034	5.22	0.1	0.0	6.499	A
AB	0.00	0.00			0.00				
AC	4.83	4.83			4.83				
D-ABC	20.00	20.00	135.07	0.148	19.89	0.1	0.2	7.805	A
C-ABD	1.08	1.08	162.49	0.007	1.07	0.0	0.0	5.575	A
C-D	4.97	4.97			4.97				
C-A	6.95	6.95			6.95				

Existing Layout - 2025 Observed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Royal Oak Lane/Hambridge Way/Walnut Tree Road/High Street	Crossroads	Two-way	Two-way	Two-way	Two-way		3.36	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.36	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2025 Observed	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Royal Oak Lane		DIRECT	✓	100.000
B - Hambridge Way		DIRECT	✓	100.000
C - Walnut Tree Road		DIRECT	✓	100.000
D - High Street		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0.00	2.00	6.00	5.00
	B - Hambridge Way	0.00	0.00	0.00	0.00
	C - Walnut Tree Road	12.00	2.00	0.00	9.00
	D - High Street	4.00	0.00	6.00	0.00

Demand (Veh/TS)

17:15 - 17:30

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0.00	0.00	4.00	3.00
	B - Hambridge Way	1.00	0.00	2.00	0.00
	C - Walnut Tree Road	5.00	1.00	0.00	13.00
	D - High Street	5.00	4.00	6.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0.00	1.00	6.00	6.00
	B - Hambridge Way	0.00	0.00	1.00	3.00
	C - Walnut Tree Road	8.00	1.00	0.00	8.00
	D - High Street	4.00	0.00	1.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0.00	1.00	10.00	4.00
	B - Hambridge Way	1.00	0.00	0.00	0.00
	C - Walnut Tree Road	7.00	0.00	0.00	3.00
	D - High Street	6.00	0.00	5.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

17:00 - 17:15

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0	0	0	0
	B - Hambridge Way	0	0	0	0
	C - Walnut Tree Road	0	0	0	0
	D - High Street	0	0	0	0

Heavy Vehicle %

17:15 - 17:30

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0	0	0	0
	B - Hambridge Way	0	0	0	0
	C - Walnut Tree Road	0	0	0	0
	D - High Street	0	0	0	0

Heavy Vehicle %

17:30 - 17:45

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0	0	0	0
	B - Hambridge Way	0	0	0	0
	C - Walnut Tree Road	13	0	0	0
	D - High Street	0	0	0	0

Heavy Vehicle %

17:45 - 18:00

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0	0	10	25
	B - Hambridge Way	0	0	0	0
	C - Walnut Tree Road	0	0	0	0
	D - High Street	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-ACD	0.03	8.24	0.0	A	2.00	8.00
A-BCD	0.04	6.42	0.0	A	4.76	19.03
A-B					0.96	3.86
A-C					6.28	25.12
D-ABC	0.12	8.51	0.1	A	10.25	41.00
C-ABD	0.01	5.50	0.0	A	1.13	4.52
C-D					8.18	32.74
C-A					7.94	31.75

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	117.85	0.000	0.00	0.0	0.0	0.000	A
A-BCD	5.28	5.28	152.63	0.035	5.24	0.0	0.0	6.104	A
A-B	1.93	1.93			1.93				
A-C	5.79	5.79			5.79				
D-ABC	10.00	10.00	121.00	0.083	9.91	0.0	0.1	8.095	A
C-ABD	2.29	2.29	168.06	0.014	2.27	0.0	0.0	5.428	A
C-D	8.88	8.88			8.88				
C-A	11.84	11.84			11.84				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	3.00	3.00	134.09	0.022	2.98	0.0	0.0	6.864	A
A-BCD	3.08	3.08	150.98	0.020	3.10	0.0	0.0	6.088	A
A-B	0.00	0.00			0.00				
A-C	3.92	3.92			3.92				
D-ABC	15.00	15.00	120.63	0.124	14.95	0.1	0.1	8.511	A
C-ABD	1.12	1.12	167.69	0.007	1.13	0.0	0.0	5.403	A
C-D	12.91	12.91			12.91				
C-A	4.97	4.97			4.97				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	4.00	4.00	118.63	0.034	3.99	0.0	0.0	7.849	A
A-BCD	6.29	6.29	153.21	0.041	6.26	0.0	0.0	6.124	A
A-B	0.96	0.96			0.96				
A-C	5.75	5.75			5.75				
D-ABC	5.00	5.00	135.76	0.037	5.10	0.1	0.0	6.895	A
C-ABD	1.11	1.11	164.31	0.007	1.11	0.0	0.0	5.498	A
C-D	7.95	7.95			7.95				
C-A	7.95	7.95			7.95				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	1.00	1.00	110.24	0.009	1.03	0.0	0.0	8.242	A
ABCD	4.38	4.38	128.48	0.034	4.39	0.0	0.0	6.423	A
AB	0.97	0.97			0.97				
AC	9.66	9.66			9.66				
D-ABC	11.00	11.00	127.46	0.086	10.94	0.0	0.1	7.721	A
C-ABD	0.00	0.00	152.29	0.000	0.01	0.0	0.0	0.000	A
C-D	3.00	3.00			3.00				
C-A	7.00	7.00			7.00				

Existing Layout - 2030 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Royal Oak Lane/Hambridge Way/Walnut Tree Road/High Street	Crossroads	Two-way	Two-way	Two-way	Two-way		4.97	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.97	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2030 Base	AM	DIRECT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Royal Oak Lane		DIRECT	✓	100.000
B - Hambridge Way		DIRECT	✓	100.000
C - Walnut Tree Road		DIRECT	✓	100.000
D - High Street		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

08:00 - 08:15

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0.00	0.00	6.00	6.00
	B - Hambridge Way	1.00	0.00	1.00	0.00
	C - Walnut Tree Road	5.00	0.00	0.00	2.00
	D - High Street	9.00	1.00	10.00	0.00

Demand (Veh/TS)

08:15 - 08:30

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0.00	0.00	11.00	3.00
	B - Hambridge Way	0.00	0.00	0.00	0.00
	C - Walnut Tree Road	3.00	2.00	0.00	7.00
	D - High Street	3.00	0.00	4.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0.00	1.00	7.00	10.00
	B - Hambridge Way	0.00	0.00	0.00	2.00
	C - Walnut Tree Road	7.00	0.00	0.00	3.00
	D - High Street	4.00	0.00	3.00	0.00

Demand (Veh/TS)

08:45 - 09:00

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0.00	0.00	5.00	5.00
	B - Hambridge Way	0.00	0.00	1.00	0.00
	C - Walnut Tree Road	7.00	1.00	0.00	5.00
	D - High Street	16.00	0.00	5.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

08:00 - 08:15

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0	0	0	0
	B - Hambridge Way	0	0	0	0
	C - Walnut Tree Road	0	0	0	0
	D - High Street	11	0	10	0

Heavy Vehicle %

08:15 - 08:30

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0	0	18	0
	B - Hambridge Way	0	0	0	0
	C - Walnut Tree Road	0	50	0	14
	D - High Street	0	0	0	0

Heavy Vehicle %

08:30 - 08:45

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0	0	0	10
	B - Hambridge Way	0	0	0	50
	C - Walnut Tree Road	0	0	0	0
	D - High Street	0	0	0	0

Heavy Vehicle %

08:45 - 09:00

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0	0	0	0
	B - Hambridge Way	0	0	0	0
	C - Walnut Tree Road	14	0	0	0
	D - High Street	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-ACD	0.03	10.37	0.0	B	1.25	5.00
A-BCD	0.07	6.69	0.1	A	6.31	25.24
A-B					0.23	0.93
A-C					6.96	27.83
D-ABC	0.18	9.58	0.2	A	13.75	54.99
C-ABD	0.02	8.35	0.0	A	0.82	3.28
C-D					4.21	16.83
C-A					5.47	21.89

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	2.00	2.00	126.23	0.016	1.98	0.0	0.0	7.243	A
A-BCD	6.24	6.24	155.23	0.040	6.20	0.0	0.0	6.037	A
A-B	0.00	0.00			0.00				
A-C	5.76	5.76			5.76				
D-ABC	20.00	20.00	113.57	0.176	19.79	0.0	0.2	9.576	A
C-ABD	0.00	0.00	154.40	0.000	0.00	0.0	0.0	0.000	A
C-D	2.00	2.00			2.00				
C-A	5.00	5.00			5.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	126.24	0.000	0.02	0.0	0.0	0.000	A
A-BCD	3.23	3.23	155.98	0.021	3.25	0.0	0.0	5.846	A
A-B	0.00	0.00			0.00				
A-C	10.77	10.77			10.77				
D-ABC	7.00	7.00	123.30	0.057	7.15	0.2	0.1	8.343	A
C-ABD	2.20	2.20	109.98	0.020	2.18	0.0	0.0	8.348	A
C-D	6.86	6.86			6.86				
C-A	2.94	2.94			2.94				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	2.00	2.00	73.98	0.027	1.98	0.0	0.0	10.367	B
A-BCD	10.60	10.60	142.43	0.074	10.54	0.0	0.1	6.692	A
A-B	0.93	0.93			0.93				
A-C	6.48	6.48			6.48				
D-ABC	7.00	7.00	127.27	0.055	7.01	0.1	0.1	7.483	A
C-ABD	0.00	0.00	111.43	0.000	0.03	0.0	0.0	8.296	A
C-D	3.00	3.00			3.00				
C-A	7.00	7.00			7.00				

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	1.00	1.00	146.00	0.007	1.01	0.0	0.0	8.205	A
ABCD	5.17	5.17	152.60	0.034	5.22	0.1	0.0	6.499	A
A-B	0.00	0.00			0.00				
A-C	4.83	4.83			4.83				
D-ABC	21.00	21.00	135.55	0.155	20.88	0.1	0.2	7.841	A
C-ABD	1.08	1.08	162.49	0.007	1.07	0.0	0.0	5.575	A
C-D	4.97	4.97			4.97				
C-A	6.95	6.95			6.95				

Existing Layout - 2030 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Royal Oak Lane/Hambridge Way/Walnut Tree Road/High Street	Crossroads	Two-way	Two-way	Two-way	Two-way		3.33	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.33	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2030 Base	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Royal Oak Lane		DIRECT	✓	100.000
B - Hambridge Way		DIRECT	✓	100.000
C - Walnut Tree Road		DIRECT	✓	100.000
D - High Street		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0.00	2.00	6.00	5.00
	B - Hambridge Way	0.00	0.00	0.00	0.00
	C - Walnut Tree Road	13.00	2.00	0.00	9.00
	D - High Street	4.00	0.00	6.00	0.00

Demand (Veh/TS)

17:15 - 17:30

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0.00	0.00	4.00	3.00
	B - Hambridge Way	1.00	0.00	2.00	0.00
	C - Walnut Tree Road	5.00	1.00	0.00	14.00
	D - High Street	5.00	4.00	6.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0.00	1.00	6.00	6.00
	B - Hambridge Way	0.00	0.00	1.00	3.00
	C - Walnut Tree Road	8.00	1.00	0.00	8.00
	D - High Street	4.00	0.00	1.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0.00	1.00	10.00	4.00
	B - Hambridge Way	1.00	0.00	0.00	0.00
	C - Walnut Tree Road	7.00	0.00	0.00	3.00
	D - High Street	6.00	0.00	5.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

17:00 - 17:15

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0	0	0	0
	B - Hambridge Way	0	0	0	0
	C - Walnut Tree Road	0	0	0	0
	D - High Street	0	0	0	0

Heavy Vehicle %

17:15 - 17:30

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0	0	0	0
	B - Hambridge Way	0	0	0	0
	C - Walnut Tree Road	0	0	0	0
	D - High Street	0	0	0	0

Heavy Vehicle %

17:30 - 17:45

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0	0	0	0
	B - Hambridge Way	0	0	0	0
	C - Walnut Tree Road	13	0	0	0
	D - High Street	0	0	0	0

Heavy Vehicle %

17:45 - 18:00

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0	0	10	25
	B - Hambridge Way	0	0	0	0
	C - Walnut Tree Road	0	0	0	0
	D - High Street	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-ACD	0.03	8.24	0.0	A	2.00	8.00
A-BCD	0.04	6.43	0.0	A	4.76	19.03
A-B					0.96	3.86
A-C					6.28	25.12
D-ABC	0.12	8.52	0.1	A	10.25	41.00
C-ABD	0.01	5.50	0.0	A	1.13	4.54
C-D					8.43	33.73
C-A					8.18	32.73

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	117.74	0.000	0.00	0.0	0.0	0.000	A
A-BCD	5.28	5.28	152.40	0.035	5.24	0.0	0.0	6.114	A
A-B	1.93	1.93			1.93				
A-C	5.79	5.79			5.79				
D-ABC	10.00	10.00	120.78	0.083	9.91	0.0	0.1	8.111	A
C-ABD	2.30	2.30	168.72	0.014	2.28	0.0	0.0	5.407	A
C-D	8.88	8.88			8.88				
C-A	12.82	12.82			12.82				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	3.00	3.00	134.09	0.022	2.98	0.0	0.0	6.864	A
A-BCD	3.08	3.08	150.74	0.020	3.10	0.0	0.0	6.095	A
A-B	0.00	0.00			0.00				
A-C	3.92	3.92			3.92				
D-ABC	15.00	15.00	120.54	0.124	14.95	0.1	0.1	8.518	A
C-ABD	1.13	1.13	168.34	0.007	1.14	0.0	0.0	5.382	A
C-D	13.91	13.91			13.91				
C-A	4.97	4.97			4.97				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	4.00	4.00	118.63	0.034	3.99	0.0	0.0	7.849	A
A-BCD	6.29	6.29	153.21	0.041	6.26	0.0	0.0	6.124	A
A-B	0.96	0.96			0.96				
A-C	5.75	5.75			5.75				
D-ABC	5.00	5.00	135.76	0.037	5.10	0.1	0.0	6.892	A
C-ABD	1.11	1.11	164.31	0.007	1.11	0.0	0.0	5.498	A
C-D	7.95	7.95			7.95				
C-A	7.95	7.95			7.95				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	1.00	1.00	110.24	0.009	1.03	0.0	0.0	8.242	A
ABCD	4.38	4.38	128.48	0.034	4.39	0.0	0.0	6.425	A
A-B	0.97	0.97			0.97				
A-C	9.66	9.66			9.66				
D-ABC	11.00	11.00	127.46	0.086	10.94	0.0	0.1	7.721	A
C-ABD	0.00	0.00	152.29	0.000	0.01	0.0	0.0	0.000	A
C-D	3.00	3.00			3.00				
C-A	7.00	7.00			7.00				

