

Demand (Veh/TS)

17:45 - 18:00

	To		
	A	B	C
From	A	0.00	35.33
	B	29.85	0.00
	C	90.45	15.23

Vehicle Mix

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

Heavy Vehicle %

17:00 - 17:15

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

Heavy Vehicle %

17:15 - 17:30

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

Heavy Vehicle %

17:30 - 17:45

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

Heavy Vehicle %

17:45 - 18:00

	To		
	A	B	C
From	A	0	0
	B	0	0
	C	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	0.54	19.47	1.1	C	41.91	167.66
C-AB	0.21	6.96	0.4	A	26.83	107.32
C-A					70.93	283.71
A-B					30.57	122.29
A-C					138.95	555.81

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	45.08	45.08	111.59	0.404	44.42	0.0	0.7	13.275	B
C-AB	19.90	19.90	171.64	0.116	19.66	0.0	0.2	5.921	A
C-A	67.82	67.82			67.82				
A-B	34.27	34.27			34.27				
A-C	117.30	117.30			117.30				

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	34.52	34.52	102.06	0.338	34.66	0.7	0.5	13.380	B
C-AB	34.93	34.93	164.37	0.213	34.73	0.2	0.4	6.963	A
C-A	57.02	57.02			57.02				
A-B	27.93	27.93			27.93				
A-C	147.93	147.93			147.93				

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	34.52	34.52	94.01	0.367	34.47	0.5	0.6	15.100	C
C-AB	21.12	21.12	183.31	0.115	21.29	0.4	0.3	5.551	A
C-A	84.56	84.56			84.56				
A-B	24.76	24.76			24.76				
A-C	142.65	142.65			142.65				

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	53.53	53.53	98.64	0.543	52.97	0.6	1.1	19.466	C
C-AB	31.37	31.37	176.65	0.178	31.23	0.3	0.4	6.214	A
C-A	74.31	74.31			74.31				
A-B	35.33	35.33			35.33				
A-C	147.93	147.93			147.93				

Do Something 2035, 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	untitled	T-Junction	Two-way	Two-way	Two-way		80.94	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	80.94	F

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
D9	Do Something 2035	AM	DIRECT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

08:00 - 08:15

		To		
		A	B	C
From	A	0.00	39.85	102.26
	B	46.45	0.00	30.45
	C	276.62	58.16	0.00

Demand (Veh/TS)

08:15 - 08:30

		To		
		A	B	C
From	A	0.00	27.21	117.00
	B	25.40	0.00	25.18
	C	203.98	49.74	0.00

Demand (Veh/TS)

08:30 - 08:45

		To		
		A	B	C
From	A	0.00	21.95	134.89
	B	33.82	0.00	24.13
	C	219.77	46.58	0.00

Demand (Veh/TS)

08:45 - 09:00

	To		
	A	B	C
From	A	0.00	21.95
	B	22.24	0.00
	C	206.09	33.95

Vehicle Mix

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

Heavy Vehicle %

08:00 - 08:15

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

Heavy Vehicle %

08:15 - 08:30

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

Heavy Vehicle %

08:30 - 08:45

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

Heavy Vehicle %

08:45 - 09:00

	To		
	A	B	C
From	A	0	0
	B	0	0
	C	2	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	1.22	150.09	17.2	F	58.48	233.91
C-AB	1.12	117.99	49.5	F	255.33	1021.33
C-A					18.40	73.60
A-B					27.74	110.96
A-C					121.21	484.82

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	76.90	76.90	63.23	1.216	59.74	0.0	17.2	150.087	F
C-AB	334.79	334.79	297.91	1.124	285.61	0.0	49.2	76.839	F
C-A	0.00	0.00			0.00				
A-B	39.85	39.85			39.85				
A-C	102.26	102.26			102.26				

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	50.58	50.58	71.32	0.709	64.52	17.2	3.2	139.117	F
C-AB	253.72	253.72	288.51	0.878	277.45	49.2	25.4	117.986	F
C-A	0.00	0.00			0.00				
A-B	27.21	27.21			27.21				
A-C	117.00	117.00			117.00				

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	57.95	57.95	67.04	0.864	56.66	3.2	4.5	75.625	F
C-AB	260.54	260.54	293.18	0.888	264.15	25.4	21.8	56.949	F
C-A	5.81	5.81			5.81				
A-B	21.95	21.95			21.95				
A-C	134.89	134.89			134.89				

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	48.48	48.48	82.73	0.586	51.48	4.5	1.5	31.101	D
C-AB	172.25	172.25	280.55	0.615	190.42	21.8	3.7	12.395	B
C-A	67.78	67.78			67.78				
A-B	21.95	21.95			21.95				
A-C	130.68	130.68			130.68				

Do Something 2035, 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	untitled	T-Junction	Two-way	Two-way	Two-way		5.84	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.84	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
D10	Do Something 2035	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	34.27	163.43
	B	23.51	0.00	32.55
	C	98.40	16.17	0.00

Demand (Veh/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	27.93	194.06
	B	18.23	0.00	27.27
	C	94.18	24.62	0.00

Demand (Veh/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	24.76	188.78
	B	25.63	0.00	19.88
	C	117.42	15.11	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
From		A	B	C
	A	0.00	35.33	194.06
	B	29.85	0.00	34.66
	C	112.14	20.39	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			
From		A	B	C
	A	0	0	1
	B	0	0	0
	C	1	0	0

Heavy Vehicle %

17:15 - 17:30

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

Heavy Vehicle %

17:30 - 17:45

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

Heavy Vehicle %

17:45 - 18:00

	To			
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	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	0.75	36.90	2.6	E	52.90	211.58
C-AB	0.32	7.65	0.8	A	45.50	182.01
C-A					79.11	316.42
A-B					30.57	122.29
A-C					185.08	740.33

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	56.06	56.06	99.95	0.561	54.85	0.0	1.2	19.475	C
C-AB	35.78	35.78	179.53	0.199	35.30	0.0	0.5	6.240	A
C-A	78.79	78.79			78.79				
A-B	34.27	34.27			34.27				
A-C	163.43	163.43			163.43				

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	45.50	45.50	91.67	0.496	45.70	1.2	1.0	19.677	C
C-AB	54.53	54.53	172.65	0.316	54.19	0.5	0.8	7.645	A
C-A	64.27	64.27			64.27				
A-B	27.93	27.93			27.93				
A-C	194.06	194.06			194.06				

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	45.50	45.50	84.50	0.539	45.40	1.0	1.1	22.925	C
C-AB	39.62	39.62	192.09	0.206	39.85	0.8	0.6	5.919	A
C-A	92.91	92.91			92.91				
A-B	24.76	24.76			24.76				
A-C	188.78	188.78			188.78				

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	64.51	64.51	86.09	0.749	63.05	1.1	2.6	36.902	E
C-AB	52.08	52.08	185.47	0.281	51.88	0.6	0.8	6.793	A
C-A	80.45	80.45			80.45				
A-B	35.33	35.33			35.33				
A-C	194.06	194.06			194.06				

Junctions 10		
ARCADY 10 - Roundabout Module		
Version: 10.0.3.1598		
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Filename: J14.j10

Path: F:\Engineer\Birmingham Jobs\19244\09-Transportation\03-Traffic Models\02-Junctions

Report generation date: 26/07/2023 14:01:55

-
- »Do Nothing 2023, AM
 - »Do Nothing 2023, PM
 - »Do Nothing 2030, AM
 - »Do Nothing 2030, PM
 - »Do Something 2030, AM
 - »Do Something 2030, PM
 - »Do Nothing 2035, AM
 - »Do Nothing 2035, PM
 - »Do Something 2035, AM
 - »Do Something 2035, PM

Summary of junction performance

	AM				PM			
	Q (Veh)	Delay (s)	RFC	LOS	Q (Veh)	Delay (s)	RFC	LOS
Do Nothing 2023								
Arm A	1.0	6.86	0.50	A	0.3	4.25	0.26	A
Arm B	0.1	4.39	0.06	A	0.0	3.33	0.03	A
Arm C	0.5	4.75	0.32	A	1.1	6.92	0.54	A
Arm D	0.4	5.49	0.31	A	0.2	5.10	0.15	A
Do Nothing 2030								
Arm A	1.1	7.57	0.54	A	0.4	4.41	0.28	A
Arm B	0.1	4.64	0.06	A	0.0	3.40	0.03	A
Arm C	0.5	4.94	0.35	A	1.4	7.65	0.58	A
Arm D	0.6	6.04	0.37	A	0.2	5.35	0.18	A
Do Something 2030								
Arm A	9.8	31.07	0.95	D	0.6	5.08	0.37	A
Arm B	0.1	6.51	0.09	A	0.0	3.62	0.03	A
Arm C	1.2	7.27	0.56	A	3.5	14.61	0.79	B
Arm D	0.7	7.60	0.42	A	0.3	6.51	0.21	A
Do Nothing 2035								
Arm A	1.2	7.76	0.55	A	0.4	4.44	0.29	A
Arm B	0.1	4.70	0.07	A	0.0	3.42	0.03	A
Arm C	0.5	4.98	0.36	A	1.4	7.85	0.59	A
Arm D	0.6	6.11	0.37	A	0.2	5.41	0.18	A
Do Something 2035								
Arm A	10.8	33.22	0.96	D	0.6	5.12	0.38	A
Arm B	0.1	6.59	0.09	A	0.0	3.64	0.03	A
Arm C	1.3	7.37	0.57	A	3.7	15.31	0.80	C
Arm D	0.7	7.72	0.43	A	0.3	6.60	0.21	A