Existing Layout - 2030 Development Case, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Royal Oak Lane/Hambridge Way/Walnut Tree Road/High Street	Crossroads	Two-way	Two-way	Two-way	Two-way		3.66	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.66	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2030 Development Case	AM	DIRECT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Royal Oak Lane		DIRECT	✓	100.000
B - Hambridge Way		DIRECT	✓	100.000
C - Walnut Tree Road		DIRECT	✓	100.000
D - High Street		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

08:00 - 08:15

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0.00	0.00	17.00	6.00
	B - Hambridge Way	1.00	0.00	1.00	0.00
	C - Walnut Tree Road	10.00	0.00	0.00	2.00
	D - High Street	9.00	1.00	10.00	0.00

Demand (Veh/TS)

08:15 - 08:30

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0.00	0.00	22.00	3.00
	B - Hambridge Way	0.00	0.00	0.00	0.00
	C - Walnut Tree Road	8.00	2.00	0.00	7.00
	D - High Street	3.00	0.00	4.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0.00	1.00	18.00	10.00
	B - Hambridge Way	0.00	0.00	0.00	2.00
	C - Walnut Tree Road	12.00	0.00	0.00	3.00
	D - High Street	4.00	0.00	3.00	0.00

Demand (Veh/TS)

08:45 - 09:00

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0.00	0.00	16.00	5.00
	B - Hambridge Way	0.00	0.00	1.00	0.00
	C - Walnut Tree Road	12.00	1.00	0.00	5.00
	D - High Street	16.00	0.00	5.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

08:00 - 08:15

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0	0	0	0
	B - Hambridge Way	0	0	0	0
	C - Walnut Tree Road	0	0	0	0
	D - High Street	11	0	10	0

Heavy Vehicle %

08:15 - 08:30

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0	0	9	0
	B - Hambridge Way	0	0	0	0
	C - Walnut Tree Road	0	50	0	14
	D - High Street	0	0	0	0

Heavy Vehicle %

08:30 - 08:45

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0	0	0	10
	B - Hambridge Way	0	0	0	50
	C - Walnut Tree Road	0	0	0	0
	D - High Street	0	0	0	0

Heavy Vehicle %

08:45 - 09:00

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0	0	0	0
	B - Hambridge Way	0	0	0	0
	C - Walnut Tree Road	9	0	0	0
	D - High Street	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-ACD	0.03	10.66	0.0	B	1.25	5.00
A-BCD	0.08	6.42	0.1	A	6.80	27.22
A-B					0.23	0.92
A-C					17.46	69.86
D-ABC	0.18	9.78	0.2	A	13.75	54.99
C-ABD	0.02	8.19	0.0	A	0.86	3.43
C-D					4.21	16.82
C-A					10.44	41.75

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	2.00	2.00	123.30	0.016	1.98	0.0	0.0	7.418	A
A-BCD	6.71	6.71	161.39	0.042	6.66	0.0	0.1	5.815	A
A-B	0.00	0.00			0.00				
A-C	16.29	16.29			16.29				
D-ABC	20.00	20.00	111.63	0.179	19.78	0.0	0.2	9.777	A
C-ABD	0.00	0.00	151.71	0.000	0.00	0.0	0.0	0.000	A
C-D	2.00	2.00			2.00				
C-A	10.00	10.00			10.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	123.32	0.000	0.02	0.0	0.0	0.000	A
A-BCD	3.48	3.48	162.21	0.021	3.50	0.1	0.0	5.625	A
A-B	0.00	0.00			0.00				
A-C	21.52	21.52			21.52				
D-ABC	7.00	7.00	121.14	0.058	7.15	0.2	0.1	8.502	A
C-ABD	2.31	2.31	112.11	0.021	2.28	0.0	0.0	8.195	A
C-D	6.86	6.86			6.86				
C-A	7.84	7.84			7.84				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	2.00	2.00	71.96	0.028	1.98	0.0	0.0	10.665	B
A-BCD	11.46	11.46	149.06	0.077	11.40	0.0	0.1	6.421	A
A-B	0.92	0.92			0.92				
A-C	16.61	16.61			16.61				
D-ABC	7.00	7.00	125.27	0.056	7.01	0.1	0.1	7.609	A
C-ABD	0.00	0.00	114.76	0.000	0.03	0.0	0.0	8.136	A
C-D	3.00	3.00			3.00				
C-A	12.00	12.00			12.00				

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	1.00	1.00	143.33	0.007	1.01	0.0	0.0	8.355	A
ABCD	5.57	5.57	158.78	0.035	5.62	0.1	0.0	6.226	A
A-B	0.00	0.00			0.00				
A-C	15.43	15.43			15.43				
D-ABC	21.00	21.00	133.86	0.157	20.88	0.1	0.2	7.957	A
C-ABD	1.12	1.12	163.15	0.007	1.11	0.0	0.0	5.553	A
C-D	4.97	4.97			4.97				
C-A	11.92	11.92			11.92				

Existing Layout - 2030 Development Case, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Royal Oak Lane/Hambridge Way/Walnut Tree Road/High Street	Crossroads	Two-way	Two-way	Two-way	Two-way		2.58	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.58	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2030 Development Case	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Royal Oak Lane		DIRECT	✓	100.000
B - Hambridge Way		DIRECT	✓	100.000
C - Walnut Tree Road		DIRECT	✓	100.000
D - High Street		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15		To				
	From		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
		A - Royal Oak Lane	0.00	2.00	11.00	5.00
		B - Hambridge Way	0.00	0.00	0.00	0.00
		C - Walnut Tree Road	22.00	2.00	0.00	9.00
		D - High Street	4.00	0.00	6.00	0.00

Demand (Veh/TS)

17:15 - 17:30		To				
	From		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
		A - Royal Oak Lane	0.00	0.00	8.00	3.00
		B - Hambridge Way	1.00	0.00	2.00	0.00
		C - Walnut Tree Road	14.00	1.00	0.00	14.00
		D - High Street	5.00	4.00	6.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0.00	1.00	11.00	6.00
	B - Hambridge Way	0.00	0.00	1.00	3.00
	C - Walnut Tree Road	17.00	1.00	0.00	8.00
	D - High Street	4.00	0.00	1.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0.00	1.00	15.00	4.00
	B - Hambridge Way	1.00	0.00	0.00	0.00
	C - Walnut Tree Road	16.00	0.00	0.00	3.00
	D - High Street	6.00	0.00	5.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

17:00 - 17:15

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0	0	0	0
	B - Hambridge Way	0	0	0	0
	C - Walnut Tree Road	0	0	0	0
	D - High Street	0	0	0	0

Heavy Vehicle %

17:15 - 17:30

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0	0	0	0
	B - Hambridge Way	0	0	0	0
	C - Walnut Tree Road	0	0	0	0
	D - High Street	0	0	0	0

Heavy Vehicle %

17:30 - 17:45

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0	0	0	0
	B - Hambridge Way	0	0	0	0
	C - Walnut Tree Road	6	0	0	0
	D - High Street	0	0	0	0

Heavy Vehicle %

17:45 - 18:00

	To				
		A - Royal Oak Lane	B - Hambridge Way	C - Walnut Tree Road	D - High Street
From	A - Royal Oak Lane	0	0	7	25
	B - Hambridge Way	0	0	0	0
	C - Walnut Tree Road	0	0	0	0
	D - High Street	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-ACD	0.03	8.42	0.0	A	2.00	8.00
A-BCD	0.04	6.36	0.0	A	4.93	19.71
A-B					0.96	3.85
A-C					10.86	43.44
D-ABC	0.13	8.72	0.1	A	10.25	41.00
C-ABD	0.01	5.34	0.0	A	1.20	4.80
C-D					8.43	33.72
C-A					17.12	68.48

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	115.59	0.000	0.00	0.0	0.0	0.000	A
A-BCD	5.46	5.46	153.69	0.036	5.42	0.0	0.0	6.068	A
A-B	1.93	1.93			1.93				
A-C	10.61	10.61			10.61				
D-ABC	10.00	10.00	118.30	0.085	9.91	0.0	0.1	8.297	A
C-ABD	2.44	2.44	173.49	0.014	2.42	0.0	0.0	5.260	A
C-D	8.87	8.87			8.87				
C-A	21.69	21.69			21.69				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	3.00	3.00	132.58	0.023	2.98	0.0	0.0	6.944	A
A-BCD	3.17	3.17	151.33	0.021	3.19	0.0	0.0	6.077	A
A-B	0.00	0.00			0.00				
A-C	7.83	7.83			7.83				
D-ABC	15.00	15.00	118.15	0.127	14.95	0.1	0.1	8.716	A
C-ABD	1.20	1.20	173.31	0.007	1.20	0.0	0.0	5.229	A
C-D	13.90	13.90			13.90				
C-A	13.90	13.90			13.90				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	4.00	4.00	116.49	0.034	3.99	0.0	0.0	7.998	A
A-BCD	6.51	6.51	154.49	0.042	6.48	0.0	0.0	6.081	A
A-B	0.96	0.96			0.96				
A-C	10.54	10.54			10.54				
D-ABC	5.00	5.00	133.48	0.037	5.10	0.1	0.0	7.015	A
C-ABD	1.17	1.17	169.08	0.007	1.17	0.0	0.0	5.345	A
C-D	7.94	7.94			7.94				
C-A	16.88	16.88			16.88				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	1.00	1.00	107.96	0.009	1.03	0.0	0.0	8.418	A
ABCD	4.57	4.57	130.50	0.035	4.58	0.0	0.0	6.360	A
A-B	0.96	0.96			0.96				
A-C	14.47	14.47			14.47				
D-ABC	11.00	11.00	125.04	0.088	10.94	0.0	0.1	7.884	A
C-ABD	0.00	0.00	151.11	0.000	0.01	0.0	0.0	0.000	A
C-D	3.00	3.00			3.00				
C-A	16.00	16.00			16.00				

Junctions 10			
PICADY 10 - Priority Intersection Module			
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Filename: Import of 04. WALNUT TREE ROAD_HITCHIN ROAD.j10

Path: C:\Users\rbroom\Iceni Projects Limited\iBIS - Projects - Projects\I000653__Pirton_Hitchin\03 Calcs\02. JUNCTION MODELS\04. WALNUT TREE ROAD_HITCHIN ROAD

Report generation date: 06/06/2025 09:27:35

- »Existing Layout - 2025 Observed, AM
- »Existing Layout - 2025 Observed, PM
- »Existing Layout - 2030 Base, AM
- »Existing Layout - 2030 Base, PM
- »Existing Layout - 2030 Development Case, AM
- »Existing Layout - 2030 Development Case, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
Existing Layout - 2025 Observed								
Stream B-AC	0.3	9.52	0.22	A	1.1	13.56	0.53	B
Stream C-AB	0.5	9.21	0.36	A	0.1	6.55	0.11	A
Existing Layout - 2030 Base								
Stream B-AC	0.3	9.76	0.24	A	1.2	14.20	0.55	B
Stream C-AB	0.6	9.42	0.37	A	0.1	6.60	0.11	A
Existing Layout - 2030 Development Case								
Stream B-AC	0.4	10.48	0.28	B	1.6	17.15	0.63	C
Stream C-AB	0.6	9.66	0.38	A	0.1	6.65	0.11	A

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

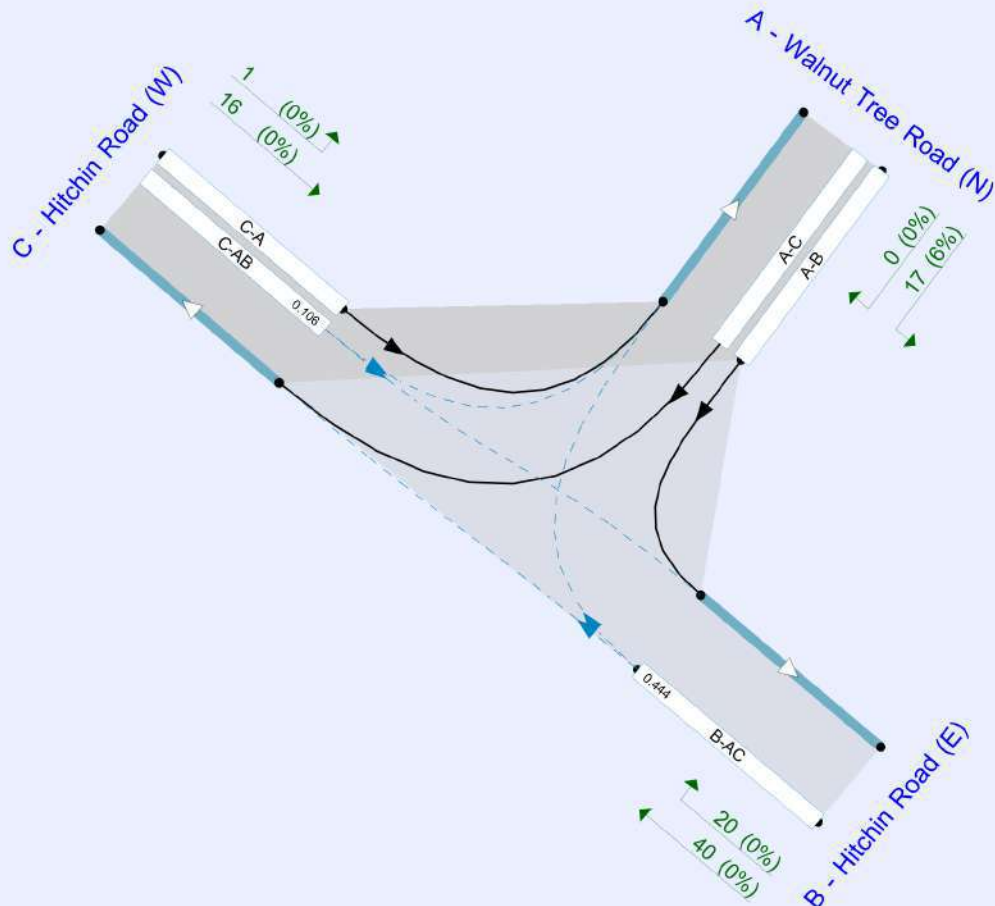
File summary

File Description

Title	Walnut Tree Road/Hitchin Road
Location	
Site number	
Date	10/04/2025
Version	v1
Status	
Identifier	
Client	Gladman
Jobnumber	I000653
Enumerator	ICENIPROJECTS\apearce
Description	This junction model has been based on the previously provided model outputs as part of application ref: 17/01543/16