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

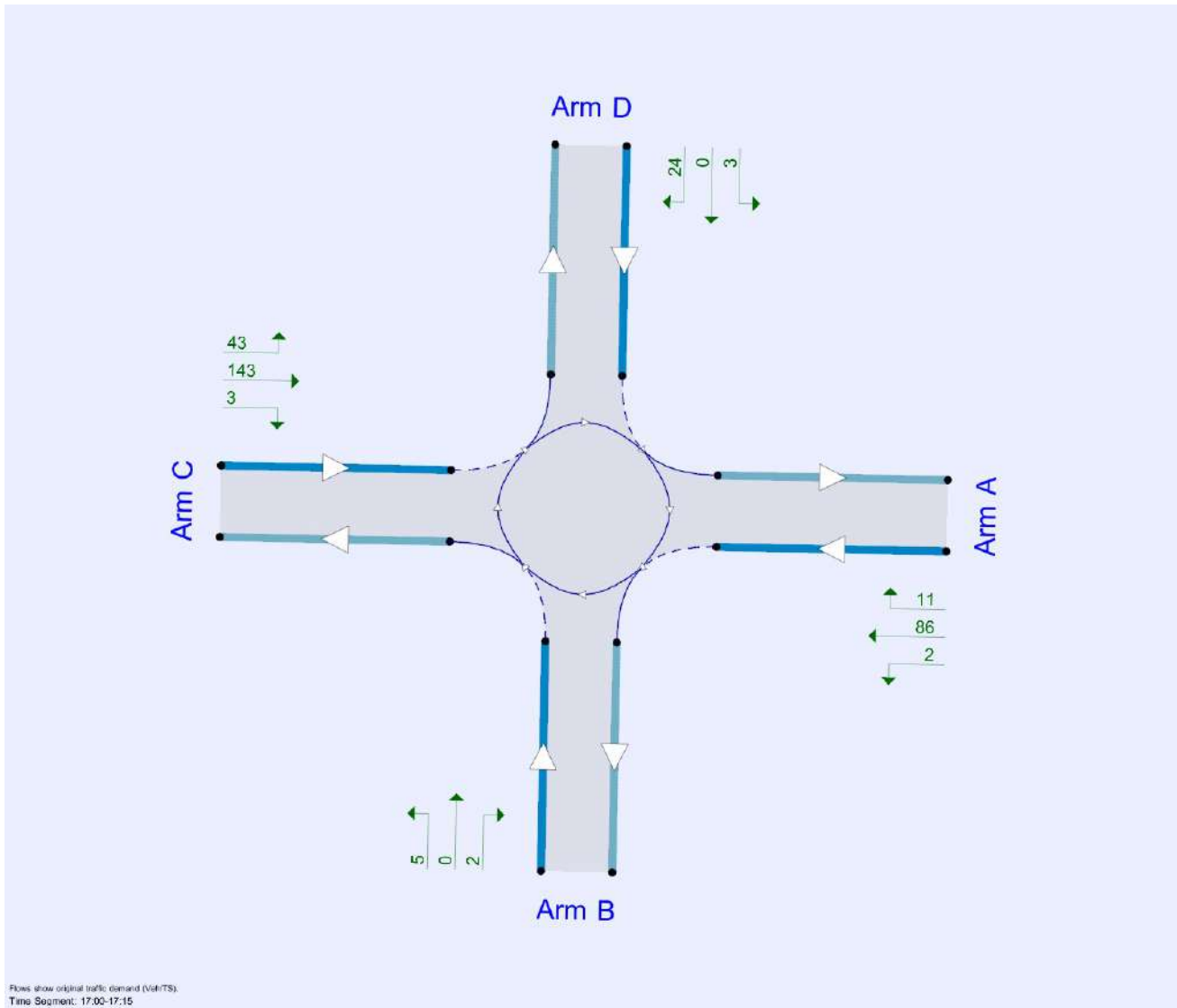
File summary

File Description

Title	
Location	
Site number	
Date	12/07/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	WHI.planning
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

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	Do Nothing 2023	AM	DIRECT	08:00	09:00	60	15	✓
D2	Do Nothing 2023	PM	DIRECT	17:00	18:00	60	15	✓
D3	Do Nothing 2030	AM	DIRECT	08:00	09:00	60	15	✓
D4	Do Nothing 2030	PM	DIRECT	17:00	18:00	60	15	✓
D5	Do Something 2030	AM	DIRECT	08:00	09:00	60	15	✓
D6	Do Something 2030	PM	DIRECT	17:00	18:00	60	15	✓
D7	Do Nothing 2035	AM	DIRECT	08:00	09:00	60	15	✓
D8	Do Nothing 2035	PM	DIRECT	17:00	18:00	60	15	✓
D9	Do Something 2035	AM	DIRECT	08:00	09:00	60	15	✓
D10	Do Something 2035	PM	DIRECT	17:00	18:00	60	15	✓

Analysis Set Details

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

Do Nothing 2023, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	GAW / Wansbeck Close / GAW / Bray Drive	Standard Roundabout		A, B, C, D	5.80	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.80	A

Arms

Arms

Arm	Name	Description	No give-way line
A	GAW		
B	Wansbeck Close		
C	GAW		
D	Bray Drive		

Roundabout Geometry

Arm	V (m)	E (m)	I' (m)	R (m)	D (m)	PHI (deg)	Entry only	Exit only
A	3.57	4.33	5.5	22.5	31.1	41.1		
B	4.37	4.39	18.5	22.6	31.1	32.5		
C	3.13	4.62	4.1	20.5	31.1	37.7		
D	3.35	3.52	2.0	13.5	31.1	20.8		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
A	0.544	300.038
B	0.579	331.464
C	0.532	282.219
D	0.529	266.054

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	Do Nothing 2023	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

08:00 - 08:15

		To			
		A	B	C	D
From	A	0.00	1.00	125.00	3.00
	B	2.00	0.00	11.00	0.00
	C	54.00	1.00	0.00	11.00
	D	6.00	0.00	67.00	0.00

Demand (Veh/TS)

08:15 - 08:30

		To			
		A	B	C	D
From	A	0.00	0.00	80.00	1.00
	B	1.00	0.00	3.00	1.00
	C	47.00	1.00	0.00	21.00
	D	5.00	0.00	43.00	0.00

Demand (Veh/TS)

08:30 - 08:45

		To			
		A	B	C	D
From	A	0.00	3.00	84.00	2.00
	B	2.00	0.00	8.00	0.00
	C	69.00	2.00	0.00	20.00
	D	5.00	0.00	53.00	0.00

Demand (Veh/TS)

08:45 - 09:00

		To			
		A	B	C	D
From	A	0.00	0.00	101.00	2.00
	B	1.00	0.00	2.00	0.00
	C	61.00	4.00	0.00	22.00
	D	6.00	1.00	22.00	0.00

Vehicle Mix

HV %s

08:00 - 08:15

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

HV %s

08:15 - 08:30

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

HV %s

08:30 - 08:45

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

HV %s

08:45 - 09:00

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/TS)	Total Junction Arrivals (Veh)
A	0.50	6.86	1.0	A	100.50	402.01
B	0.06	4.39	0.1	A	7.75	31.00
C	0.32	4.75	0.5	A	78.25	313.00
D	0.31	5.49	0.4	A	52.00	208.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	129.00	129.00	67.59	258.24	0.500	128.02	61.70	0.0	1.0	6.862	A
B	13.00	13.00	193.62	217.86	0.060	12.94	1.99	0.0	0.1	4.391	A
C	66.00	66.00	4.97	279.57	0.236	65.69	201.59	0.0	0.3	4.202	A
D	73.00	73.00	56.73	236.02	0.309	72.56	13.93	0.0	0.4	5.492	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	81.00	81.00	44.18	273.26	0.296	81.56	53.05	1.0	0.4	4.707	A
B	5.00	5.00	124.73	258.73	0.019	5.04	1.01	0.1	0.0	3.547	A
C	69.00	69.00	3.02	280.61	0.246	68.98	126.76	0.3	0.3	4.252	A
D	48.00	48.00	49.04	240.09	0.200	48.19	22.97	0.4	0.3	4.696	A

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	89.00	89.00	54.91	270.13	0.329	88.94	75.85	0.4	0.5	4.966	A
B	10.00	10.00	138.87	251.01	0.040	9.98	4.98	0.0	0.0	3.733	A
C	91.00	91.00	3.99	280.09	0.325	90.85	144.85	0.3	0.5	4.751	A
D	58.00	58.00	72.85	227.49	0.255	57.91	21.99	0.3	0.3	5.305	A

08:45 - 09:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	103.00	103.00	27.19	279.78	0.368	102.91	68.05	0.5	0.6	5.086	A
B	3.00	3.00	125.09	257.83	0.012	3.03	5.00	0.0	0.0	3.534	A
C	87.00	87.00	3.00	278.67	0.312	87.02	125.12	0.5	0.5	4.698	A
D	29.00	29.00	66.04	230.77	0.126	29.20	23.99	0.3	0.1	4.470	A

Do Nothing 2023, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	GAW / Wansbeck Close / GAW / Bray Drive	Standard Roundabout		A, B, C, D	5.84	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.84	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
D2	Do Nothing 2023	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

		To			
17:00 - 17:15	From	A	B	C	D
		0.00	2.00	54.00	10.00
		2.00	0.00	5.00	0.00
		80.00	3.00	0.00	35.00
		3.00	0.00	18.00	0.00

Demand (Veh/TS)

		To			
17:15 - 17:30	From	A	B	C	D
		0.00	5.00	60.00	10.00
		2.00	0.00	4.00	0.00
		102.00	5.00	0.00	34.00
		5.00	1.00	16.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To				
		A	B	C	D
From	A	0.00	3.00	64.00	4.00
	B	3.00	0.00	5.00	0.00
	C	103.00	4.00	0.00	25.00
	D	8.00	0.00	23.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To				
		A	B	C	D
From	A	0.00	3.00	66.00	1.00
	B	2.00	0.00	3.00	0.00
	C	114.00	4.00	0.00	33.00
	D	5.00	1.00	20.00	0.00