Units

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



Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2025 Observed	AM	DIRECT	08:00	09:00	60	15	✓
D2	2025 Observed	PM	DIRECT	17:00	18:00	60	15	✓
D3	2030 Base	AM	DIRECT	08:00	09:00	60	15	✓
D4	2030 Base	PM	DIRECT	17:00	18:00	60	15	✓
D5	2030 Development Case	AM	DIRECT	08:00	09:00	60	15	✓
D6	2030 Development Case	PM	DIRECT	17:00	18:00	60	15	✓

Analysis Set Details

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

Existing Layout - 2025 Observed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Walnut Tree Road/Hitchin Road	T-Junction	Two-way	Two-way	Two-way		7.50	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.50	A

Arms

Arms

Arm	Name	Description	Arm type
A	Walnut Tree Road (N)		Major
B	Hitchin Road (E)		Minor
C	Hitchin Road (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Hitchin Road (W)	6.00			79.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Hitchin Road (E)	One lane	2.40	120	15

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	123.005	0.090	0.227	0.143	0.324
B-C	148.833	0.091	0.231	-	-
C-B	154.928	0.240	0.240	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2025 Observed	AM	DIRECT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Walnut Tree Road (N)		DIRECT	✓	100.000
B - Hitchin Road (E)		DIRECT	✓	100.000
C - Hitchin Road (W)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

08:00 - 08:15	To			
	From	A - Walnut Tree Road (N)	B - Hitchin Road (E)	C - Hitchin Road (W)
		0.00	14.00	3.00
		5.00	0.00	15.00
		0.00	54.00	0.00

Demand (Veh/TS)

08:15 - 08:30	To			
	From	A - Walnut Tree Road (N)	B - Hitchin Road (E)	C - Hitchin Road (W)
		0.00	11.00	1.00
		10.00	0.00	13.00
		2.00	28.00	0.00

Demand (Veh/TS)

08:30 - 08:45	To			
	From	A - Walnut Tree Road (N)	B - Hitchin Road (E)	C - Hitchin Road (W)
		0.00	13.00	2.00
		12.00	0.00	17.00
		0.00	28.00	0.00

Demand (Veh/TS)

08:45 - 09:00	To			
	From	A - Walnut Tree Road (N)	B - Hitchin Road (E)	C - Hitchin Road (W)
		0.00	8.00	0.00
		8.00	0.00	18.00
		2.00	23.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

08:00 - 08:15	To			
	From	A - Walnut Tree Road (N)	B - Hitchin Road (E)	C - Hitchin Road (W)
		0	7	0
		0	0	0
		0	0	0

Heavy Vehicle %

08:15 - 08:30

	To			
		A - Walnut Tree Road (N)	B - Hitchin Road (E)	C - Hitchin Road (W)
From	A - Walnut Tree Road (N)	0	9	0
	B - Hitchin Road (E)	10	0	15
	C - Hitchin Road (W)	0	0	0

Heavy Vehicle %

08:30 - 08:45

	To			
		A - Walnut Tree Road (N)	B - Hitchin Road (E)	C - Hitchin Road (W)
From	A - Walnut Tree Road (N)	0	0	0
	B - Hitchin Road (E)	0	0	0
	C - Hitchin Road (W)	0	0	0

Heavy Vehicle %

08:45 - 09:00

	To			
		A - Walnut Tree Road (N)	B - Hitchin Road (E)	C - Hitchin Road (W)
From	A - Walnut Tree Road (N)	0	0	0
	B - Hitchin Road (E)	0	0	0
	C - Hitchin Road (W)	50	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.22	9.52	0.3	A	24.50	97.99
C-AB	0.36	9.21	0.5	A	33.43	133.70
C-A					0.83	3.30
A-B					11.50	46.00
A-C					1.50	6.00

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20.00	20.00	132.89	0.151	19.82	0.0	0.2	7.948	A
C-AB	54.00	54.00	150.61	0.359	53.45	0.0	0.6	9.213	A
C-A	0.00	0.00			0.00				
A-B	14.00	14.00			14.00				
A-C	3.00	3.00			3.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	23.00	23.00	115.48	0.199	22.95	0.2	0.2	9.098	A
C-AB	28.38	28.38	153.13	0.185	28.70	0.6	0.2	7.249	A
C-A	1.62	1.62			1.62				
A-B	11.00	11.00			11.00				
A-C	1.00	1.00			1.00				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29.00	29.00	130.26	0.222	28.93	0.2	0.3	9.519	A
C-AB	28.00	28.00	151.33	0.185	28.00	0.2	0.2	7.297	A
C-A	0.00	0.00			0.00				
A-B	13.00	13.00			13.00				
A-C	2.00	2.00			2.00				

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26.00	26.00	135.59	0.192	26.06	0.3	0.2	8.223	A
C-AB	23.32	23.32	148.20	0.157	23.36	0.2	0.2	7.011	A
C-A	1.68	1.68			1.68				
A-B	8.00	8.00			8.00				
A-C	0.00	0.00			0.00				

Existing Layout - 2025 Observed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Walnut Tree Road/Hitchin Road	T-Junction	Two-way	Two-way	Two-way		10.55	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.55	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2025 Observed	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Walnut Tree Road (N)		DIRECT	✓	100.000
B - Hitchin Road (E)		DIRECT	✓	100.000
C - Hitchin Road (W)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

	To			
		A - Walnut Tree Road (N)	B - Hitchin Road (E)	C - Hitchin Road (W)
	From			
	A - Walnut Tree Road (N)	0.00	11.00	0.00
	B - Hitchin Road (E)	20.00	0.00	52.00
	C - Hitchin Road (W)	1.00	12.00	0.00

Demand (Veh/TS)

17:15 - 17:30

	To			
		A - Walnut Tree Road (N)	B - Hitchin Road (E)	C - Hitchin Road (W)
	From			
	A - Walnut Tree Road (N)	0.00	10.00	1.00
	B - Hitchin Road (E)	18.00	0.00	37.00
	C - Hitchin Road (W)	2.00	16.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		A - Walnut Tree Road (N)	B - Hitchin Road (E)	C - Hitchin Road (W)
	From			
	A - Walnut Tree Road (N)	0.00	10.00	0.00
	B - Hitchin Road (E)	17.00	0.00	46.00
	C - Hitchin Road (W)	0.00	9.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		A - Walnut Tree Road (N)	B - Hitchin Road (E)	C - Hitchin Road (W)
From	A - Walnut Tree Road (N)	0.00	12.00	0.00
	B - Hitchin Road (E)	10.00	0.00	38.00
	C - Hitchin Road (W)	1.00	15.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

17:00 - 17:15

	To			
		A - Walnut Tree Road (N)	B - Hitchin Road (E)	C - Hitchin Road (W)
From	A - Walnut Tree Road (N)	0	0	0
	B - Hitchin Road (E)	0	0	2
	C - Hitchin Road (W)	0	0	0

Heavy Vehicle %

17:15 - 17:30

	To			
		A - Walnut Tree Road (N)	B - Hitchin Road (E)	C - Hitchin Road (W)
From	A - Walnut Tree Road (N)	0	0	0
	B - Hitchin Road (E)	0	0	0
	C - Hitchin Road (W)	0	0	0

Heavy Vehicle %

17:30 - 17:45

	To			
		A - Walnut Tree Road (N)	B - Hitchin Road (E)	C - Hitchin Road (W)
From	A - Walnut Tree Road (N)	0	0	0
	B - Hitchin Road (E)	6	0	0
	C - Hitchin Road (W)	0	0	0

Heavy Vehicle %

17:45 - 18:00

	To			
		A - Walnut Tree Road (N)	B - Hitchin Road (E)	C - Hitchin Road (W)
From	A - Walnut Tree Road (N)	0	8	0
	B - Hitchin Road (E)	0	0	0
	C - Hitchin Road (W)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.53	13.56	1.1	B	59.50	237.99
C-AB	0.11	6.55	0.1	A	13.10	52.39
C-A					0.90	3.61
A-B					10.75	43.00
A-C					0.25	1.00

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	72.00	72.00	136.29	0.528	70.92	0.0	1.1	13.555	B
C-AB	12.08	12.08	152.95	0.079	11.99	0.0	0.1	6.380	A
C-A	0.92	0.92			0.92				
A-B	11.00	11.00			11.00				
A-C	0.00	0.00			0.00				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	55.00	55.00	135.74	0.405	55.38	1.1	0.7	11.405	B
C-AB	16.21	16.21	153.61	0.106	16.18	0.1	0.1	6.546	A
C-A	1.79	1.79			1.79				
A-B	10.00	10.00			10.00				
A-C	1.00	1.00			1.00				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	63.00	63.00	136.31	0.462	62.87	0.7	0.8	12.068	B
C-AB	9.00	9.00	152.53	0.059	9.06	0.1	0.1	6.274	A
C-A	0.00	0.00			0.00				
A-B	10.00	10.00			10.00				
A-C	0.00	0.00			0.00				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	48.00	48.00	139.87	0.343	48.29	0.8	0.5	9.994	A
C-AB	15.10	15.10	152.48	0.099	15.05	0.1	0.1	6.547	A
C-A	0.90	0.90			0.90				
A-B	12.00	12.00			12.00				
A-C	0.00	0.00			0.00				

Existing Layout - 2030 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Walnut Tree Road/Hitchin Road	T-Junction	Two-way	Two-way	Two-way		7.69	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.69	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2030 Base	AM	DIRECT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Walnut Tree Road (N)		DIRECT	✓	100.000
B - Hitchin Road (E)		DIRECT	✓	100.000
C - Hitchin Road (W)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

08:00 - 08:15	To			
	From	A - Walnut Tree Road (N)	B - Hitchin Road (E)	C - Hitchin Road (W)
		0.00	15.00	3.00
		5.00	0.00	16.00
		0.00	56.00	0.00

Demand (Veh/TS)

08:15 - 08:30	To			
	From	A - Walnut Tree Road (N)	B - Hitchin Road (E)	C - Hitchin Road (W)
		0.00	11.00	1.00
		10.00	0.00	14.00
		2.00	29.00	0.00

Demand (Veh/TS)

08:30 - 08:45	To			
	From	A - Walnut Tree Road (N)	B - Hitchin Road (E)	C - Hitchin Road (W)
		0.00	14.00	2.00
		13.00	0.00	18.00
		0.00	29.00	0.00

Demand (Veh/TS)

08:45 - 09:00

	To			
		A - Walnut Tree Road (N)	B - Hitchin Road (E)	C - Hitchin Road (W)
From	A - Walnut Tree Road (N)	0.00	8.00	0.00
	B - Hitchin Road (E)	8.00	0.00	19.00
	C - Hitchin Road (W)	2.00	24.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

08:00 - 08:15

	To			
		A - Walnut Tree Road (N)	B - Hitchin Road (E)	C - Hitchin Road (W)
From	A - Walnut Tree Road (N)	0	7	0
	B - Hitchin Road (E)	0	0	0
	C - Hitchin Road (W)	0	0	0

Heavy Vehicle %

08:15 - 08:30

	To			
		A - Walnut Tree Road (N)	B - Hitchin Road (E)	C - Hitchin Road (W)
From	A - Walnut Tree Road (N)	0	9	0
	B - Hitchin Road (E)	10	0	15
	C - Hitchin Road (W)	0	0	0

Heavy Vehicle %

08:30 - 08:45

	To			
		A - Walnut Tree Road (N)	B - Hitchin Road (E)	C - Hitchin Road (W)
From	A - Walnut Tree Road (N)	0	0	0
	B - Hitchin Road (E)	0	0	0
	C - Hitchin Road (W)	0	0	0

Heavy Vehicle %

08:45 - 09:00

	To			
		A - Walnut Tree Road (N)	B - Hitchin Road (E)	C - Hitchin Road (W)
From	A - Walnut Tree Road (N)	0	0	0
	B - Hitchin Road (E)	0	0	0
	C - Hitchin Road (W)	50	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.24	9.76	0.3	A	25.75	102.99
C-AB	0.37	9.42	0.6	A	34.68	138.73
C-A					0.82	3.28
A-B					12.00	48.00
A-C					1.50	6.00

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21.00	21.00	133.13	0.158	20.81	0.0	0.2	8.000	A
C-AB	56.00	56.00	150.35	0.372	55.42	0.0	0.6	9.424	A
C-A	0.00	0.00			0.00				
A-B	15.00	15.00			15.00				
A-C	3.00	3.00			3.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	24.00	24.00	115.80	0.207	23.94	0.2	0.2	9.154	A
C-AB	29.39	29.39	153.13	0.192	29.73	0.6	0.2	7.312	A
C-A	1.61	1.61			1.61				
A-B	11.00	11.00			11.00				
A-C	1.00	1.00			1.00				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31.00	31.00	129.79	0.239	30.91	0.2	0.3	9.764	A
C-AB	29.00	29.00	151.09	0.192	29.00	0.2	0.2	7.374	A
C-A	0.00	0.00			0.00				
A-B	14.00	14.00			14.00				
A-C	2.00	2.00			2.00				

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27.00	27.00	135.86	0.199	27.08	0.3	0.3	8.279	A
C-AB	24.33	24.33	148.20	0.164	24.37	0.2	0.2	7.065	A
C-A	1.67	1.67			1.67				
A-B	8.00	8.00			8.00				
A-C	0.00	0.00			0.00				

Existing Layout - 2030 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Walnut Tree Road/Hitchin Road	T-Junction	Two-way	Two-way	Two-way		11.04	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.04	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2030 Base	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Walnut Tree Road (N)		DIRECT	✓	100.000
B - Hitchin Road (E)		DIRECT	✓	100.000
C - Hitchin Road (W)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

	To			
		A - Walnut Tree Road (N)	B - Hitchin Road (E)	C - Hitchin Road (W)
	From			
	A - Walnut Tree Road (N)	0.00	11.00	0.00
	B - Hitchin Road (E)	21.00	0.00	54.00
	C - Hitchin Road (W)	1.00	13.00	0.00