Vehicle Mix

HV %s

17:00 - 17:15

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

HV %s

17:15 - 17:30

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

HV %s

17:30 - 17:45

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

HV %s

17:45 - 18:00

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/TS)	Total Junction Arrivals (Veh)
A	0.26	4.25	0.3	A	70.50	282.00
B	0.03	3.33	0.0	A	6.50	26.00
C	0.54	6.92	1.1	A	135.50	542.00
D	0.15	5.10	0.2	A	25.00	100.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	66.00	66.00	20.89	286.32	0.231	65.70	84.48	0.0	0.3	4.075	A
B	7.00	7.00	81.62	283.87	0.025	6.97	4.97	0.0	0.0	3.249	A
C	118.00	118.00	11.95	275.86	0.428	117.26	76.65	0.0	0.7	5.649	A
D	21.00	21.00	84.47	221.33	0.095	20.90	44.74	0.0	0.1	4.488	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	75.00	75.00	21.98	288.06	0.260	74.95	108.73	0.3	0.3	4.222	A
B	6.00	6.00	85.97	281.66	0.021	6.00	10.96	0.0	0.0	3.264	A
C	141.00	141.00	12.00	273.86	0.515	140.69	79.97	0.7	1.0	6.747	A
D	22.00	22.00	108.73	207.95	0.106	21.99	43.97	0.1	0.1	4.839	A

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	71.00	71.00	26.97	282.82	0.251	71.01	114.02	0.3	0.3	4.249	A
B	8.00	8.00	90.96	278.40	0.029	7.99	7.02	0.0	0.0	3.327	A
C	132.00	132.00	7.02	278.46	0.474	132.13	91.93	1.0	0.9	6.158	A
D	31.00	31.00	110.05	207.79	0.149	30.94	29.11	0.1	0.2	5.088	A

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	70.00	70.00	25.01	286.41	0.244	70.01	120.87	0.3	0.3	4.160	A
B	5.00	5.00	87.03	281.04	0.018	5.01	7.99	0.0	0.0	3.262	A
C	151.00	151.00	3.02	280.61	0.538	150.77	89.02	0.9	1.1	6.918	A
D	26.00	26.00	119.85	202.60	0.128	26.03	33.94	0.2	0.1	5.099	A

Do Nothing 2030, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	GAW / Wansbeck Close / GAW / Bray Drive	Standard Roundabout		A, B, C, D	6.26	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.26	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	Do Nothing 2030	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

		To			
08:00 - 08:15	From	A	B	C	D
		0.00	1.03	130.80	3.10
		2.07	0.00	11.38	0.00
		58.36	1.03	0.00	12.88
		6.21	0.00	79.55	0.00

Demand (Veh/TS)

		To			
08:15 - 08:30	From	A	B	C	D
		0.00	0.00	84.25	1.03
		1.03	0.00	3.10	1.03
		51.12	1.03	0.00	23.22
		5.17	0.00	54.73	0.00

Demand (Veh/TS)

08:30 - 08:45

	To				
		A	B	C	D
From	A	0.00	3.10	88.39	2.07
	B	2.07	0.00	8.28	0.00
	C	73.87	2.07	0.00	22.19
	D	5.17	0.00	65.07	0.00

Demand (Veh/TS)

08:45 - 09:00

	To				
		A	B	C	D
From	A	0.00	0.00	105.97	2.07
	B	1.03	0.00	2.07	0.00
	C	65.60	4.14	0.00	24.26
	D	6.21	1.03	33.01	0.00

Vehicle Mix

HV %s

08:00 - 08:15

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

HV %s

08:15 - 08:30

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

HV %s

08:30 - 08:45

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

HV %s

08:45 - 09:00

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/TS)	Total Junction Arrivals (Veh)
A	0.54	7.57	1.1	A	105.46	421.83
B	0.06	4.64	0.1	A	8.02	32.07
C	0.35	4.94	0.5	A	84.94	339.77
D	0.37	6.04	0.6	A	64.04	256.16

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	134.94	134.94	80.05	251.58	0.536	133.80	66.30	0.0	1.1	7.570	A
B	13.45	13.45	211.80	207.26	0.065	13.38	2.06	0.0	0.1	4.641	A
C	72.27	72.27	5.14	279.49	0.259	71.92	220.04	0.0	0.3	4.329	A
D	85.76	85.76	61.17	233.67	0.367	85.19	15.89	0.0	0.6	6.038	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	85.29	85.29	55.99	266.89	0.320	85.95	57.37	1.1	0.5	4.993	A
B	5.17	5.17	140.89	249.34	0.021	5.22	1.04	0.1	0.0	3.686	A
C	75.37	75.37	3.13	280.55	0.269	75.35	142.99	0.3	0.4	4.386	A
D	59.90	59.90	53.22	237.88	0.252	60.14	25.26	0.6	0.3	5.069	A

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	93.56	93.56	67.03	263.54	0.355	93.49	80.95	0.5	0.5	5.290	A
B	10.34	10.34	155.37	241.45	0.043	10.32	5.15	0.0	0.0	3.894	A
C	98.13	98.13	4.13	280.02	0.350	97.96	161.56	0.4	0.5	4.939	A
D	70.25	70.25	77.85	224.84	0.312	70.13	24.25	0.3	0.5	5.814	A

08:45 - 09:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	108.04	108.04	38.40	273.79	0.395	107.94	72.89	0.5	0.6	5.423	A
B	3.10	3.10	141.17	248.46	0.012	3.14	5.17	0.0	0.0	3.668	A
C	93.99	93.99	3.11	278.63	0.337	94.02	141.20	0.5	0.5	4.875	A
D	40.25	40.25	70.81	228.22	0.176	40.48	26.31	0.5	0.2	4.801	A

Do Nothing 2030, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	GAW / Wansbeck Close / GAW / Bray Drive	Standard Roundabout		A, B, C, D	6.33	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.33	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	Do Nothing 2030	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

		To			
From		A	B	C	D
	A	0.00	2.07	57.99	10.37
	B	2.07	0.00	5.18	0.00
	C	83.95	3.11	0.00	42.29
	D	3.11	0.00	23.16	0.00

Demand (Veh/TS)

		To			
From		A	B	C	D
	A	0.00	5.18	64.21	10.37
	B	2.07	0.00	4.15	0.00
	C	106.76	5.18	0.00	41.25
	D	5.18	1.04	21.09	0.00

Demand (Veh/TS)

17:30 - 17:45

	To				
		A	B	C	D
From	A	0.00	3.11	68.36	4.15
	B	3.11	0.00	5.18	0.00
	C	107.80	4.15	0.00	31.92
	D	8.30	0.00	28.35	0.00

Demand (Veh/TS)

17:45 - 18:00

	To				
		A	B	C	D
From	A	0.00	3.11	70.44	1.04
	B	2.07	0.00	3.11	0.00
	C	119.21	4.15	0.00	40.22
	D	5.18	1.04	25.24	0.00

Vehicle Mix

HV %s

17:00 - 17:15

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

HV %s

17:15 - 17:30

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

HV %s

17:30 - 17:45

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

HV %s

17:45 - 18:00

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/TS)	Total Junction Arrivals (Veh)
A	0.28	4.41	0.4	A	75.10	300.40
B	0.03	3.40	0.0	A	6.74	26.96
C	0.58	7.65	1.4	A	147.50	590.00
D	0.18	5.35	0.2	A	30.42	121.69

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	70.44	70.44	26.13	283.48	0.248	70.11	88.55	0.0	0.3	4.212	A
B	7.26	7.26	91.09	278.36	0.026	7.23	5.15	0.0	0.0	3.319	A
C	129.35	129.35	12.39	275.63	0.469	128.48	85.93	0.0	0.9	6.082	A
D	26.27	26.27	88.54	219.18	0.120	26.14	52.33	0.0	0.1	4.659	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	79.77	79.77	27.29	285.18	0.280	79.71	113.71	0.3	0.4	4.379	A
B	6.22	6.22	95.63	276.06	0.023	6.22	11.36	0.0	0.0	3.337	A
C	153.20	153.20	12.44	273.70	0.560	152.83	89.42	0.9	1.2	7.421	A
D	27.31	27.31	113.70	205.30	0.133	27.29	51.57	0.1	0.2	5.056	A

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	75.62	75.62	32.46	279.85	0.270	75.63	119.24	0.4	0.4	4.408	A
B	8.30	8.30	100.81	272.67	0.030	8.29	7.28	0.0	0.0	3.403	A
C	143.87	143.87	7.28	278.32	0.517	144.03	101.82	1.2	1.1	6.712	A
D	36.64	36.64	115.12	205.10	0.179	36.58	36.20	0.2	0.2	5.340	A

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	74.58	74.58	30.43	283.46	0.263	74.60	126.30	0.4	0.4	4.310	A
B	5.18	5.18	96.74	275.42	0.019	5.20	8.29	0.0	0.0	3.332	A
C	163.57	163.57	3.13	280.55	0.583	163.28	98.81	1.1	1.4	7.654	A
D	31.46	31.46	125.24	199.75	0.158	31.49	41.17	0.2	0.2	5.349	A

Do Something 2030, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	GAW / Wansbeck Close / GAW / Bray Drive	Standard Roundabout		A, B, C, D	19.07	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	19.07	C

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	Do Something 2030	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

08:00 - 08:15

		To			
		A	B	C	D
From	A	0.00	1.03	233.85	3.10
	B	2.07	0.00	11.38	0.00
	C	117.13	1.03	0.00	12.88
	D	6.21	0.00	79.55	0.00

Demand (Veh/TS)

08:15 - 08:30

		To			
		A	B	C	D
From	A	0.00	0.00	187.31	1.03
	B	1.03	0.00	3.10	1.03
	C	109.89	1.03	0.00	23.22
	D	5.17	0.00	54.73	0.00

Demand (Veh/TS)

08:30 - 08:45

		To			
From		A	B	C	D
	A	0.00	3.10	191.44	2.07
	B	2.07	0.00	8.28	0.00
	C	132.65	2.07	0.00	22.19
	D	5.17	0.00	65.07	0.00

Demand (Veh/TS)

08:45 - 09:00

		To			
From		A	B	C	D
	A	0.00	0.00	209.03	2.07
	B	1.03	0.00	2.07	0.00
	C	124.37	4.14	0.00	24.26
	D	6.21	1.03	33.01	0.00

Vehicle Mix

HV %s

08:00 - 08:15

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

HV %s

08:15 - 08:30

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

HV %s

08:30 - 08:45

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

HV %s

08:45 - 09:00

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/TS)	Total Junction Arrivals (Veh)
A	0.95	31.07	9.8	D	208.52	834.07
B	0.09	6.51	0.1	A	8.02	32.07
C	0.56	7.27	1.2	A	143.72	574.87
D	0.42	7.60	0.7	A	64.04	256.16

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	237.99	237.99	79.91	251.59	0.946	228.23	124.56	0.0	9.8	31.067	D
B	13.45	13.45	306.12	151.52	0.089	13.35	2.02	0.0	0.1	6.509	A
C	131.04	131.04	5.03	279.54	0.469	130.17	314.44	0.0	0.9	5.991	A
D	85.76	85.76	119.43	202.82	0.423	85.04	15.77	0.0	0.7	7.596	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	188.34	188.34	56.06	266.74	0.706	195.60	116.16	9.8	2.5	13.834	B
B	5.17	5.17	250.58	185.11	0.028	5.24	1.08	0.1	0.0	5.004	A
C	134.15	134.15	3.22	280.50	0.478	134.11	252.60	0.9	0.9	6.146	A
D	59.90	59.90	112.00	206.76	0.290	60.21	25.33	0.7	0.4	6.156	A

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	196.62	196.62	66.99	263.54	0.746	196.31	139.56	2.5	2.8	13.295	B
B	10.34	10.34	258.18	181.88	0.057	10.31	5.12	0.0	0.1	5.246	A
C	156.90	156.90	4.12	280.02	0.560	156.56	264.37	0.9	1.3	7.268	A
D	70.25	70.25	136.45	193.81	0.362	70.10	24.23	0.4	0.6	7.265	A

08:45 - 09:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	211.10	211.10	38.46	273.75	0.771	210.71	131.68	2.8	3.2	14.145	B
B	3.10	3.10	243.98	187.73	0.017	3.15	5.19	0.1	0.0	4.878	A
C	152.77	152.77	3.11	278.32	0.549	152.79	244.02	1.3	1.2	7.171	A
D	40.25	40.25	129.59	196.79	0.205	40.55	26.31	0.6	0.3	5.772	A

Do Something 2030, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	GAW / Wansbeck Close / GAW / Bray Drive	Standard Roundabout		A, B, C, D	10.85	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.85	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	Do Something 2030	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

		To			
		A	B	C	D
From	A	0.00	2.07	84.84	10.37
	B	2.07	0.00	5.18	0.00
	C	141.06	3.11	0.00	42.29
	D	3.11	0.00	23.16	0.00

Demand (Veh/TS)

17:15 - 17:30

		To			
		A	B	C	D
From	A	0.00	5.18	91.06	10.37
	B	2.07	0.00	4.15	0.00
	C	163.87	5.18	0.00	41.25
	D	5.18	1.04	21.09	0.00

Demand (Veh/TS)

17:30 - 17:45

	To				
		A	B	C	D
From	A	0.00	3.11	95.21	4.15
	B	3.11	0.00	5.18	0.00
	C	164.91	4.15	0.00	31.92
	D	8.30	0.00	28.35	0.00

Demand (Veh/TS)

17:45 - 18:00

	To				
		A	B	C	D
From	A	0.00	3.11	97.29	1.04
	B	2.07	0.00	3.11	0.00
	C	176.32	4.15	0.00	40.22
	D	5.18	1.04	25.24	0.00

Vehicle Mix

HV %s

17:00 - 17:15

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

HV %s

17:15 - 17:30

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

HV %s

17:30 - 17:45

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

HV %s

17:45 - 18:00

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/TS)	Total Junction Arrivals (Veh)
A	0.37	5.08	0.6	A	101.95	407.81
B	0.03	3.62	0.0	A	6.74	26.96
C	0.79	14.61	3.5	B	204.61	818.44
D	0.21	6.51	0.3	A	30.42	121.69

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	97.29	97.29	26.10	283.36	0.343	96.77	144.69	0.0	0.5	4.809	A
B	7.26	7.26	117.73	262.77	0.028	7.23	5.14	0.0	0.0	3.521	A
C	186.46	186.46	12.38	275.63	0.677	184.44	112.58	0.0	2.0	9.669	A
D	26.27	26.27	144.67	189.46	0.139	26.12	52.15	0.0	0.2	5.506	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	106.62	106.62	27.26	285.19	0.374	106.54	170.20	0.5	0.6	5.035	A
B	6.22	6.22	122.47	260.51	0.024	6.23	11.34	0.0	0.0	3.538	A
C	210.31	210.31	12.44	273.49	0.769	209.20	116.25	2.0	3.1	13.744	B
D	27.31	27.31	170.18	175.10	0.156	27.29	51.46	0.2	0.2	6.089	A

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	102.47	102.47	32.46	279.78	0.366	102.48	176.52	0.6	0.6	5.076	A
B	8.30	8.30	127.65	256.97	0.032	8.29	7.30	0.0	0.0	3.618	A
C	200.98	200.98	7.29	278.30	0.722	201.42	128.64	3.1	2.7	11.791	B
D	36.64	36.64	172.42	174.76	0.210	36.56	36.29	0.2	0.3	6.510	A

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	101.43	101.43	30.42	283.46	0.358	101.45	183.05	0.6	0.6	4.945	A
B	5.18	5.18	123.60	259.85	0.020	5.20	8.28	0.0	0.0	3.536	A
C	220.68	220.68	3.13	280.55	0.787	219.92	125.66	2.7	3.5	14.614	B
D	31.46	31.46	181.98	169.71	0.185	31.49	41.07	0.3	0.2	6.515	A

Do Nothing 2035, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	GAW / Wansbeck Close / GAW / Bray Drive	Standard Roundabout		A, B, C, D	6.37	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.37	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
D7	Do Nothing 2035	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

		To			
08:00 - 08:15	From	A	B	C	D
		0.00	1.05	133.10	3.16
		2.11	0.00	11.58	0.00
		59.35	1.05	0.00	13.08
		6.32	0.00	80.79	0.00

Demand (Veh/TS)

		To			
08:15 - 08:30	From	A	B	C	D
		0.00	0.00	85.72	1.05
		1.05	0.00	3.16	1.05
		51.98	1.05	0.00	23.61
		5.26	0.00	55.52	0.00

Demand (Veh/TS)

08:30 - 08:45

	To				
		A	B	C	D
From	A	0.00	3.16	89.94	2.11
	B	2.11	0.00	8.42	0.00
	C	75.14	2.11	0.00	22.56
	D	5.26	0.00	66.05	0.00

Demand (Veh/TS)

08:45 - 09:00

	To				
		A	B	C	D
From	A	0.00	0.00	107.83	2.11
	B	1.05	0.00	2.11	0.00
	C	66.72	4.21	0.00	24.66
	D	6.32	1.05	33.41	0.00

Vehicle Mix

HV %s

08:00 - 08:15

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

HV %s

08:15 - 08:30

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

HV %s

08:30 - 08:45

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

HV %s

08:45 - 09:00

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/TS)	Total Junction Arrivals (Veh)
A	0.55	7.76	1.2	A	107.31	429.23
B	0.07	4.70	0.1	A	8.16	32.64
C	0.36	4.98	0.5	A	86.38	345.53
D	0.37	6.11	0.6	A	65.00	259.98

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	137.31	137.31	81.29	250.92	0.547	136.12	67.43	0.0	1.2	7.763	A
B	13.69	13.69	215.32	205.19	0.067	13.62	2.09	0.0	0.1	4.697	A
C	73.48	73.48	5.23	279.44	0.263	73.13	223.71	0.0	0.4	4.355	A
D	87.10	87.10	62.21	233.12	0.374	86.51	16.15	0.0	0.6	6.114	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	86.78	86.78	56.80	266.45	0.326	87.48	58.35	1.2	0.5	5.049	A
B	5.26	5.26	143.22	247.99	0.021	5.31	1.06	0.1	0.0	3.711	A
C	76.64	76.64	3.18	280.52	0.273	76.62	145.35	0.4	0.4	4.413	A
D	60.78	60.78	54.13	237.40	0.256	61.03	25.68	0.6	0.3	5.111	A

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	95.20	95.20	68.04	262.99	0.362	95.12	82.34	0.5	0.6	5.359	A
B	10.53	10.53	157.92	239.97	0.044	10.50	5.24	0.0	0.0	3.922	A
C	99.80	99.80	4.20	279.98	0.356	99.63	164.22	0.4	0.5	4.984	A
D	71.31	71.31	79.18	224.13	0.318	71.20	24.65	0.3	0.5	5.881	A

08:45 - 09:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	109.94	109.94	38.91	273.52	0.402	109.84	74.14	0.6	0.7	5.494	A
B	3.16	3.16	143.48	247.10	0.013	3.19	5.27	0.0	0.0	3.692	A
C	95.59	95.59	3.16	278.60	0.343	95.62	143.50	0.5	0.5	4.918	A
D	40.78	40.78	72.02	227.57	0.179	41.02	26.76	0.5	0.2	4.830	A

Do Nothing 2035, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	GAW / Wansbeck Close / GAW / Bray Drive	Standard Roundabout		A, B, C, D	6.46	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.46	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
D8	Do Nothing 2035	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

		To			
From		A	B	C	D
	A	0.00	2.11	59.04	10.56
	B	2.11	0.00	5.28	0.00
	C	85.50	3.17	0.00	42.97
	D	3.17	0.00	23.51	0.00

Demand (Veh/TS)