Demand (Veh/TS)

17:15 - 17:30

	To			
		A - Walnut Tree Road (N)	B - Hitchin Road (E)	C - Hitchin Road (W)
	From			
	A - Walnut Tree Road (N)	0.00	10.00	1.00
	B - Hitchin Road (E)	19.00	0.00	39.00
	C - Hitchin Road (W)	2.00	17.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		A - Walnut Tree Road (N)	B - Hitchin Road (E)	C - Hitchin Road (W)
	From			
	A - Walnut Tree Road (N)	0.00	10.00	0.00
	B - Hitchin Road (E)	18.00	0.00	48.00
	C - Hitchin Road (W)	0.00	9.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		A - Walnut Tree Road (N)	B - Hitchin Road (E)	C - Hitchin Road (W)
From	A - Walnut Tree Road (N)	0.00	13.00	0.00
	B - Hitchin Road (E)	10.00	0.00	40.00
	C - Hitchin Road (W)	1.00	16.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

17:00 - 17:15

	To			
		A - Walnut Tree Road (N)	B - Hitchin Road (E)	C - Hitchin Road (W)
From	A - Walnut Tree Road (N)	0	0	0
	B - Hitchin Road (E)	0	0	2
	C - Hitchin Road (W)	0	0	0

Heavy Vehicle %

17:15 - 17:30

	To			
		A - Walnut Tree Road (N)	B - Hitchin Road (E)	C - Hitchin Road (W)
From	A - Walnut Tree Road (N)	0	0	0
	B - Hitchin Road (E)	0	0	0
	C - Hitchin Road (W)	0	0	0

Heavy Vehicle %

17:30 - 17:45

	To			
		A - Walnut Tree Road (N)	B - Hitchin Road (E)	C - Hitchin Road (W)
From	A - Walnut Tree Road (N)	0	0	0
	B - Hitchin Road (E)	6	0	0
	C - Hitchin Road (W)	0	0	0

Heavy Vehicle %

17:45 - 18:00

	To			
		A - Walnut Tree Road (N)	B - Hitchin Road (E)	C - Hitchin Road (W)
From	A - Walnut Tree Road (N)	0	8	0
	B - Hitchin Road (E)	0	0	0
	C - Hitchin Road (W)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.55	14.20	1.2	B	62.25	249.00
C-AB	0.11	6.60	0.1	A	13.85	55.42
C-A					0.90	3.58
A-B					11.00	44.00
A-C					0.25	1.00

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	75.00	75.00	136.10	0.551	73.81	0.0	1.2	14.196	B
C-AB	13.09	13.09	152.95	0.086	12.99	0.0	0.1	6.426	A
C-A	0.91	0.91			0.91				
A-B	11.00	11.00			11.00				
A-C	0.00	0.00			0.00				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	58.00	58.00	135.58	0.428	58.41	1.2	0.8	11.886	B
C-AB	17.23	17.23	153.61	0.112	17.19	0.1	0.1	6.595	A
C-A	1.77	1.77			1.77				
A-B	10.00	10.00			10.00				
A-C	1.00	1.00			1.00				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	66.00	66.00	136.20	0.485	65.87	0.8	0.9	12.589	B
C-AB	9.00	9.00	152.53	0.059	9.06	0.1	0.1	6.275	A
C-A	0.00	0.00			0.00				
A-B	10.00	10.00			10.00				
A-C	0.00	0.00			0.00				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	50.00	50.00	139.96	0.357	50.33	0.9	0.6	10.220	B
C-AB	16.11	16.11	152.22	0.106	16.05	0.1	0.1	6.604	A
C-A	0.89	0.89			0.89				
A-B	13.00	13.00			13.00				
A-C	0.00	0.00			0.00				

Existing Layout - 2030 Development Case, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Walnut Tree Road/Hitchin Road	T-Junction	Two-way	Two-way	Two-way		7.25	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.25	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2030 Development Case	AM	DIRECT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Walnut Tree Road (N)		DIRECT	✓	100.000
B - Hitchin Road (E)		DIRECT	✓	100.000
C - Hitchin Road (W)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

08:00 - 08:15

	To			
		A - Walnut Tree Road (N)	B - Hitchin Road (E)	C - Hitchin Road (W)
From	A - Walnut Tree Road (N)	0.00	25.00	3.00
	B - Hitchin Road (E)	10.00	0.00	16.00
	C - Hitchin Road (W)	0.00	56.00	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		A - Walnut Tree Road (N)	B - Hitchin Road (E)	C - Hitchin Road (W)
From	A - Walnut Tree Road (N)	0.00	22.00	1.00
	B - Hitchin Road (E)	15.00	0.00	14.00
	C - Hitchin Road (W)	2.00	29.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A - Walnut Tree Road (N)	B - Hitchin Road (E)	C - Hitchin Road (W)
From	A - Walnut Tree Road (N)	0.00	24.00	2.00
	B - Hitchin Road (E)	17.00	0.00	18.00
	C - Hitchin Road (W)	0.00	29.00	0.00

Demand (Veh/TS)

08:45 - 09:00

	To			
		A - Walnut Tree Road (N)	B - Hitchin Road (E)	C - Hitchin Road (W)
From	A - Walnut Tree Road (N)	0.00	19.00	0.00
	B - Hitchin Road (E)	13.00	0.00	19.00
	C - Hitchin Road (W)	2.00	24.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

08:00 - 08:15

	To			
		A - Walnut Tree Road (N)	B - Hitchin Road (E)	C - Hitchin Road (W)
From	A - Walnut Tree Road (N)	0	4	0
	B - Hitchin Road (E)	0	0	0
	C - Hitchin Road (W)	0	0	0

Heavy Vehicle %

08:15 - 08:30

	To			
		A - Walnut Tree Road (N)	B - Hitchin Road (E)	C - Hitchin Road (W)
From	A - Walnut Tree Road (N)	0	5	0
	B - Hitchin Road (E)	7	0	15
	C - Hitchin Road (W)	0	0	0

Heavy Vehicle %

08:30 - 08:45

	To			
		A - Walnut Tree Road (N)	B - Hitchin Road (E)	C - Hitchin Road (W)
From	A - Walnut Tree Road (N)	0	0	0
	B - Hitchin Road (E)	0	0	0
	C - Hitchin Road (W)	0	0	0

Heavy Vehicle %

08:45 - 09:00

	To			
		A - Walnut Tree Road (N)	B - Hitchin Road (E)	C - Hitchin Road (W)
From	A - Walnut Tree Road (N)	0	0	0
	B - Hitchin Road (E)	0	0	0
	C - Hitchin Road (W)	50	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.28	10.48	0.4	B	30.50	121.99
C-AB	0.38	9.66	0.6	A	34.69	138.74
C-A					0.82	3.26
A-B					22.50	90.00
A-C					1.50	6.00

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26.00	26.00	125.05	0.208	25.74	0.0	0.3	9.040	A
C-AB	56.00	56.00	147.97	0.378	55.40	0.0	0.6	9.663	A
C-A	0.00	0.00			0.00				
A-B	25.00	25.00			25.00				
A-C	3.00	3.00			3.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29.00	29.00	113.99	0.255	28.94	0.3	0.3	9.941	A
C-AB	29.40	29.40	150.48	0.195	29.75	0.6	0.2	7.478	A
C-A	1.60	1.60			1.60				
A-B	22.00	22.00			22.00				
A-C	1.00	1.00			1.00				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35.00	35.00	126.51	0.276	34.91	0.3	0.4	10.481	B
C-AB	29.00	29.00	148.69	0.195	29.00	0.2	0.2	7.522	A
C-A	0.00	0.00			0.00				
A-B	24.00	24.00			24.00				
A-C	2.00	2.00			2.00				

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32.00	32.00	130.85	0.245	32.07	0.4	0.3	9.118	A
C-AB	24.34	24.34	145.68	0.167	24.38	0.2	0.2	7.215	A
C-A	1.66	1.66			1.66				
A-B	19.00	19.00			19.00				
A-C	0.00	0.00			0.00				

Existing Layout - 2030 Development Case, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Walnut Tree Road/Hitchin Road	T-Junction	Two-way	Two-way	Two-way		12.88	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.88	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2030 Development Case	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Walnut Tree Road (N)		DIRECT	✓	100.000
B - Hitchin Road (E)		DIRECT	✓	100.000
C - Hitchin Road (W)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

	To			
		A - Walnut Tree Road (N)	B - Hitchin Road (E)	C - Hitchin Road (W)
From	A - Walnut Tree Road (N)	0.00	16.00	0.00
	B - Hitchin Road (E)	30.00	0.00	54.00
	C - Hitchin Road (W)	1.00	13.00	0.00

Demand (Veh/TS)

17:15 - 17:30

	To			
		A - Walnut Tree Road (N)	B - Hitchin Road (E)	C - Hitchin Road (W)
From	A - Walnut Tree Road (N)	0.00	15.00	1.00
	B - Hitchin Road (E)	28.00	0.00	39.00
	C - Hitchin Road (W)	2.00	17.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		A - Walnut Tree Road (N)	B - Hitchin Road (E)	C - Hitchin Road (W)
From	A - Walnut Tree Road (N)	0.00	15.00	0.00
	B - Hitchin Road (E)	27.00	0.00	48.00
	C - Hitchin Road (W)	0.00	9.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		A - Walnut Tree Road (N)	B - Hitchin Road (E)	C - Hitchin Road (W)
From	A - Walnut Tree Road (N)	0.00	17.00	0.00
	B - Hitchin Road (E)	20.00	0.00	40.00
	C - Hitchin Road (W)	1.00	16.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

17:00 - 17:15

	To			
		A - Walnut Tree Road (N)	B - Hitchin Road (E)	C - Hitchin Road (W)
From	A - Walnut Tree Road (N)	0	0	0
	B - Hitchin Road (E)	0	0	2
	C - Hitchin Road (W)	0	0	0

Heavy Vehicle %

17:15 - 17:30

	To			
		A - Walnut Tree Road (N)	B - Hitchin Road (E)	C - Hitchin Road (W)
From	A - Walnut Tree Road (N)	0	0	0
	B - Hitchin Road (E)	0	0	0
	C - Hitchin Road (W)	0	0	0

Heavy Vehicle %

17:30 - 17:45

	To			
		A - Walnut Tree Road (N)	B - Hitchin Road (E)	C - Hitchin Road (W)
From	A - Walnut Tree Road (N)	0	0	0
	B - Hitchin Road (E)	4	0	0
	C - Hitchin Road (W)	0	0	0

Heavy Vehicle %

17:45 - 18:00

	To			
		A - Walnut Tree Road (N)	B - Hitchin Road (E)	C - Hitchin Road (W)
From	A - Walnut Tree Road (N)	0	6	0
	B - Hitchin Road (E)	0	0	0
	C - Hitchin Road (W)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.63	17.15	1.6	C	71.50	286.00
C-AB	0.11	6.65	0.1	A	13.86	55.42
C-A					0.89	3.58
A-B					15.75	63.00
A-C					0.25	1.00

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	84.00	84.00	133.40	0.630	82.38	0.0	1.6	17.147	C
C-AB	13.09	13.09	151.75	0.086	12.99	0.0	0.1	6.482	A
C-A	0.91	0.91			0.91				
A-B	16.00	16.00			16.00				
A-C	0.00	0.00			0.00				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	67.00	67.00	132.14	0.507	67.54	1.6	1.1	14.248	B
C-AB	17.23	17.23	152.42	0.113	17.19	0.1	0.1	6.653	A
C-A	1.77	1.77			1.77				
A-B	15.00	15.00			15.00				
A-C	1.00	1.00			1.00				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	75.00	75.00	133.45	0.562	74.85	1.1	1.2	15.082	C
C-AB	9.00	9.00	151.33	0.059	9.06	0.1	0.1	6.328	A
C-A	0.00	0.00			0.00				
A-B	15.00	15.00			15.00				
A-C	0.00	0.00			0.00				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	60.00	60.00	135.04	0.444	60.40	1.2	0.8	12.291	B
C-AB	16.11	16.11	151.27	0.106	16.05	0.1	0.1	6.652	A
C-A	0.89	0.89			0.89				
A-B	17.00	17.00			17.00				
A-C	0.00	0.00			0.00				

Junctions 10			
PICADY 10 - Priority Intersection Module			
Version: 10.1.1.1905			
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Filename: Import of 05. HITCHIN ROAD_PIRTON ROAD_CARTERS LANE_HEXTON ROAD.j10

Path: C:\Users\rbroom\lcn Projects Limited\iBIS - Projects - Projects\1000653_Pirton_Hitchin\03 Calcs\02. JUNCTION MODELS\05. HITCHIN ROAD_PIRTON ROAD_CARTERS LANE_HEXTON ROAD

Report generation date: 05/06/2025 12:03:29

- »Existing Layout - 2025 Observed, AM
- »Existing Layout - 2025 Observed, PM
- »Existing Layout - 2030 Base, AM
- »Existing Layout - 2030 Base, PM
- »Existing Layout - 2030 Development Case, AM
- »Existing Layout - 2030 Development Case, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
Existing Layout - 2025 Observed								
Stream B-ACD	0.1	10.51	0.09	B	2.0	29.47	0.69	D
Stream AB-CD	0.4	6.16	0.21	A	2.4	10.72	0.63	B
Stream D-AB	0.6	9.53	0.39	A	0.2	6.92	0.17	A
Stream D-C	0.0	10.69	0.02	B	0.0	12.73	0.01	B
Stream CD-AB	0.6	5.41	0.26	A	0.1	4.72	0.06	A
Existing Layout - 2030 Base								
Stream B-ACD	0.1	10.69	0.09	B	2.4	33.39	0.72	D
Stream AB-CD	0.4	6.21	0.22	A	2.9	11.66	0.67	B
Stream D-AB	0.7	9.92	0.41	A	0.2	7.02	0.17	A
Stream D-C	0.0	11.00	0.02	B	0.0	13.22	0.01	B
Stream CD-AB	0.6	5.46	0.27	A	0.1	4.69	0.06	A
Existing Layout - 2030 Development Case								
Stream B-ACD	0.1	10.47	0.12	B	3.0	39.58	0.78	E
Stream AB-CD	0.5	6.50	0.26	A	4.1	16.03	0.75	C
Stream D-AB	0.9	11.01	0.47	B	0.3	7.22	0.20	A
Stream D-C	0.0	11.68	0.02	B	0.0	13.86	0.02	B
Stream CD-AB	0.8	5.87	0.33	A	0.2	4.78	0.08	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.