		To			
From		A	B	C	D
	A	0.00	5.28	65.38	10.56
	B	2.11	0.00	4.23	0.00
	C	108.74	5.28	0.00	41.91
	D	5.28	1.06	21.40	0.00

Demand (Veh/TS)

17:30 - 17:45

	To				
		A	B	C	D
From	A	0.00	3.17	69.60	4.23
	B	3.17	0.00	5.28	0.00
	C	109.80	4.23	0.00	32.41
	D	8.45	0.00	28.79	0.00

Demand (Veh/TS)

17:45 - 18:00

	To				
		A	B	C	D
From	A	0.00	3.17	71.72	1.06
	B	2.11	0.00	3.17	0.00
	C	121.42	4.23	0.00	40.86
	D	5.28	1.06	25.63	0.00

Vehicle Mix

HV %s

17:00 - 17:15

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

HV %s

17:15 - 17:30

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

HV %s

17:30 - 17:45

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

HV %s

17:45 - 18:00

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/TS)	Total Junction Arrivals (Veh)
A	0.29	4.44	0.4	A	76.47	305.88
B	0.03	3.42	0.0	A	6.87	27.46
C	0.59	7.85	1.4	A	150.13	600.51
D	0.18	5.41	0.2	A	30.91	123.63

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	71.72	71.72	26.54	283.26	0.253	71.38	90.17	0.0	0.3	4.240	A
B	7.39	7.39	92.67	277.44	0.027	7.37	5.25	0.0	0.0	3.331	A
C	131.64	131.64	12.62	275.50	0.478	130.74	87.42	0.0	0.9	6.179	A
D	26.68	26.68	90.17	218.31	0.122	26.54	53.19	0.0	0.1	4.690	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	81.22	81.22	27.71	284.94	0.285	81.16	115.80	0.3	0.4	4.415	A
B	6.34	6.34	97.30	275.09	0.023	6.34	11.58	0.0	0.0	3.350	A
C	155.94	155.94	12.67	273.58	0.570	155.54	90.97	0.9	1.3	7.598	A
D	27.74	27.74	115.79	204.18	0.136	27.72	52.42	0.1	0.2	5.100	A

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	77.00	77.00	32.99	279.57	0.275	77.01	121.45	0.4	0.4	4.443	A
B	8.45	8.45	102.58	271.64	0.031	8.44	7.42	0.0	0.0	3.418	A
C	146.43	146.43	7.42	278.25	0.526	146.60	103.60	1.3	1.1	6.848	A
D	37.25	37.25	117.26	203.97	0.183	37.18	36.76	0.2	0.2	5.392	A

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	75.94	75.94	30.91	283.20	0.268	75.95	128.64	0.4	0.4	4.342	A
B	5.28	5.28	98.43	274.44	0.019	5.29	8.44	0.0	0.0	3.343	A
C	166.50	166.50	3.19	280.52	0.594	166.20	100.53	1.1	1.4	7.849	A
D	31.96	31.96	127.56	198.52	0.161	31.99	41.83	0.2	0.2	5.407	A

Do Something 2035, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	GAW / Wansbeck Close / GAW / Bray Drive	Standard Roundabout		A, B, C, D	20.16	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	20.16	C

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
D9	Do Something 2035	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

		To			
08:00 - 08:15	From	A	B	C	D
		0.00	1.05	236.15	3.16
		2.11	0.00	11.58	0.00
		118.12	1.05	0.00	13.08
		6.32	0.00	80.79	0.00

Demand (Veh/TS)

		To			
08:15 - 08:30	From	A	B	C	D
		0.00	0.00	188.78	1.05
		1.05	0.00	3.16	1.05
		110.75	1.05	0.00	23.61
		5.26	0.00	55.52	0.00

Demand (Veh/TS)

08:30 - 08:45

		To			
From		A	B	C	D
	A	0.00	3.16	192.99	2.11
	B	2.11	0.00	8.42	0.00
	C	133.92	2.11	0.00	22.56
	D	5.26	0.00	66.05	0.00

Demand (Veh/TS)

08:45 - 09:00

		To			
From		A	B	C	D
	A	0.00	0.00	210.89	2.11
	B	1.05	0.00	2.11	0.00
	C	125.49	4.21	0.00	24.66
	D	6.32	1.05	33.41	0.00

Vehicle Mix

HV %s

08:00 - 08:15

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

HV %s

08:15 - 08:30

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

HV %s

08:30 - 08:45

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

HV %s

08:45 - 09:00

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/TS)	Total Junction Arrivals (Veh)
A	0.96	33.22	10.8	D	210.37	841.47
B	0.09	6.59	0.1	A	8.16	32.64
C	0.57	7.37	1.3	A	145.16	580.62
D	0.43	7.72	0.7	A	65.00	259.98

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	240.37	240.37	81.14	250.94	0.958	229.60	125.68	0.0	10.8	33.218	D
B	13.69	13.69	308.69	150.01	0.091	13.59	2.05	0.0	0.1	6.593	A
C	132.26	132.26	5.11	279.50	0.473	131.37	317.17	0.0	0.9	6.040	A
D	87.10	87.10	120.47	202.27	0.431	86.36	16.01	0.0	0.7	7.716	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	189.83	189.83	56.88	266.28	0.713	197.99	117.13	10.8	2.6	14.617	B
B	5.26	5.26	253.77	183.24	0.029	5.33	1.10	0.1	0.0	5.062	A
C	135.42	135.42	3.29	280.47	0.483	135.38	255.82	0.9	0.9	6.201	A
D	60.78	60.78	112.91	206.28	0.295	61.11	25.76	0.7	0.4	6.212	A

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	198.25	198.25	67.99	262.99	0.754	197.93	140.95	2.6	2.9	13.727	B
B	10.53	10.53	260.71	180.41	0.058	10.50	5.21	0.0	0.1	5.297	A
C	158.58	158.58	4.19	279.99	0.566	158.22	267.01	0.9	1.3	7.368	A
D	71.31	71.31	137.78	193.11	0.369	71.16	24.63	0.4	0.6	7.371	A

08:45 - 09:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	212.99	212.99	38.97	273.48	0.779	212.58	132.93	2.9	3.3	14.627	B
B	3.16	3.16	246.26	186.39	0.017	3.20	5.29	0.1	0.0	4.915	A
C	154.37	154.37	3.16	278.29	0.555	154.39	246.30	1.3	1.3	7.268	A
D	40.78	40.78	130.81	196.14	0.208	41.09	26.75	0.6	0.3	5.817	A

Do Something 2035, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	GAW / Wansbeck Close / GAW / Bray Drive	Standard Roundabout		A, B, C, D	11.28	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.28	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
D10	Do Something 2035	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

		To			
		A	B	C	D
From	A	0.00	2.11	85.89	10.56
	B	2.11	0.00	5.28	0.00
	C	142.61	3.17	0.00	42.97
	D	3.17	0.00	23.51	0.00

Demand (Veh/TS)

17:15 - 17:30

		To			
		A	B	C	D
From	A	0.00	5.28	92.23	10.56
	B	2.11	0.00	4.23	0.00
	C	165.85	5.28	0.00	41.91
	D	5.28	1.06	21.40	0.00

Demand (Veh/TS)

17:30 - 17:45

		To			
From		A	B	C	D
	A	0.00	3.17	96.45	4.23
	B	3.17	0.00	5.28	0.00
	C	166.91	4.23	0.00	32.41
	D	8.45	0.00	28.79	0.00

Demand (Veh/TS)

17:45 - 18:00

		To			
From		A	B	C	D
	A	0.00	3.17	98.57	1.06
	B	2.11	0.00	3.17	0.00
	C	178.53	4.23	0.00	40.86
	D	5.28	1.06	25.63	0.00

Vehicle Mix

HV %s

17:00 - 17:15

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

HV %s

17:15 - 17:30

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

HV %s

17:30 - 17:45

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

HV %s

17:45 - 18:00

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/TS)	Total Junction Arrivals (Veh)
A	0.38	5.12	0.6	A	103.32	413.28
B	0.03	3.64	0.0	A	6.87	27.46
C	0.80	15.31	3.7	C	207.24	828.95
D	0.21	6.60	0.3	A	30.91	123.63

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	98.57	98.57	26.50	283.14	0.348	98.04	146.28	0.0	0.5	4.848	A
B	7.39	7.39	119.30	261.85	0.028	7.37	5.23	0.0	0.0	3.536	A
C	188.75	188.75	12.61	275.51	0.685	186.65	114.06	0.0	2.1	9.909	A
D	26.68	26.68	146.27	188.62	0.141	26.52	53.00	0.0	0.2	5.546	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	108.07	108.07	27.68	284.96	0.379	108.00	172.24	0.5	0.6	5.083	A
B	6.34	6.34	124.13	259.55	0.024	6.34	11.55	0.0	0.0	3.556	A
C	213.05	213.05	12.67	273.37	0.779	211.84	117.80	2.1	3.3	14.328	B
D	27.74	27.74	172.21	174.02	0.159	27.71	52.30	0.2	0.2	6.152	A

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	103.85	103.85	32.99	279.50	0.372	103.86	178.75	0.6	0.6	5.124	A
B	8.45	8.45	129.41	255.94	0.033	8.44	7.44	0.0	0.0	3.635	A
C	203.54	203.54	7.42	278.23	0.731	204.02	130.43	3.3	2.8	12.226	B
D	37.25	37.25	174.57	173.61	0.215	37.16	36.87	0.2	0.3	6.591	A

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	102.79	102.79	30.91	283.20	0.363	102.81	185.34	0.6	0.6	4.989	A
B	5.28	5.28	125.29	258.88	0.020	5.29	8.43	0.0	0.0	3.548	A
C	223.61	223.61	3.19	280.52	0.797	222.77	127.39	2.8	3.7	15.311	C
D	31.96	31.96	184.25	168.50	0.190	32.00	41.71	0.3	0.2	6.596	A

Junctions 10							
PICADY 10 - Priority Intersection Module							
Version: 10.1.1.1905							
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Filename: J16.j10