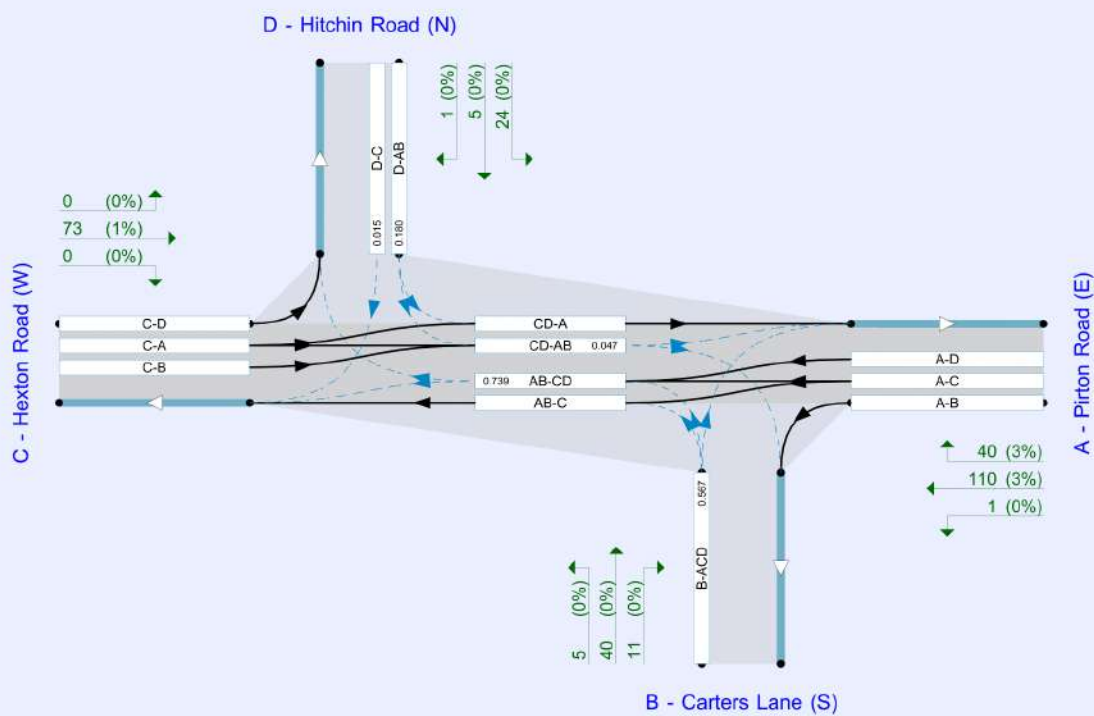
File summary

File Description

Title	Hitchin Road/Pirton Road/Carters Lane/Hexton Road
Location	
Site number	
Date	10/04/2025
Version	v1
Status	
Identifier	
Client	Gladman
Jobnumber	I000653
Enumerator	ICENIPROJECTSlapearce
Description	This junction model has been based on the previously provided model outputs as part of application ref: 17/01543/16

Units

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



Flows show original traffic demand (Veh/TS).
Streams (downstream end) show RFC ()

Time Segment: 17:45-18:00

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2025 Observed	AM	DIRECT	08:00	09:00	60	15	✓
D2	2025 Observed	PM	DIRECT	17:00	18:00	60	15	✓
D3	2030 Base	AM	DIRECT	08:00	09:00	60	15	✓
D4	2030 Base	PM	DIRECT	17:00	18:00	60	15	✓
D5	2030 Development Case	AM	DIRECT	08:00	09:00	60	15	✓
D6	2030 Development Case	PM	DIRECT	17:00	18:00	60	15	✓

Analysis Set Details

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

Existing Layout - 2025 Observed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	D - Hitchin Road (N) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Hitchin Road/Pirton Road/Carters Lane/Hexton Road	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		2.02	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.02	A

Arms

Arms

Arm	Name	Description	Arm type
A	Pirton Road (E)		Major
B	Carters Lane (S)		Minor
C	Hexton Road (W)		Major
D	Hitchin Road (N)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Pirton Road (E)	6.80			180.0	✓	0.00
C - Hexton Road (W)	6.30			250.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Carters Lane (S)	One lane	2.20								30	20
D - Hitchin Road (N)	One lane plus flare		10.00	5.00	3.60	3.00	2.80	✓	1.00	60	74

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/TS)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B
AB-D	169.551	-	-	-	-	-	0.254	0.254	0.254	-	-
B-A	114.330	0.082	0.208	0.208	-	-	0.131	0.297	-	0.131	0.297
B-CD	146.386	0.089	0.224	0.224	-	-	-	-	-	-	-
CD-B	179.685	0.275	0.275	0.275	-	-	-	-	-	-	-
D-AB	181.875	-	-	-	-	-	0.272	0.272	0.108	-	-
D-C	127.824	-	0.143	0.325	0.143	0.325	0.227	0.227	0.090	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2025 Observed	AM	DIRECT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Pirton Road (E)		DIRECT	✓	100.000
B - Carters Lane (S)		DIRECT	✓	100.000
C - Hexton Road (W)		DIRECT	✓	100.000
D - Hitchin Road (N)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

08:00 - 08:15		To				
	From		A - Pirton Road (E)	B - Carters Lane (S)	C - Hexton Road (W)	D - Hitchin Road (N)
		A - Pirton Road (E)	0.00	1.00	88.00	8.00
		B - Carters Lane (S)	0.00	0.00	1.00	4.00
		C - Hexton Road (W)	94.00	7.00	0.00	0.00
		D - Hitchin Road (N)	15.00	16.00	1.00	0.00

Demand (Veh/TS)

08:15 - 08:30		To				
	From		A - Pirton Road (E)	B - Carters Lane (S)	C - Hexton Road (W)	D - Hitchin Road (N)
		A - Pirton Road (E)	0.00	0.00	82.00	6.00
		B - Carters Lane (S)	3.00	0.00	0.00	6.00
		C - Hexton Road (W)	95.00	1.00	0.00	2.00
		D - Hitchin Road (N)	26.00	20.00	1.00	0.00

Demand (Veh/TS)

08:30 - 08:45		To				
	From		A - Pirton Road (E)	B - Carters Lane (S)	C - Hexton Road (W)	D - Hitchin Road (N)
		A - Pirton Road (E)	0.00	1.00	87.00	7.00
		B - Carters Lane (S)	2.00	0.00	1.00	4.00
		C - Hexton Road (W)	76.00	6.00	0.00	0.00
		D - Hitchin Road (N)	28.00	20.00	2.00	0.00

Demand (Veh/TS)

08:45 - 09:00

	To				
		A - Pirton Road (E)	B - Carters Lane (S)	C - Hexton Road (W)	D - Hitchin Road (N)
From	A - Pirton Road (E)	0.00	1.00	64.00	18.00
	B - Carters Lane (S)	1.00	0.00	2.00	7.00
	C - Hexton Road (W)	70.00	5.00	0.00	1.00
	D - Hitchin Road (N)	36.00	25.00	1.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

08:00 - 08:15

	To				
		A - Pirton Road (E)	B - Carters Lane (S)	C - Hexton Road (W)	D - Hitchin Road (N)
From	A - Pirton Road (E)	0	0	5	0
	B - Carters Lane (S)	0	0	0	25
	C - Hexton Road (W)	2	0	0	0
	D - Hitchin Road (N)	0	0	0	0

Heavy Vehicle %

08:15 - 08:30

	To				
		A - Pirton Road (E)	B - Carters Lane (S)	C - Hexton Road (W)	D - Hitchin Road (N)
From	A - Pirton Road (E)	0	0	5	0
	B - Carters Lane (S)	0	0	0	0
	C - Hexton Road (W)	2	0	0	0
	D - Hitchin Road (N)	0	0	0	0

Heavy Vehicle %

08:30 - 08:45

	To				
		A - Pirton Road (E)	B - Carters Lane (S)	C - Hexton Road (W)	D - Hitchin Road (N)
From	A - Pirton Road (E)	0	0	7	14
	B - Carters Lane (S)	0	0	0	0
	C - Hexton Road (W)	4	0	0	0
	D - Hitchin Road (N)	7	0	0	0

Heavy Vehicle %

08:45 - 09:00

	To				
		A - Pirton Road (E)	B - Carters Lane (S)	C - Hexton Road (W)	D - Hitchin Road (N)
From	A - Pirton Road (E)	0	0	3	6
	B - Carters Lane (S)	0	0	0	0
	C - Hexton Road (W)	9	0	0	0
	D - Hitchin Road (N)	3	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-ACD	0.09	10.51	0.1	B	7.75	31.00
A-B					0.75	3.00
A-C					80.25	321.00
A-D					9.75	39.00
AB-CD	0.21	6.16	0.4	A	25.32	101.30
AB-C					70.90	283.62
D-AB	0.39	9.53	0.6	A	46.50	186.00
D-C	0.02	10.69	0.0	B	1.25	5.00
C-D					0.75	3.00
C-A					83.75	335.00
C-B					4.75	19.00
CD-AB	0.26	5.41	0.6	A	48.72	194.89
CD-A					86.12	344.48

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	5.00	5.00	103.18	0.048	4.95	0.0	0.1	9.157	A
A-B	1.00	1.00			1.00				
A-C	88.00	88.00			88.00				
A-D	8.00	8.00			8.00				
AB-CD	22.10	22.10	193.99	0.114	21.87	0.0	0.2	5.229	A
AB-C	78.85	78.85			78.85				
D-AB	31.00	31.00	153.44	0.202	30.75	0.0	0.3	7.320	A
D-C	1.00	1.00	86.20	0.012	0.99	0.0	0.0	10.560	B
C-D	0.00	0.00			0.00				
C-A	94.00	94.00			94.00				
C-B	7.00	7.00			7.00				
CD-AB	44.63	44.63	223.33	0.200	44.20	0.0	0.4	5.022	A
CD-A	87.12	87.12			87.12				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	9.00	9.00	101.20	0.089	8.95	0.1	0.1	10.505	B
A-B	0.00	0.00			0.00				
A-C	82.00	82.00			82.00				
A-D	6.00	6.00			6.00				
AB-CD	20.46	20.46	198.48	0.103	20.47	0.2	0.2	5.193	A
AB-C	73.52	73.52			73.52				
D-AB	46.00	46.00	154.72	0.297	45.83	0.3	0.4	8.253	A
D-C	1.00	1.00	86.60	0.012	1.00	0.0	0.0	10.513	B
C-D	2.00	2.00			2.00				
C-A	95.00	95.00			95.00				
C-B	1.00	1.00			1.00				
CD-AB	43.59	43.59	233.25	0.187	43.59	0.4	0.4	4.757	A
CD-A	98.24	98.24			98.24				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	7.00	7.00	102.06	0.069	7.03	0.1	0.1	9.475	A
A-B	1.00	1.00			1.00				
A-C	87.00	87.00			87.00				
A-D	7.00	7.00			7.00				
AB-CD	20.10	20.10	195.66	0.103	20.11	0.2	0.2	4.980	A
AB-C	78.91	78.91			78.91				
D-AB	48.00	48.00	151.60	0.317	47.97	0.4	0.4	8.444	A
D-C	2.00	2.00	88.39	0.023	1.99	0.0	0.0	10.415	B
C-D	0.00	0.00			0.00				
C-A	76.00	76.00			76.00				
C-B	6.00	6.00			6.00				
CD-AB	49.54	49.54	219.03	0.226	49.48	0.4	0.5	5.274	A
CD-A	80.43	80.43			80.43				

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	10.00	10.00	118.26	0.085	9.98	0.1	0.1	8.311	A
A-B	1.00	1.00			1.00				
A-C	64.00	64.00			64.00				
A-D	18.00	18.00			18.00				
AB-CD	38.65	38.65	187.02	0.207	38.47	0.2	0.4	6.164	A
AB-C	52.32	52.32			52.32				
D-AB	61.00	61.00	156.61	0.389	60.81	0.4	0.6	9.525	A
D-C	1.00	1.00	85.19	0.012	1.01	0.0	0.0	10.691	B
C-D	1.00	1.00			1.00				
C-A	70.00	70.00			70.00				
C-B	5.00	5.00			5.00				
CD-AB	57.13	57.13	222.77	0.256	57.05	0.5	0.6	5.407	A
CD-A	78.68	78.68			78.68				

Existing Layout - 2025 Observed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	D - Hitchin Road (N) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Hitchin Road/Pirton Road/Carters Lane/Hexton Road	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		5.39	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.39	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2025 Observed	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Pirton Road (E)		DIRECT	✓	100.000
B - Carters Lane (S)		DIRECT	✓	100.000
C - Hexton Road (W)		DIRECT	✓	100.000
D - Hitchin Road (N)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15		To				
	From		A - Pirton Road (E)	B - Carters Lane (S)	C - Hexton Road (W)	D - Hitchin Road (N)
		A - Pirton Road (E)	0.00	2.00	118.00	35.00
		B - Carters Lane (S)	4.00	0.00	15.00	27.00
		C - Hexton Road (W)	71.00	0.00	0.00	0.00
		D - Hitchin Road (N)	19.00	4.00	1.00	0.00

Demand (Veh/TS)

17:15 - 17:30		To				
	From		A - Pirton Road (E)	B - Carters Lane (S)	C - Hexton Road (W)	D - Hitchin Road (N)
		A - Pirton Road (E)	0.00	3.00	102.00	29.00
		B - Carters Lane (S)	10.00	0.00	12.00	21.00
		C - Hexton Road (W)	72.00	1.00	0.00	0.00
		D - Hitchin Road (N)	20.00	6.00	0.00	0.00

Demand (Veh/TS)

17:30 - 17:45

		To			
		A - Pirton Road (E)	B - Carters Lane (S)	C - Hexton Road (W)	D - Hitchin Road (N)
From	A - Pirton Road (E)	0.00	0.00	107.00	38.00
	B - Carters Lane (S)	23.00	0.00	8.00	31.00
	C - Hexton Road (W)	80.00	0.00	0.00	0.00
	D - Hitchin Road (N)	15.00	4.00	0.00	0.00

Demand (Veh/TS)

17:45 - 18:00

		To			
		A - Pirton Road (E)	B - Carters Lane (S)	C - Hexton Road (W)	D - Hitchin Road (N)
From	A - Pirton Road (E)	0.00	1.00	105.00	34.00
	B - Carters Lane (S)	11.00	0.00	5.00	34.00
	C - Hexton Road (W)	70.00	0.00	0.00	0.00
	D - Hitchin Road (N)	21.00	3.00	1.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

17:00 - 17:15

		To			
		A - Pirton Road (E)	B - Carters Lane (S)	C - Hexton Road (W)	D - Hitchin Road (N)
From	A - Pirton Road (E)	0	0	1	0
	B - Carters Lane (S)	0	0	0	0
	C - Hexton Road (W)	4	0	0	0
	D - Hitchin Road (N)	5	0	0	0

Heavy Vehicle %

17:15 - 17:30

		To			
		A - Pirton Road (E)	B - Carters Lane (S)	C - Hexton Road (W)	D - Hitchin Road (N)
From	A - Pirton Road (E)	0	0	4	0
	B - Carters Lane (S)	10	0	0	0
	C - Hexton Road (W)	1	0	0	0
	D - Hitchin Road (N)	5	0	0	0

Heavy Vehicle %

17:30 - 17:45

		To			
		A - Pirton Road (E)	B - Carters Lane (S)	C - Hexton Road (W)	D - Hitchin Road (N)
From	A - Pirton Road (E)	0	0	5	0
	B - Carters Lane (S)	0	0	13	0
	C - Hexton Road (W)	0	0	0	0
	D - Hitchin Road (N)	0	0	0	0

Heavy Vehicle %

17:45 - 18:00

		To			
		A - Pirton Road (E)	B - Carters Lane (S)	C - Hexton Road (W)	D - Hitchin Road (N)
From	A - Pirton Road (E)	0	0	3	3
	B - Carters Lane (S)	0	0	0	0
	C - Hexton Road (W)	1	0	0	0
	D - Hitchin Road (N)	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-ACD	0.69	29.47	2.0	D	50.25	200.99
A-B					1.50	6.00
A-C					108.00	432.00
A-D					34.00	136.00
AB-CD	0.63	10.72	2.4	B	129.57	518.27
AB-C					50.48	201.93
D-AB	0.17	6.92	0.2	A	23.00	92.00
D-C	0.01	12.73	0.0	B	0.50	2.00
C-D					0.00	0.00
C-A					73.25	293.00
C-B					0.25	1.00
CD-AB	0.06	4.72	0.1	A	8.24	32.96
CD-A					88.22	352.87

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	46.00	46.00	105.92	0.434	45.25	0.0	0.7	14.664	B
A-B	2.00	2.00			2.00				
A-C	118.00	118.00			118.00				
A-D	35.00	35.00			35.00				
AB-CD	138.71	138.71	238.69	0.581	136.61	0.0	2.1	8.769	A
AB-C	55.61	55.61			55.61				
D-AB	23.00	23.00	154.70	0.149	22.83	0.0	0.2	6.817	A
D-C	1.00	1.00	71.68	0.014	0.99	0.0	0.0	12.732	B
C-D	0.00	0.00			0.00				
C-A	71.00	71.00			71.00				
C-B	0.00	0.00			0.00				
CD-AB	7.26	7.26	198.16	0.037	7.21	0.0	0.1	4.712	A
CD-A	86.56	86.56			86.56				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	43.00	43.00	98.28	0.438	42.99	0.7	0.8	15.946	C
A-B	3.00	3.00			3.00				
A-C	102.00	102.00			102.00				
A-D	29.00	29.00			29.00				
AB-CD	102.10	102.10	226.01	0.452	102.90	2.1	1.3	7.315	A
AB-C	62.01	62.01			62.01				
D-AB	26.00	26.00	156.26	0.166	25.97	0.2	0.2	6.916	A
D-C	0.00	0.00	76.31	0.000	0.01	0.0	0.0	0.000	A
C-D	0.00	0.00			0.00				
C-A	72.00	72.00			72.00				
C-B	1.00	1.00			1.00				
CD-AB	12.71	12.71	204.21	0.062	12.66	0.1	0.1	4.718	A
CD-A	86.27	86.27			86.27				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	62.00	62.00	90.37	0.686	60.76	0.8	2.0	29.470	D
A-B	0.00	0.00			0.00				
A-C	107.00	107.00			107.00				
A-D	38.00	38.00			38.00				
AB-CD	140.98	140.98	224.37	0.628	139.88	1.3	2.4	10.585	B
AB-C	42.34	42.34			42.34				
D-AB	19.00	19.00	160.51	0.118	19.06	0.2	0.1	6.525	A
D-C	0.00	0.00	68.88	0.000	0.00	0.0	0.0	0.000	A
C-D	0.00	0.00			0.00				
C-A	80.00	80.00			80.00				
C-B	0.00	0.00			0.00				
CD-AB	7.52	7.52	204.18	0.037	7.57	0.1	0.1	4.605	A
CD-A	91.54	91.54			91.54				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	50.00	50.00	100.63	0.497	50.95	2.0	1.0	18.773	C
A-B	1.00	1.00			1.00				
A-C	105.00	105.00			105.00				
A-D	34.00	34.00			34.00				
AB-CD	136.47	136.47	222.67	0.613	136.48	2.4	2.4	10.718	B
AB-C	41.97	41.97			41.97				
D-AB	24.00	24.00	161.95	0.148	23.97	0.1	0.2	6.520	A
D-C	1.00	1.00	72.20	0.014	0.99	0.0	0.0	12.639	B
C-D	0.00	0.00			0.00				
C-A	70.00	70.00			70.00				
C-B	0.00	0.00			0.00				
CD-AB	5.46	5.46	202.51	0.027	5.48	0.1	0.0	4.558	A
CD-A	88.51	88.51			88.51				

Existing Layout - 2030 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	D - Hitchin Road (N) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Hitchin Road/Pirton Road/Carters Lane/Hexton Road	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		2.09	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.09	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2030 Base	AM	DIRECT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Pirton Road (E)		DIRECT	✓	100.000
B - Carters Lane (S)		DIRECT	✓	100.000
C - Hexton Road (W)		DIRECT	✓	100.000
D - Hitchin Road (N)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

		To			
08:00 - 08:15	From		A - Pirton Road (E)	B - Carters Lane (S)	C - Hexton Road (W)
		A - Pirton Road (E)	0.00	1.00	92.00
		B - Carters Lane (S)	0.00	0.00	1.00
		C - Hexton Road (W)	98.00	7.00	0.00
		D - Hitchin Road (N)	16.00	17.00	1.00

Demand (Veh/TS)

		To			
08:15 - 08:30	From		A - Pirton Road (E)	B - Carters Lane (S)	C - Hexton Road (W)
		A - Pirton Road (E)	0.00	0.00	86.00
		B - Carters Lane (S)	3.00	0.00	0.00
		C - Hexton Road (W)	99.00	1.00	0.00
		D - Hitchin Road (N)	27.00	21.00	1.00

Demand (Veh/TS)

08:30 - 08:45

		To			
		A - Pirton Road (E)	B - Carters Lane (S)	C - Hexton Road (W)	D - Hitchin Road (N)
From	A - Pirton Road (E)	0.00	1.00	91.00	7.00
	B - Carters Lane (S)	2.00	0.00	1.00	4.00
	C - Hexton Road (W)	79.00	6.00	0.00	0.00
	D - Hitchin Road (N)	29.00	21.00	2.00	0.00

Demand (Veh/TS)

08:45 - 09:00

		To			
		A - Pirton Road (E)	B - Carters Lane (S)	C - Hexton Road (W)	D - Hitchin Road (N)
From	A - Pirton Road (E)	0.00	1.00	67.00	19.00
	B - Carters Lane (S)	1.00	0.00	2.00	7.00
	C - Hexton Road (W)	73.00	5.00	0.00	1.00
	D - Hitchin Road (N)	38.00	26.00	1.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

08:00 - 08:15

		To			
		A - Pirton Road (E)	B - Carters Lane (S)	C - Hexton Road (W)	D - Hitchin Road (N)
From	A - Pirton Road (E)	0	0	5	0
	B - Carters Lane (S)	0	0	0	25
	C - Hexton Road (W)	2	0	0	0
	D - Hitchin Road (N)	0	0	0	0

Heavy Vehicle %

08:15 - 08:30

		To			
		A - Pirton Road (E)	B - Carters Lane (S)	C - Hexton Road (W)	D - Hitchin Road (N)
From	A - Pirton Road (E)	0	0	5	0
	B - Carters Lane (S)	0	0	0	0
	C - Hexton Road (W)	2	0	0	0
	D - Hitchin Road (N)	0	0	0	0

Heavy Vehicle %

08:30 - 08:45

		To			
		A - Pirton Road (E)	B - Carters Lane (S)	C - Hexton Road (W)	D - Hitchin Road (N)
From	A - Pirton Road (E)	0	0	7	14
	B - Carters Lane (S)	0	0	0	0
	C - Hexton Road (W)	4	0	0	0
	D - Hitchin Road (N)	7	0	0	0

Heavy Vehicle %

08:45 - 09:00

		To			
		A - Pirton Road (E)	B - Carters Lane (S)	C - Hexton Road (W)	D - Hitchin Road (N)
From	A - Pirton Road (E)	0	0	3	6
	B - Carters Lane (S)	0	0	0	0
	C - Hexton Road (W)	9	0	0	0
	D - Hitchin Road (N)	3	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-ACD	0.09	10.69	0.1	B	7.75	31.00
A-B					0.75	3.00
A-C					84.00	336.00
A-D					10.00	40.00
AB-CD	0.22	6.21	0.4	A	26.38	105.53
AB-C					73.85	295.38
D-AB	0.41	9.92	0.7	A	48.75	195.00
D-C	0.02	11.00	0.0	B	1.25	5.00
C-D					0.75	3.00
C-A					87.25	349.00
C-B					4.75	19.00
CD-AB	0.27	5.46	0.6	A	52.33	209.31
CD-A					88.25	353.00

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	5.00	5.00	102.40	0.049	4.95	0.0	0.1	9.231	A
A-B	1.00	1.00			1.00				
A-C	92.00	92.00			92.00				
A-D	8.00	8.00			8.00				
AB-CD	22.76	22.76	196.00	0.116	22.52	0.0	0.2	5.188	A
AB-C	82.19	82.19			82.19				
D-AB	33.00	33.00	152.35	0.217	32.73	0.0	0.3	7.507	A
D-C	1.00	1.00	84.49	0.012	0.99	0.0	0.0	10.777	B
C-D	0.00	0.00			0.00				
C-A	98.00	98.00			98.00				
C-B	7.00	7.00			7.00				
CD-AB	48.14	48.14	225.75	0.213	47.67	0.0	0.5	5.052	A
CD-A	89.59	89.59			89.59				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	9.00	9.00	99.60	0.090	8.95	0.1	0.1	10.692	B
A-B	0.00	0.00			0.00				
A-C	86.00	86.00			86.00				
A-D	6.00	6.00			6.00				
AB-CD	21.04	21.04	200.32	0.105	21.06	0.2	0.2	5.154	A
AB-C	76.94	76.94			76.94				
D-AB	48.00	48.00	153.61	0.312	47.83	0.3	0.4	8.492	A
D-C	1.00	1.00	84.73	0.012	1.00	0.0	0.0	10.748	B
C-D	2.00	2.00			2.00				
C-A	99.00	99.00			99.00				
C-B	1.00	1.00			1.00				
CD-AB	47.22	47.22	235.70	0.200	47.23	0.5	0.5	4.786	A
CD-A	100.60	100.60			100.60				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	7.00	7.00	100.55	0.070	7.03	0.1	0.1	9.625	A
A-B	1.00	1.00			1.00				
A-C	91.00	91.00			91.00				
A-D	7.00	7.00			7.00				
AB-CD	20.68	20.68	197.80	0.105	20.70	0.2	0.2	4.939	A
AB-C	82.33	82.33			82.33				
D-AB	50.00	50.00	150.83	0.332	49.97	0.4	0.5	8.672	A
D-C	2.00	2.00	86.65	0.023	1.99	0.0	0.0	10.629	B
C-D	0.00	0.00			0.00				
C-A	79.00	79.00			79.00				
C-B	6.00	6.00			6.00				
CD-AB	52.90	52.90	220.76	0.240	52.85	0.5	0.5	5.322	A
CD-A	82.07	82.07			82.07				

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	10.00	10.00	117.03	0.085	9.98	0.1	0.1	8.407	A
A-B	1.00	1.00			1.00				
A-C	67.00	67.00			67.00				
A-D	19.00	19.00			19.00				
AB-CD	41.05	41.05	188.31	0.218	40.86	0.2	0.4	6.209	A
AB-C	53.92	53.92			53.92				
D-AB	64.00	64.00	155.73	0.411	63.78	0.5	0.7	9.924	A
D-C	1.00	1.00	82.81	0.012	1.01	0.0	0.0	11.003	B
C-D	1.00	1.00			1.00				
C-A	73.00	73.00			73.00				
C-B	5.00	5.00			5.00				
CD-AB	61.04	61.04	225.08	0.271	60.95	0.5	0.6	5.461	A
CD-A	80.74	80.74			80.74				

Existing Layout - 2030 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	D - Hitchin Road (N) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Hitchin Road/Pirton Road/Carters Lane/Hexton Road	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		6.02	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.02	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2030 Base	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Pirton Road (E)		DIRECT	✓	100.000
B - Carters Lane (S)		DIRECT	✓	100.000
C - Hexton Road (W)		DIRECT	✓	100.000
D - Hitchin Road (N)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15	From	To			
		A - Pirton Road (E)	B - Carters Lane (S)	C - Hexton Road (W)	D - Hitchin Road (N)
		0.00	2.00	123.00	37.00
		4.00	0.00	16.00	28.00
		74.00	0.00	0.00	0.00
		20.00	4.00	1.00	0.00

Demand (Veh/TS)

17:15 - 17:30	From	To			
		A - Pirton Road (E)	B - Carters Lane (S)	C - Hexton Road (W)	D - Hitchin Road (N)
		0.00	3.00	106.00	30.00
		10.00	0.00	13.00	22.00
		75.00	1.00	0.00	0.00
		21.00	6.00	0.00	0.00