Path: F:\Engineer\Birmingham Jobs\19244\09-Transportation\03-Traffic Models\02-Junctions

Report generation date: 28/02/2025 11:14:46

»2036, AM

»2036, PM

»2036 + GA2, AM

»2036 + GA2, PM

Summary of junction performance

	AM				PM			
	Q (Veh)	Delay (s)	RFC	LOS	Q (Veh)	Delay (s)	RFC	LOS
2036								
Stream B-AC	3.2	79.11	0.78	F	0.8	22.96	0.43	C
Stream C-AB	0.2	8.09	0.09	A	0.9	6.41	0.31	A
2036 + GA2								
Stream B-AC	13.3	266.94	1.00	F	0.8	24.22	0.45	C
Stream C-AB	0.2	8.15	0.09	A	0.9	6.46	0.32	A

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

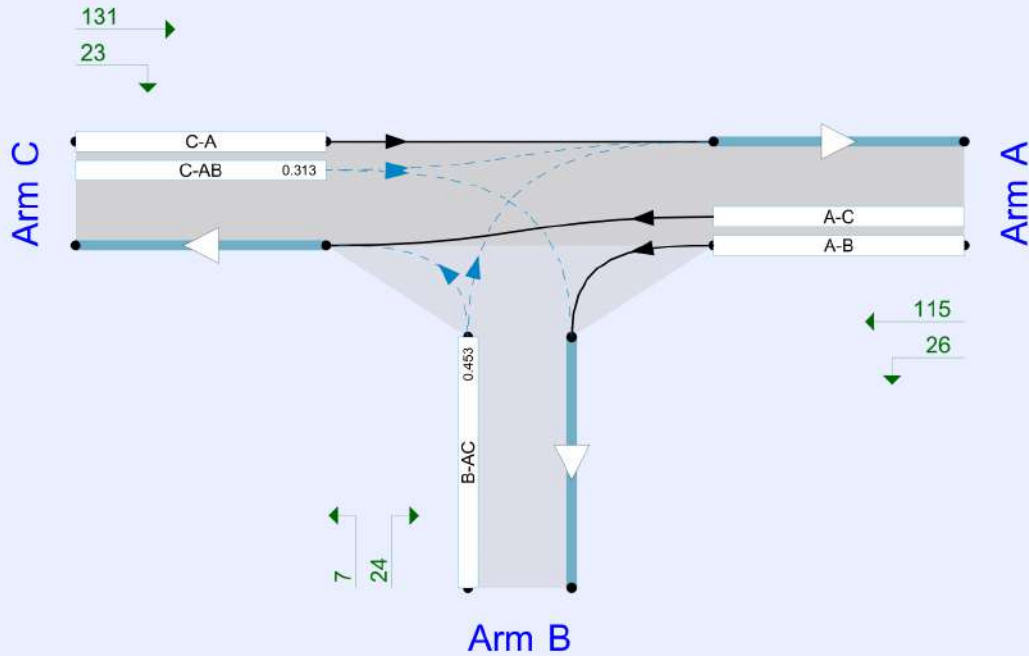
File summary

File Description

Title	
Location	
Site number	
Date	27/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	WHI.planning
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. 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: 00:00-00:15

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q 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	2036	AM	DIRECT	00:00	01:00	60	15	✓
D2	2036	PM	DIRECT	00:00	01:00	60	15	✓
D3	2036 + GA2	AM	DIRECT	00:00	01:00	60	15	✓
D4	2036 + GA2	PM	DIRECT	00:00	01:00	60	15	✓

Analysis Set Details

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

2036, 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	Church Street / B197 High Street	T-Junction	Two-way	Two-way	Two-way		8.22	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.22	A

Arms

Arms

Arm	Name	Description	Arm type
A	B197 (N) High Street		Major
B	Church Street		Minor
C	B197 (S) High Street		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	6.21			88.0	✓	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	One lane	3.47	37	25

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	131.343	0.096	0.243	0.153	0.347
B-C	167.412	0.100	0.254	-	-
C-B	156.231	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	2036	AM	DIRECT	00:00	01:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

00:00 - 00:15

		To		
From		A	B	C
	A	0.00	22.00	255.00
	B	30.50	0.00	7.75
	C	58.00	6.00	0.00

Demand (Veh/TS)

00:15 - 00:30

		To		
From		A	B	C
	A	0.00	22.00	255.00
	B	30.50	0.00	7.75
	C	58.00	6.00	0.00

Demand (Veh/TS)

00:30 - 00:45

		To		
From		A	B	C
	A	0.00	22.00	255.00
	B	30.50	0.00	7.75
	C	58.00	6.00	0.00

Demand (Veh/TS)

00:45 - 01:00

		To		
From		A	B	C
	A	0.00	22.00	255.00
	B	30.50	0.00	7.75
	C	58.00	6.00	0.00

Vehicle Mix

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

Heavy Vehicle %

00:00 - 00:15

		To		
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle %

00:15 - 00:30

	To			
		A	B	C
	A	10	10	10
	B	10	10	10
From	C	10	10	10

Heavy Vehicle %

00:30 - 00:45

	To			
		A	B	C
	A	10	10	10
	B	10	10	10
From	C	10	10	10

Heavy Vehicle %

00:45 - 01:00

	To			
		A	B	C
	A	10	10	10
	B	10	10	10
From	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.78	79.11	3.2	F	38.25	153.00
C-AB	0.09	8.09	0.2	A	11.43	45.73
C-A					52.57	210.27
A-B					22.00	88.00
A-C					255.00	1020.00

Main Results for each time segment

00:00 - 00:15

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	38.25	38.25	49.24	0.777	35.63	0.0	2.6	58.491	F
C-AB	11.37	11.37	122.86	0.093	11.18	0.0	0.2	8.057	A
C-A	52.63	52.63			52.63				
A-B	22.00	22.00			22.00				
A-C	255.00	255.00			255.00				

00:15 - 00:30

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	38.25	38.25	49.19	0.778	37.91	2.6	3.0	75.362	F
C-AB	11.45	11.45	122.93	0.093	11.45	0.2	0.2	8.086	A
C-A	52.55	52.55			52.55				
A-B	22.00	22.00			22.00				
A-C	255.00	255.00			255.00				

00:30 - 00:45

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	38.25	38.25	49.19	0.778	38.10	3.0	3.1	77.946	F
C-AB	11.45	11.45	122.93	0.093	11.45	0.2	0.2	8.085	A
C-A	52.55	52.55			52.55				
A-B	22.00	22.00			22.00				
A-C	255.00	255.00			255.00				

00:45 - 01:00

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	38.25	38.25	49.19	0.778	38.17	3.1	3.2	79.109	F
C-AB	11.45	11.45	122.93	0.093	11.45	0.2	0.2	8.085	A
C-A	52.55	52.55			52.55				
A-B	22.00	22.00			22.00				
A-C	255.00	255.00			255.00				

2036, 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	Church Street / B197 High Street	T-Junction	Two-way	Two-way	Two-way		3.41	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.41	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	2036	PM	DIRECT	00:00	01:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

00:00 - 00:15

		To		
From		A	B	C
	A	0.00	21.50	115.25
	B	23.00	0.00	6.75
	C	130.75	23.00	0.00

Demand (Veh/TS)

00:15 - 00:30

		To		
From		A	B	C
	A	0.00	21.50	115.25
	B	23.00	0.00	6.75
	C	130.75	23.00	0.00

Demand (Veh/TS)

00:30 - 00:45

		To		
From		A	B	C
	A	0.00	21.50	115.25
	B	23.00	0.00	6.75
	C	130.75	23.00	0.00

Demand (Veh/TS)

00:45 - 01:00

	To			
From		A	B	C
	A	0.00	21.50	115.25
	B	23.00	0.00	6.75
	C	130.75	23.00	0.00

Vehicle Mix

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

Heavy Vehicle %

00:00 - 00:15

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle %

00:15 - 00:30

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle %

00:30 - 00:45

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle %

00:45 - 01:00

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.43	22.96	0.8	C	29.75	119.00
C-AB	0.31	6.41	0.9	A	63.96	255.86
C-A					89.79	359.14
A-B					21.50	86.00
A-C					115.25	461.00

Main Results for each time segment

00:00 - 00:15

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	29.75	29.75	69.14	0.430	29.03	0.0	0.7	22.071	C
C-AB	63.47	63.47	205.06	0.310	62.57	0.0	0.9	6.318	A
C-A	90.28	90.28			90.28				
A-B	21.50	21.50			21.50				
A-C	115.25	115.25			115.25				

00:15 - 00:30

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	29.75	29.75	68.94	0.432	29.73	0.7	0.7	22.928	C
C-AB	64.12	64.12	205.48	0.312	64.11	0.9	0.9	6.405	A
C-A	89.63	89.63			89.63				
A-B	21.50	21.50			21.50				
A-C	115.25	115.25			115.25				

00:30 - 00:45

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	29.75	29.75	68.94	0.432	29.74	0.7	0.7	22.948	C
C-AB	64.13	64.13	205.49	0.312	64.13	0.9	0.9	6.406	A
C-A	89.62	89.62			89.62				
A-B	21.50	21.50			21.50				
A-C	115.25	115.25			115.25				

00:45 - 01:00

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	29.75	29.75	68.94	0.432	29.75	0.7	0.8	22.955	C
C-AB	64.13	64.13	205.49	0.312	64.13	0.9	0.9	6.409	A
C-A	89.62	89.62			89.62				
A-B	21.50	21.50			21.50				
A-C	115.25	115.25			115.25				

2036 + GA2, 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	Church Street / B197 High Street	T-Junction	Two-way	Two-way	Two-way		32.71	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	32.71	D

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	2036 + GA2	AM	DIRECT	00:00	01:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

00:00 - 00:15

	To			
From		A	B	C
	A	0.00	25.97	255.00
	B	40.02	0.00	7.75
	C	58.00	6.00	0.00

Demand (Veh/TS)