Demand (Veh/TS)

17:30 - 17:45

		To			
		A - Pirton Road (E)	B - Carters Lane (S)	C - Hexton Road (W)	D - Hitchin Road (N)
From	A - Pirton Road (E)	0.00	0.00	112.00	40.00
	B - Carters Lane (S)	24.00	0.00	8.00	32.00
	C - Hexton Road (W)	83.00	0.00	0.00	0.00
	D - Hitchin Road (N)	16.00	4.00	0.00	0.00

Demand (Veh/TS)

17:45 - 18:00

		To			
		A - Pirton Road (E)	B - Carters Lane (S)	C - Hexton Road (W)	D - Hitchin Road (N)
From	A - Pirton Road (E)	0.00	1.00	110.00	35.00
	B - Carters Lane (S)	11.00	0.00	5.00	35.00
	C - Hexton Road (W)	73.00	0.00	0.00	0.00
	D - Hitchin Road (N)	22.00	3.00	1.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

17:00 - 17:15

		To			
		A - Pirton Road (E)	B - Carters Lane (S)	C - Hexton Road (W)	D - Hitchin Road (N)
From	A - Pirton Road (E)	0	0	1	0
	B - Carters Lane (S)	0	0	0	0
	C - Hexton Road (W)	4	0	0	0
	D - Hitchin Road (N)	5	0	0	0

Heavy Vehicle %

17:15 - 17:30

		To			
		A - Pirton Road (E)	B - Carters Lane (S)	C - Hexton Road (W)	D - Hitchin Road (N)
From	A - Pirton Road (E)	0	0	4	0
	B - Carters Lane (S)	10	0	0	0
	C - Hexton Road (W)	1	0	0	0
	D - Hitchin Road (N)	5	0	0	0

Heavy Vehicle %

17:30 - 17:45

		To			
		A - Pirton Road (E)	B - Carters Lane (S)	C - Hexton Road (W)	D - Hitchin Road (N)
From	A - Pirton Road (E)	0	0	5	0
	B - Carters Lane (S)	0	0	13	0
	C - Hexton Road (W)	0	0	0	0
	D - Hitchin Road (N)	0	0	0	0

Heavy Vehicle %

17:45 - 18:00

		To			
		A - Pirton Road (E)	B - Carters Lane (S)	C - Hexton Road (W)	D - Hitchin Road (N)
From	A - Pirton Road (E)	0	0	3	3
	B - Carters Lane (S)	0	0	0	0
	C - Hexton Road (W)	1	0	0	0
	D - Hitchin Road (N)	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-ACD	0.72	33.39	2.4	D	52.00	207.99
A-B					1.50	6.00
A-C					112.75	451.00
A-D					35.50	142.00
AB-CD	0.67	11.66	2.9	B	139.62	558.47
AB-C					48.16	192.66
D-AB	0.17	7.02	0.2	A	24.00	96.00
D-C	0.01	13.22	0.0	B	0.50	2.00
C-D					0.00	0.00
C-A					76.25	305.00
C-B					0.25	1.00
CD-AB	0.06	4.69	0.1	A	8.50	33.98
CD-A					91.96	367.84

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	48.00	48.00	104.44	0.460	47.18	0.0	0.8	15.507	C
A-B	2.00	2.00			2.00				
A-C	123.00	123.00			123.00				
A-D	37.00	37.00			37.00				
AB-CD	151.11	151.11	242.10	0.624	148.59	0.0	2.5	9.562	A
AB-C	52.14	52.14			52.14				
D-AB	24.00	24.00	153.83	0.156	23.82	0.0	0.2	6.912	A
D-C	1.00	1.00	69.07	0.014	0.99	0.0	0.0	13.216	B
C-D	0.00	0.00			0.00				
C-A	74.00	74.00			74.00				
C-B	0.00	0.00			0.00				
CD-AB	7.50	7.50	199.37	0.038	7.45	0.0	0.1	4.688	A
CD-A	90.32	90.32			90.32				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	45.00	45.00	97.56	0.461	44.99	0.8	0.8	16.774	C
A-B	3.00	3.00			3.00				
A-C	106.00	106.00			106.00				
A-D	30.00	30.00			30.00				
AB-CD	109.86	109.86	228.89	0.480	110.91	2.5	1.5	7.653	A
AB-C	61.25	61.25			61.25				
D-AB	27.00	27.00	155.40	0.174	26.97	0.2	0.2	7.016	A
D-C	0.00	0.00	74.11	0.000	0.01	0.0	0.0	0.000	A
C-D	0.00	0.00			0.00				
C-A	75.00	75.00			75.00				
C-B	1.00	1.00			1.00				
CD-AB	13.09	13.09	205.82	0.064	13.03	0.1	0.1	4.689	A
CD-A	89.89	89.89			89.89				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	64.00	64.00	88.28	0.725	62.49	0.8	2.3	33.390	D
A-B	0.00	0.00			0.00				
A-C	112.00	112.00			112.00				
A-D	40.00	40.00			40.00				
AB-CD	151.91	151.91	227.15	0.669	150.52	1.5	2.9	11.663	B
AB-C	39.27	39.27			39.27				
D-AB	20.00	20.00	159.69	0.125	20.06	0.2	0.1	6.610	A
D-C	0.00	0.00	66.44	0.000	0.00	0.0	0.0	0.000	A
C-D	0.00	0.00			0.00				
C-A	83.00	83.00			83.00				
C-B	0.00	0.00			0.00				
CD-AB	7.77	7.77	205.40	0.038	7.82	0.1	0.1	4.583	A
CD-A	95.30	95.30			95.30				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	51.00	51.00	99.15	0.514	52.22	2.3	1.1	19.992	C
A-B	1.00	1.00			1.00				
A-C	110.00	110.00			110.00				
A-D	35.00	35.00			35.00				
AB-CD	145.58	145.58	225.60	0.645	145.64	2.9	2.8	11.635	B
AB-C	40.00	40.00			40.00				
D-AB	25.00	25.00	161.13	0.155	24.97	0.1	0.2	6.607	A
D-C	1.00	1.00	69.89	0.014	0.99	0.0	0.0	13.056	B
C-D	0.00	0.00			0.00				
C-A	73.00	73.00			73.00				
C-B	0.00	0.00			0.00				
CD-AB	5.63	5.63	203.92	0.028	5.65	0.1	0.0	4.530	A
CD-A	92.34	92.34			92.34				

Existing Layout - 2030 Development Case, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	D - Hitchin Road (N) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Hitchin Road/Pirton Road/Carters Lane/Hexton Road	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		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	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2030 Development Case	AM	DIRECT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Pirton Road (E)		DIRECT	✓	100.000
B - Carters Lane (S)		DIRECT	✓	100.000
C - Hexton Road (W)		DIRECT	✓	100.000
D - Hitchin Road (N)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

		To			
08:00 - 08:15	From	A - Pirton Road (E)	B - Carters Lane (S)	C - Hexton Road (W)	D - Hitchin Road (N)
		0.00	1.00	92.00	10.00
		0.00	0.00	1.00	7.00
		98.00	7.00	0.00	0.00
		20.00	22.00	1.00	0.00

Demand (Veh/TS)

		To			
08:15 - 08:30	From	A - Pirton Road (E)	B - Carters Lane (S)	C - Hexton Road (W)	D - Hitchin Road (N)
		0.00	0.00	86.00	8.00
		3.00	0.00	0.00	9.00
		99.00	1.00	0.00	2.00
		32.00	26.00	1.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To				
		A - Pirton Road (E)	B - Carters Lane (S)	C - Hexton Road (W)	D - Hitchin Road (N)
From	A - Pirton Road (E)	0.00	1.00	91.00	9.00
	B - Carters Lane (S)	2.00	0.00	1.00	7.00
	C - Hexton Road (W)	79.00	6.00	0.00	0.00
	D - Hitchin Road (N)	34.00	26.00	2.00	0.00

Demand (Veh/TS)

08:45 - 09:00

	To				
		A - Pirton Road (E)	B - Carters Lane (S)	C - Hexton Road (W)	D - Hitchin Road (N)
From	A - Pirton Road (E)	0.00	1.00	67.00	21.00
	B - Carters Lane (S)	1.00	0.00	2.00	10.00
	C - Hexton Road (W)	73.00	5.00	0.00	1.00
	D - Hitchin Road (N)	42.00	32.00	1.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

08:00 - 08:15

	To				
		A - Pirton Road (E)	B - Carters Lane (S)	C - Hexton Road (W)	D - Hitchin Road (N)
From	A - Pirton Road (E)	0	0	5	0
	B - Carters Lane (S)	0	0	0	16
	C - Hexton Road (W)	2	0	0	0
	D - Hitchin Road (N)	0	0	0	0

Heavy Vehicle %

08:15 - 08:30

	To				
		A - Pirton Road (E)	B - Carters Lane (S)	C - Hexton Road (W)	D - Hitchin Road (N)
From	A - Pirton Road (E)	0	0	5	0
	B - Carters Lane (S)	0	0	0	0
	C - Hexton Road (W)	2	0	0	0
	D - Hitchin Road (N)	0	0	0	0

Heavy Vehicle %

08:30 - 08:45

	To				
		A - Pirton Road (E)	B - Carters Lane (S)	C - Hexton Road (W)	D - Hitchin Road (N)
From	A - Pirton Road (E)	0	0	7	11
	B - Carters Lane (S)	0	0	0	0
	C - Hexton Road (W)	4	0	0	0
	D - Hitchin Road (N)	6	0	0	0

Heavy Vehicle %

08:45 - 09:00

	To				
		A - Pirton Road (E)	B - Carters Lane (S)	C - Hexton Road (W)	D - Hitchin Road (N)
From	A - Pirton Road (E)	0	0	3	5
	B - Carters Lane (S)	0	0	0	0
	C - Hexton Road (W)	9	0	0	0
	D - Hitchin Road (N)	2	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-ACD	0.12	10.47	0.1	B	10.75	43.00
A-B					0.75	3.00
A-C					84.00	336.00
A-D					12.00	48.00
AB-CD	0.26	6.50	0.5	A	35.07	140.28
AB-C					70.15	280.60
D-AB	0.47	11.01	0.9	B	58.50	234.00
D-C	0.02	11.68	0.0	B	1.25	5.00
C-D					0.75	3.00
C-A					87.25	349.00
C-B					4.75	19.00
CD-AB	0.33	5.87	0.8	A	64.70	258.80
CD-A					85.58	342.32

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	8.00	8.00	107.39	0.074	7.92	0.0	0.1	9.040	A
A-B	1.00	1.00			1.00				
A-C	92.00	92.00			92.00				
A-D	10.00	10.00			10.00				
AB-CD	31.97	31.97	197.67	0.162	31.64	0.0	0.3	5.420	A
AB-C	77.95	77.95			77.95				
D-AB	42.00	42.00	152.42	0.276	41.62	0.0	0.4	8.095	A
D-C	1.00	1.00	81.84	0.012	0.99	0.0	0.0	11.130	B
C-D	0.00	0.00			0.00				
C-A	98.00	98.00			98.00				
C-B	7.00	7.00			7.00				
CD-AB	59.61	59.61	227.98	0.261	59.01	0.0	0.6	5.324	A
CD-A	87.01	87.01			87.01				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	12.00	12.00	103.23	0.116	11.94	0.1	0.1	10.471	B
A-B	0.00	0.00			0.00				
A-C	86.00	86.00			86.00				
A-D	8.00	8.00			8.00				
AB-CD	29.81	29.81	200.39	0.149	29.83	0.3	0.3	5.398	A
AB-C	73.17	73.17			73.17				
D-AB	58.00	58.00	153.65	0.377	57.78	0.4	0.6	9.366	A
D-C	1.00	1.00	81.06	0.012	1.00	0.0	0.0	11.241	B
C-D	2.00	2.00			2.00				
C-A	99.00	99.00			99.00				
C-B	1.00	1.00			1.00				
CD-AB	59.79	59.79	238.62	0.251	59.79	0.6	0.6	5.047	A
CD-A	97.99	97.99			97.99				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	10.00	10.00	104.77	0.095	10.03	0.1	0.1	9.502	A
A-B	1.00	1.00			1.00				
A-C	91.00	91.00			91.00				
A-D	9.00	9.00			9.00				
AB-CD	29.71	29.71	200.49	0.148	29.72	0.3	0.3	5.154	A
AB-C	78.31	78.31			78.31				
D-AB	60.00	60.00	151.85	0.395	59.97	0.6	0.6	9.537	A
D-C	2.00	2.00	82.69	0.024	1.99	0.0	0.0	11.150	B
C-D	0.00	0.00			0.00				
C-A	79.00	79.00			79.00				
C-B	6.00	6.00			6.00				
CD-AB	64.73	64.73	223.71	0.289	64.66	0.6	0.7	5.619	A
CD-A	80.24	80.24			80.24				

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	13.00	13.00	118.09	0.110	12.98	0.1	0.1	8.562	A
A-B	1.00	1.00			1.00				
A-C	67.00	67.00			67.00				
A-D	21.00	21.00			21.00				
AB-CD	48.79	48.79	189.49	0.257	48.59	0.3	0.5	6.496	A
AB-C	51.18	51.18			51.18				
D-AB	74.00	74.00	156.74	0.472	73.74	0.6	0.9	11.011	B
D-C	1.00	1.00	78.09	0.013	1.01	0.0	0.0	11.680	B
C-D	1.00	1.00			1.00				
C-A	73.00	73.00			73.00				
C-B	5.00	5.00			5.00				
CD-AB	74.66	74.66	227.45	0.328	74.54	0.7	0.8	5.866	A
CD-A	77.08	77.08			77.08				

Existing Layout - 2030 Development Case, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	D - Hitchin Road (N) - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Hitchin Road/Pirton Road/Carters Lane/Hexton Road	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		8.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.19	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2030 Development Case	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Pirton Road (E)		DIRECT	✓	100.000
B - Carters Lane (S)		DIRECT	✓	100.000
C - Hexton Road (W)		DIRECT	✓	100.000
D - Hitchin Road (N)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

		To			
17:00 - 17:15	From	A - Pirton Road (E)	B - Carters Lane (S)	C - Hexton Road (W)	D - Hitchin Road (N)
		0.00	2.00	123.00	41.00
		4.00	0.00	16.00	33.00
		74.00	0.00	0.00	0.00
		22.00	6.00	1.00	0.00