00:15 - 00:30

	To			
From		A	B	C
	A	0.00	25.97	255.00
	B	40.02	0.00	7.75
	C	58.00	6.00	0.00

Demand (Veh/TS)

00:30 - 00:45

	To			
From		A	B	C
	A	0.00	25.97	255.00
	B	40.02	0.00	7.75
	C	58.00	6.00	0.00

Demand (Veh/TS)

00:45 - 01:00

	To		
	A	B	C
From	A	0.00	25.97
	B	40.02	0.00
	C	58.00	6.00

Vehicle Mix

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

Heavy Vehicle %

00:00 - 00:15

	To		
	A	B	C
From	A	10	10
	B	10	10
	C	10	10

Heavy Vehicle %

00:15 - 00:30

	To		
	A	B	C
From	A	10	10
	B	10	10
	C	10	10

Heavy Vehicle %

00:30 - 00:45

	To		
	A	B	C
From	A	10	10
	B	10	10
	C	10	10

Heavy Vehicle %

00:45 - 01:00

	To		
	A	B	C
From	A	10	10
	B	10	10
	C	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	1.00	266.94	13.3	F	47.77	191.07
C-AB	0.09	8.15	0.2	A	11.50	46.01
C-A					52.50	209.99
A-B					25.97	103.88
A-C					255.00	1020.00

Main Results for each time segment

00:00 - 00:15

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	47.77	47.77	47.81	0.999	41.36	0.0	6.4	101.726	F
C-AB	11.43	11.43	122.04	0.094	11.25	0.0	0.2	8.122	A
C-A	52.57	52.57			52.57				
A-B	25.97	25.97			25.97				
A-C	255.00	255.00			255.00				

00:15 - 00:30

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	47.77	47.77	47.76	1.000	44.90	6.4	9.3	185.415	F
C-AB	11.52	11.52	122.11	0.094	11.52	0.2	0.2	8.149	A
C-A	52.48	52.48			52.48				
A-B	25.97	25.97			25.97				
A-C	255.00	255.00			255.00				

00:30 - 00:45

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	47.77	47.77	47.76	1.000	45.57	9.3	11.5	230.494	F
C-AB	11.53	11.53	122.11	0.094	11.52	0.2	0.2	8.151	A
C-A	52.47	52.47			52.47				
A-B	25.97	25.97			25.97				
A-C	255.00	255.00			255.00				

00:45 - 01:00

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	47.77	47.77	47.76	1.000	45.91	11.5	13.3	266.935	F
C-AB	11.53	11.53	122.11	0.094	11.53	0.2	0.2	8.152	A
C-A	52.47	52.47			52.47				
A-B	25.97	25.97			25.97				
A-C	255.00	255.00			255.00				

2036 + GA2, 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	Church Street / B197 High Street	T-Junction	Two-way	Two-way	Two-way		3.58	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.58	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
D4	2036 + GA2	PM	DIRECT	00:00	01:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

00:00 - 00:15

	To			
		A	B	C
From	A	0.00	26.15	115.25
	B	24.23	0.00	6.75
	C	130.75	23.00	0.00

Demand (Veh/TS)

00:15 - 00:30

	To			
		A	B	C
From	A	0.00	26.15	115.25
	B	24.23	0.00	6.75
	C	130.75	23.00	0.00

Demand (Veh/TS)

00:30 - 00:45

	To			
		A	B	C
From	A	0.00	26.15	115.25
	B	24.23	0.00	6.75
	C	130.75	23.00	0.00

Demand (Veh/TS)

00:45 - 01:00

	To			
From		A	B	C
	A	0.00	26.15	115.25
	B	24.23	0.00	6.75
	C	130.75	23.00	0.00

Vehicle Mix

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

Heavy Vehicle %

00:00 - 00:15

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle %

00:15 - 00:30

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle %

00:30 - 00:45

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle %

00:45 - 01:00

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.45	24.22	0.8	C	30.98	123.92
C-AB	0.32	6.46	0.9	A	64.39	257.58
C-A					89.36	357.42
A-B					26.15	104.60
A-C					115.25	461.00

Main Results for each time segment

00:00 - 00:15

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	30.98	30.98	68.32	0.453	30.19	0.0	0.8	23.161	C
C-AB	63.89	63.89	204.30	0.313	62.97	0.0	0.9	6.368	A
C-A	89.86	89.86			89.86				
A-B	26.15	26.15			26.15				
A-C	115.25	115.25			115.25				

00:15 - 00:30

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	30.98	30.98	68.12	0.455	30.96	0.8	0.8	24.180	C
C-AB	64.56	64.56	204.73	0.315	64.54	0.9	0.9	6.460	A
C-A	89.19	89.19			89.19				
A-B	26.15	26.15			26.15				
A-C	115.25	115.25			115.25				

00:30 - 00:45

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	30.98	30.98	68.12	0.455	30.97	0.8	0.8	24.208	C
C-AB	64.56	64.56	204.74	0.315	64.56	0.9	0.9	6.464	A
C-A	89.19	89.19			89.19				
A-B	26.15	26.15			26.15				
A-C	115.25	115.25			115.25				

00:45 - 01:00

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	30.98	30.98	68.12	0.455	30.98	0.8	0.8	24.216	C
C-AB	64.57	64.57	204.75	0.315	64.57	0.9	0.9	6.462	A
C-A	89.18	89.18			89.18				
A-B	26.15	26.15			26.15				
A-C	115.25	115.25			115.25				

Junctions 10							
PICADY 10 - Priority Intersection Module							
Version: 10.1.1.1905							
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Filename: J17.j10

Path: F:\Engineer\Birmingham Jobs\19244\09-Transportation\03-Traffic Models\02-Junctions

Report generation date: 28/02/2025 11:19:02

»2036, AM

»2036, PM

»2036 + GA2, AM

»2036 + GA2, PM

Summary of junction performance

	AM				PM			
	Q (Veh)	Delay (s)	RFC	LOS	Q (Veh)	Delay (s)	RFC	LOS
2036								
Stream B-AC	2.7	38.73	0.74	E	1.0	18.77	0.50	C
Stream C-AB	0.7	11.02	0.40	B	0.9	14.22	0.47	B
2036 + GA2								
Stream B-AC	3.7	51.41	0.80	F	1.2	21.25	0.55	C
Stream C-AB	0.7	11.32	0.41	B	0.9	14.29	0.47	B

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

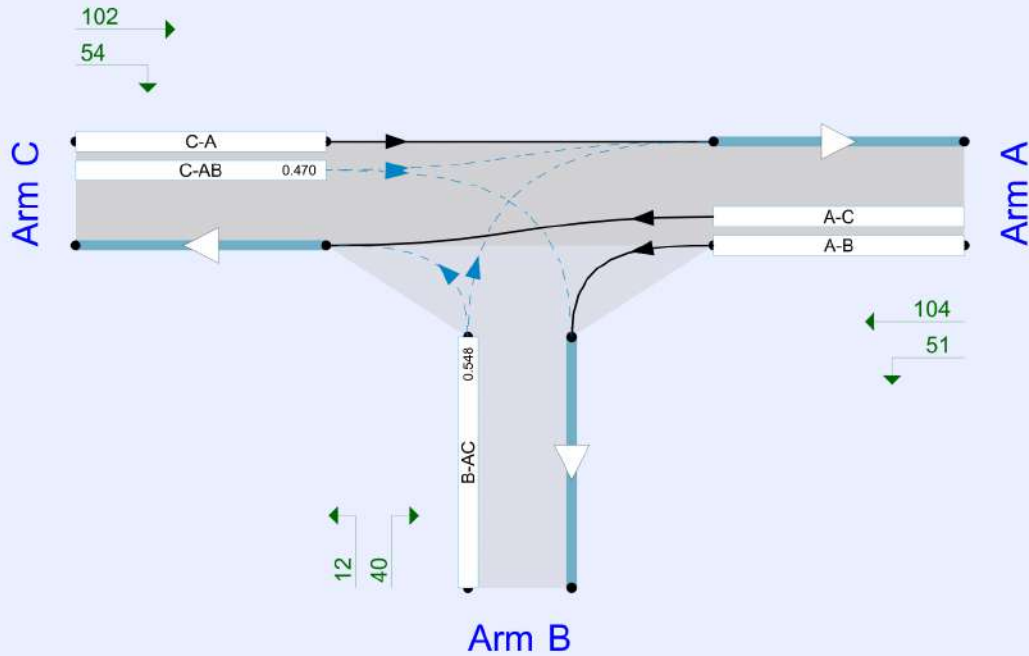
File summary

File Description

Title	
Location	
Site number	
Date	27/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	WHI.planning
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. 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: 00:00-00:15

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q 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	2036	AM	DIRECT	00:00	01:00	60	15	✓
D2	2036	PM	DIRECT	00:00	01:00	60	15	✓
D3	2036 + GA2	AM	DIRECT	00:00	01:00	60	15	✓
D4	2036 + GA2	PM	DIRECT	00:00	01:00	60	15	✓

Analysis Set Details

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

2036, 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	High Street / Graveley Lane	T-Junction	Two-way	Two-way	Two-way		7.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.13	A

Arms

Arms

Arm	Name	Description	Arm type
A	B197 (S) High Street		Major
B	Graveley Lane		Minor
C	B197 (N) High Street		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	7.00			182.0	✓	4.86

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	One lane	4.10	241	240

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	190.910	0.133	0.335	0.211	0.479
B-C	215.094	0.127	0.320	-	-
C-B	169.840	0.252	0.252	-	-

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	2036	AM	DIRECT	00:00	01:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

00:00 - 00:15

		To		
From		A	B	C
	A	0.00	28.25	60.25
	B	49.50	0.00	14.75
	C	227.50	52.75	0.00

Demand (Veh/TS)

00:15 - 00:30

		To		
From		A	B	C
	A	0.00	28.25	60.25
	B	49.50	0.00	14.75
	C	227.50	52.75	0.00

Demand (Veh/TS)