Demand (Veh/TS)

		To			
17:15 - 17:30	From	A - Pirton Road (E)	B - Carters Lane (S)	C - Hexton Road (W)	D - Hitchin Road (N)
		0.00	3.00	106.00	34.00
		10.00	0.00	13.00	27.00
		75.00	1.00	0.00	0.00
		23.00	8.00	0.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To				
		A - Pirton Road (E)	B - Carters Lane (S)	C - Hexton Road (W)	D - Hitchin Road (N)
From	A - Pirton Road (E)	0.00	0.00	112.00	44.00
	B - Carters Lane (S)	24.00	0.00	8.00	37.00
	C - Hexton Road (W)	83.00	0.00	0.00	0.00
	D - Hitchin Road (N)	18.00	6.00	0.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To				
		A - Pirton Road (E)	B - Carters Lane (S)	C - Hexton Road (W)	D - Hitchin Road (N)
From	A - Pirton Road (E)	0.00	1.00	110.00	40.00
	B - Carters Lane (S)	11.00	0.00	5.00	40.00
	C - Hexton Road (W)	73.00	0.00	0.00	0.00
	D - Hitchin Road (N)	24.00	5.00	1.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

17:00 - 17:15

	To				
		A - Pirton Road (E)	B - Carters Lane (S)	C - Hexton Road (W)	D - Hitchin Road (N)
From	A - Pirton Road (E)	0	0	1	0
	B - Carters Lane (S)	0	0	0	0
	C - Hexton Road (W)	4	0	0	0
	D - Hitchin Road (N)	5	0	0	0

Heavy Vehicle %

17:15 - 17:30

	To				
		A - Pirton Road (E)	B - Carters Lane (S)	C - Hexton Road (W)	D - Hitchin Road (N)
From	A - Pirton Road (E)	0	0	4	0
	B - Carters Lane (S)	10	0	0	0
	C - Hexton Road (W)	1	0	0	0
	D - Hitchin Road (N)	5	0	0	0

Heavy Vehicle %

17:30 - 17:45

	To				
		A - Pirton Road (E)	B - Carters Lane (S)	C - Hexton Road (W)	D - Hitchin Road (N)
From	A - Pirton Road (E)	0	0	5	0
	B - Carters Lane (S)	0	0	13	0
	C - Hexton Road (W)	0	0	0	0
	D - Hitchin Road (N)	0	0	0	0

Heavy Vehicle %

17:45 - 18:00

	To				
		A - Pirton Road (E)	B - Carters Lane (S)	C - Hexton Road (W)	D - Hitchin Road (N)
From	A - Pirton Road (E)	0	0	3	3
	B - Carters Lane (S)	0	0	0	0
	C - Hexton Road (W)	1	0	0	0
	D - Hitchin Road (N)	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-ACD	0.78	39.58	3.0	E	57.00	227.99
A-B					1.50	6.00
A-C					112.75	451.00
A-D					39.75	159.00
AB-CD	0.75	16.03	4.1	C	159.65	638.60
AB-C					37.32	149.28
D-AB	0.20	7.22	0.3	A	28.00	112.00
D-C	0.02	13.86	0.0	B	0.50	2.00
C-D					0.00	0.00
C-A					76.25	305.00
C-B					0.25	1.00
CD-AB	0.08	4.78	0.2	A	12.48	49.91
CD-A					91.97	367.87

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	53.00	53.00	103.87	0.510	52.00	0.0	1.0	17.042	C
A-B	2.00	2.00			2.00				
A-C	123.00	123.00			123.00				
A-D	41.00	41.00			41.00				
AB-CD	171.82	171.82	242.08	0.710	168.28	0.0	3.5	12.043	B
AB-C	40.25	40.25			40.25				
D-AB	28.00	28.00	154.23	0.182	27.78	0.0	0.2	7.106	A
D-C	1.00	1.00	65.92	0.015	0.98	0.0	0.0	13.857	B
C-D	0.00	0.00			0.00				
C-A	74.00	74.00			74.00				
C-B	0.00	0.00			0.00				
CD-AB	11.44	11.44	199.87	0.057	11.34	0.0	0.1	4.773	A
CD-A	90.34	90.34			90.34				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	50.00	50.00	97.77	0.512	49.99	1.0	1.0	18.453	C
A-B	3.00	3.00			3.00				
A-C	106.00	106.00			106.00				
A-D	34.00	34.00			34.00				
AB-CD	129.10	129.10	229.24	0.563	130.62	3.5	2.0	9.233	A
AB-C	51.02	51.02			51.02				
D-AB	31.00	31.00	155.67	0.199	30.97	0.2	0.2	7.224	A
D-C	0.00	0.00	70.76	0.000	0.02	0.0	0.0	0.000	A
C-D	0.00	0.00			0.00				
C-A	75.00	75.00			75.00				
C-B	1.00	1.00			1.00				
CD-AB	17.11	17.11	206.32	0.083	17.05	0.1	0.2	4.780	A
CD-A	89.86	89.86			89.86				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	69.00	69.00	88.19	0.782	66.99	1.0	3.0	39.581	E
AB	0.00	0.00			0.00				
A-C	112.00	112.00			112.00				
A-D	44.00	44.00			44.00				
AB-CD	170.58	170.58	227.31	0.751	168.57	2.0	4.0	15.165	C
AB-C	29.26	29.26			29.26				
D-AB	24.00	24.00	159.69	0.150	24.06	0.2	0.2	6.801	A
D-C	0.00	0.00	63.37	0.000	0.00	0.0	0.0	0.000	A
C-D	0.00	0.00			0.00				
C-A	83.00	83.00			83.00				
C-B	0.00	0.00			0.00				
CD-AB	11.83	11.83	205.95	0.057	11.89	0.2	0.1	4.668	A
CD-A	95.24	95.24			95.24				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	56.00	56.00	98.61	0.567	57.61	3.0	1.4	23.154	C
AB	1.00	1.00			1.00				
A-C	110.00	110.00			110.00				
A-D	40.00	40.00			40.00				
AB-CD	167.08	167.08	226.01	0.739	167.04	4.0	4.1	16.031	C
AB-C	28.75	28.75			28.75				
D-AB	29.00	29.00	161.17	0.180	28.97	0.2	0.2	6.805	A
D-C	1.00	1.00	65.96	0.015	0.98	0.0	0.0	13.849	B
C-D	0.00	0.00			0.00				
C-A	73.00	73.00			73.00				
C-B	0.00	0.00			0.00				
CD-AB	9.54	9.54	204.21	0.047	9.56	0.1	0.1	4.617	A
CD-A	92.43	92.43			92.43				

Junctions 10							
PICADY 10 - Priority Intersection Module							
Version: 10.1.1.1905							
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Filename: 06. PROPOSED SITE ACCESS.j10

Path: C:\Users\rbroom\Iceni Projects Limited\iBIS - Projects - Projects\I000653__Pirton_Hitchin\03 Calcs\02. JUNCTION MODELS\06. PROPOSED SITE ACCESS

Report generation date: 06/06/2025 10:51:49

»Proposed Layout - 2030 Development Case, AM

»Proposed Layout - 2030 Development Case, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
Proposed Layout - 2030 Development Case								
Stream B-AC	0.1	8.30	0.12	A	0.0	7.75	0.05	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	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.

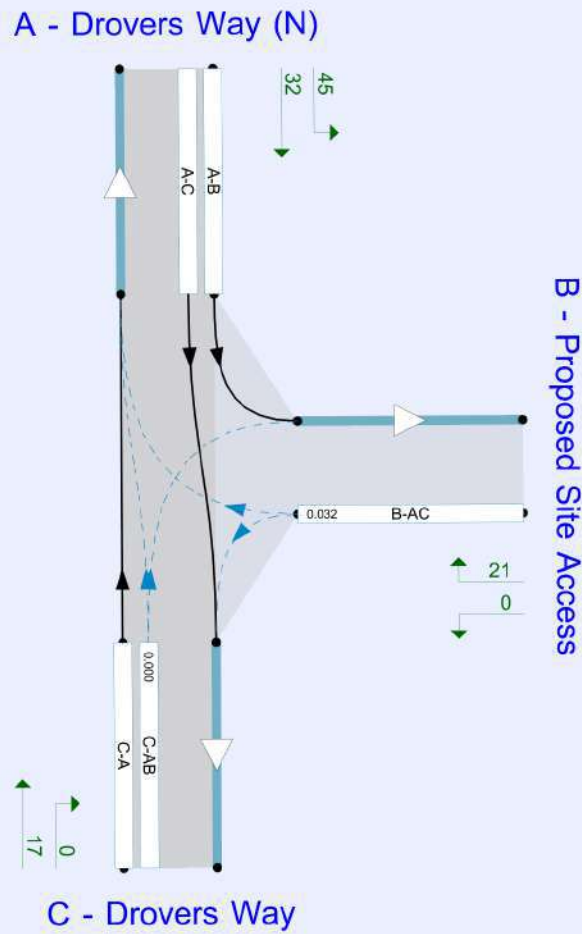
File summary

File Description

Title	Proposed Site Access
Location	
Site number	
Date	06/06/2025
Version	v1
Status	(new file)
Identifier	
Client	Gladman Developements
Jobnumber	I000653
Enumerator	ICENIPROJECTS\rbroom
Description	

Units

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



Flows show original traffic demand (Veh/hr).
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2030 Development Case	AM	ONE HOUR	07:45	09:15	15	✓
D2	2030 Development Case	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

Proposed Layout - 2030 Development Case, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Drovers Way - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Proposed Site Access	T-Junction	Two-way	Two-way	Two-way		3.45	A

Junction Network

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

Arms

Arms

Arm	Name	Description	Arm type
A	Drovers Way (N)		Major
B	Proposed Site Access		Minor
C	Drovers Way		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Drovers Way	5.50			59.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Proposed Site Access	One lane	3.23	20	16

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	503	0.094	0.237	0.149	0.338
B-C	649	0.102	0.257	-	-
C-B	608	0.241	0.241	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2030 Development Case	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Drovers Way (N)		ONE HOUR	✓	39	100.000
B - Proposed Site Access		ONE HOUR	✓	52	100.000
C - Drovers Way		ONE HOUR	✓	32	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Drovers Way (N)	B - Proposed Site Access	C - Drovers Way
From	A - Drovers Way (N)	0	23	16
	B - Proposed Site Access	52	0	0
	C - Drovers Way	32	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Drovers Way (N)	B - Proposed Site Access	C - Drovers Way
From	A - Drovers Way (N)	0	0	7
	B - Proposed Site Access	0	0	0
	C - Drovers Way	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.12	8.30	0.1	A	48	72
C-AB	0.00	0.00	0.0	A	0	0
C-A					29	44
A-B					21	32
A-C					15	22

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	39	10	495	0.079	39	0.0	0.1	7.889	A
C-AB	0	0	592	0.000	0	0.0	0.0	0.000	A
C-A	24	6			24				
A-B	17	4			17				
A-C	12	3			12				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	47	12	493	0.095	47	0.1	0.1	8.061	A
C-AB	0	0	591	0.000	0	0.0	0.0	0.000	A
C-A	29	7			29				
A-B	21	5			21				
A-C	14	4			14				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	57	14	491	0.117	57	0.1	0.1	8.297	A
C-AB	0	0	589	0.000	0	0.0	0.0	0.000	A
C-A	35	9			35				
A-B	25	6			25				
A-C	18	4			18				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	57	14	491	0.117	57	0.1	0.1	8.300	A
C-AB	0	0	589	0.000	0	0.0	0.0	0.000	A
C-A	35	9			35				
A-B	25	6			25				
A-C	18	4			18				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	47	12	493	0.095	47	0.1	0.1	8.068	A
C-AB	0	0	591	0.000	0	0.0	0.0	0.000	A
C-A	29	7			29				
A-B	21	5			21				
A-C	14	4			14				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	39	10	495	0.079	39	0.1	0.1	7.904	A
C-AB	0	0	592	0.000	0	0.0	0.0	0.000	A
C-A	24	6			24				
A-B	17	4			17				
A-C	12	3			12				

Proposed Layout - 2030 Development Case, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Drovers Way - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Proposed Site Access	T-Junction	Two-way	Two-way	Two-way		1.42	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.42	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2030 Development Case	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Drovers Way (N)		ONE HOUR	✓	77	100.000
B - Proposed Site Access		ONE HOUR	✓	21	100.000
C - Drovers Way		ONE HOUR	✓	17	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Drovers Way (N)	B - Proposed Site Access	C - Drovers Way
From	A - Drovers Way (N)	0	45	32
	B - Proposed Site Access	21	0	0
	C - Drovers Way	17	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Drivers Way (N)	B - Proposed Site Access	C - Drivers Way
	A - Drivers Way (N)	0	0	0
	B - Proposed Site Access	0	0	0
	C - Drivers Way	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.05	7.75	0.0	A	19	29
C-AB	0.00	0.00	0.0	A	0	0
C-A					16	23
A-B					41	62
A-C					29	44

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	16	4	492	0.032	16	0.0	0.0	7.549	A
C-AB	0	0	594	0.000	0	0.0	0.0	0.000	A
C-A	13	3			13				
A-B	34	8			34				
A-C	24	6			24				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19	5	490	0.039	19	0.0	0.0	7.635	A
C-AB	0	0	591	0.000	0	0.0	0.0	0.000	A
C-A	15	4			15				
A-B	40	10			40				
A-C	29	7			29				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	23	6	487	0.047	23	0.0	0.0	7.753	A
C-AB	0	0	588	0.000	0	0.0	0.0	0.000	A
C-A	19	5			19				
A-B	50	12			50				
A-C	35	9			35				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	23	6	487	0.047	23	0.0	0.0	7.753	A
C-AB	0	0	588	0.000	0	0.0	0.0	0.000	A
C-A	19	5			19				
A-B	50	12			50				
A-C	35	9			35				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19	5	490	0.039	19	0.0	0.0	7.636	A
C-AB	0	0	591	0.000	0	0.0	0.0	0.000	A
C-A	15	4			15				
A-B	40	10			40				
A-C	29	7			29				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	16	4	492	0.032	16	0.0	0.0	7.556	A
C-AB	0	0	594	0.000	0	0.0	0.0	0.000	A
C-A	13	3			13				
A-B	34	8			34				
A-C	24	6			24				