00:30 - 00:45

		To		
From		A	B	C
	A	0.00	28.25	60.25
	B	49.50	0.00	14.75
	C	227.50	52.75	0.00

Demand (Veh/TS)

00:45 - 01:00

		To		
From		A	B	C
	A	0.00	28.25	60.25
	B	49.50	0.00	14.75
	C	227.50	52.75	0.00

Vehicle Mix

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

Heavy Vehicle %

00:00 - 00:15

		To		
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle %

00:15 - 00:30

	To			
		A	B	C
	A	10	10	10
	B	10	10	10

Heavy Vehicle %

00:30 - 00:45

	To			
		A	B	C
	A	10	10	10
	B	10	10	10

Heavy Vehicle %

00:45 - 01:00

	To			
		A	B	C
	A	10	10	10
	B	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.74	38.73	2.7	E	64.25	257.00
C-AB	0.40	11.02	0.7	B	54.32	217.29
C-A					225.93	903.71
A-B					28.25	113.00
A-C					60.25	241.00

Main Results for each time segment

00:00 - 00:15

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	64.25	64.25	87.59	0.733	61.85	0.0	2.4	32.521	D
C-AB	54.32	54.32	136.05	0.399	53.65	0.0	0.7	10.843	B
C-A	225.93	225.93			225.93				
A-B	28.25	28.25			28.25				
A-C	60.25	60.25			60.25				

00:15 - 00:30

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	64.25	64.25	87.27	0.736	64.07	2.4	2.6	38.117	E
C-AB	54.32	54.32	136.05	0.399	54.31	0.7	0.7	11.012	B
C-A	225.93	225.93			225.93				
A-B	28.25	28.25			28.25				
A-C	60.25	60.25			60.25				

00:30 - 00:45

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	64.25	64.25	87.27	0.736	64.18	2.6	2.6	38.563	E
C-AB	54.32	54.32	136.05	0.399	54.32	0.7	0.7	11.016	B
C-A	225.93	225.93			225.93				
A-B	28.25	28.25			28.25				
A-C	60.25	60.25			60.25				

00:45 - 01:00

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	64.25	64.25	87.27	0.736	64.22	2.6	2.7	38.731	E
C-AB	54.32	54.32	136.05	0.399	54.32	0.7	0.7	11.017	B
C-A	225.93	225.93			225.93				
A-B	28.25	28.25			28.25				
A-C	60.25	60.25			60.25				

2036, 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	High Street / Graveley Lane	T-Junction	Two-way	Two-way	Two-way		4.73	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.73	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	2036	PM	DIRECT	00:00	01:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

00:00 - 00:15

	To			
		A	B	C
From	A	0.00	49.75	104.00
	B	35.50	0.00	12.00
	C	101.25	54.25	0.00

Demand (Veh/TS)

00:15 - 00:30

	To			
		A	B	C
From	A	0.00	49.75	104.00
	B	35.50	0.00	12.00
	C	101.25	54.25	0.00

Demand (Veh/TS)

00:30 - 00:45

	To			
		A	B	C
From	A	0.00	49.75	104.00
	B	35.50	0.00	12.00
	C	101.25	54.25	0.00

Demand (Veh/TS)

00:45 - 01:00

	To			
From		A	B	C
	A	0.00	49.75	104.00
	B	35.50	0.00	12.00
	C	101.25	54.25	0.00

Vehicle Mix

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

Heavy Vehicle %

00:00 - 00:15

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle %

00:15 - 00:30

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle %

00:30 - 00:45

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle %

00:45 - 01:00

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.50	18.77	1.0	C	47.50	190.00
C-AB	0.47	14.22	0.9	B	55.92	223.69
C-A					99.58	398.31
A-B					49.75	199.00
A-C					104.00	416.00

Main Results for each time segment

00:00 - 00:15

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	47.50	47.50	95.82	0.496	46.55	0.0	0.9	17.946	C
C-AB	55.92	55.92	119.25	0.469	55.04	0.0	0.9	13.847	B
C-A	99.58	99.58			99.58				
A-B	49.75	49.75			49.75				
A-C	104.00	104.00			104.00				

00:15 - 00:30

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	47.50	47.50	95.42	0.498	47.48	0.9	1.0	18.746	C
C-AB	55.92	55.92	119.25	0.469	55.91	0.9	0.9	14.211	B
C-A	99.58	99.58			99.58				
A-B	49.75	49.75			49.75				
A-C	104.00	104.00			104.00				

00:30 - 00:45

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	47.50	47.50	95.42	0.498	47.49	1.0	1.0	18.767	C
C-AB	55.92	55.92	119.25	0.469	55.92	0.9	0.9	14.218	B
C-A	99.58	99.58			99.58				
A-B	49.75	49.75			49.75				
A-C	104.00	104.00			104.00				

00:45 - 01:00

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	47.50	47.50	95.41	0.498	47.50	1.0	1.0	18.774	C
C-AB	55.92	55.92	119.25	0.469	55.92	0.9	0.9	14.218	B
C-A	99.58	99.58			99.58				
A-B	49.75	49.75			49.75				
A-C	104.00	104.00			104.00				

2036 + GA2, 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	High Street / Graveley Lane	T-Junction	Two-way	Two-way	Two-way		9.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.20	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
D3	2036 + GA2	AM	DIRECT	00:00	01:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

00:00 - 00:15

	To			
From		A	B	C
	A	0.00	37.09	60.93
	B	53.19	0.00	14.75
	C	227.78	52.75	0.00

Demand (Veh/TS)

00:15 - 00:30

	To			
From		A	B	C
	A	0.00	37.09	60.93
	B	53.19	0.00	14.75
	C	227.78	52.75	0.00

Demand (Veh/TS)

00:30 - 00:45

	To			
From		A	B	C
	A	0.00	37.09	60.93
	B	53.19	0.00	14.75
	C	227.78	52.75	0.00

Demand (Veh/TS)

00:45 - 01:00

		To		
From		A	B	C
	A	0.00	37.09	60.93
	B	53.19	0.00	14.75
	C	227.78	52.75	0.00

Vehicle Mix

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

Heavy Vehicle %

00:00 - 00:15

		To		
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle %

00:15 - 00:30

		To		
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle %

00:30 - 00:45

		To		
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle %

00:45 - 01:00

		To		
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.80	51.41	3.7	F	67.94	271.74
C-AB	0.41	11.32	0.7	B	54.49	217.96
C-A					226.05	904.18
A-B					37.09	148.35
A-C					60.93	243.72

Main Results for each time segment

00:00 - 00:15

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	67.94	67.94	85.35	0.796	64.79	0.0	3.2	39.347	E
C-AB	54.49	54.49	133.99	0.407	53.80	0.0	0.7	11.136	B
C-A	226.05	226.05			226.05				
A-B	37.09	37.09			37.09				
A-C	60.93	60.93			60.93				

00:15 - 00:30

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	67.94	67.94	85.02	0.799	67.59	3.2	3.5	49.591	E
C-AB	54.49	54.49	133.99	0.407	54.48	0.7	0.7	11.321	B
C-A	226.05	226.05			226.05				
A-B	37.09	37.09			37.09				
A-C	60.93	60.93			60.93				

00:30 - 00:45

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	67.94	67.94	85.01	0.799	67.80	3.5	3.6	50.874	F
C-AB	54.49	54.49	133.99	0.407	54.49	0.7	0.7	11.323	B
C-A	226.05	226.05			226.05				
A-B	37.09	37.09			37.09				
A-C	60.93	60.93			60.93				

00:45 - 01:00

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	67.94	67.94	85.01	0.799	67.86	3.6	3.7	51.405	F
C-AB	54.49	54.49	133.99	0.407	54.49	0.7	0.7	11.324	B
C-A	226.05	226.05			226.05				
A-B	37.09	37.09			37.09				
A-C	60.93	60.93			60.93				

2036 + GA2, 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	High Street / Graveley Lane	T-Junction	Two-way	Two-way	Two-way		5.24	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.24	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	2036 + GA2	PM	DIRECT	00:00	01:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

00:00 - 00:15

	To			
		A	B	C
From	A	0.00	50.89	104.09
	B	39.82	0.00	12.00
	C	101.58	54.25	0.00

Demand (Veh/TS)

00:15 - 00:30

	To			
		A	B	C
From	A	0.00	50.89	104.09
	B	39.82	0.00	12.00
	C	101.58	54.25	0.00

Demand (Veh/TS)

00:30 - 00:45

	To			
		A	B	C
From	A	0.00	50.89	104.09
	B	39.82	0.00	12.00
	C	101.58	54.25	0.00

Demand (Veh/TS)

00:45 - 01:00

	To		
	A	B	C
From	A	0.00	50.89
	B	39.82	0.00
	C	101.58	54.25

Vehicle Mix

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

Heavy Vehicle %

00:00 - 00:15

	To		
	A	B	C
From	A	10	10
	B	10	10
	C	10	10

Heavy Vehicle %

00:15 - 00:30

	To		
	A	B	C
From	A	10	10
	B	10	10
	C	10	10

Heavy Vehicle %

00:30 - 00:45

	To		
	A	B	C
From	A	10	10
	B	10	10
	C	10	10

Heavy Vehicle %

00:45 - 01:00

	To		
	A	B	C
From	A	10	10
	B	10	10
	C	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.55	21.25	1.2	C	51.82	207.27
C-AB	0.47	14.29	0.9	B	55.95	223.81
C-A					99.88	399.52
A-B					50.89	203.57
A-C					104.09	416.35

Main Results for each time segment

00:00 - 00:15

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	51.82	51.82	94.53	0.548	50.66	0.0	1.2	20.034	C
C-AB	55.95	55.95	118.99	0.470	55.07	0.0	0.9	13.907	B
C-A	99.88	99.88			99.88				
A-B	50.89	50.89			50.89				
A-C	104.09	104.09			104.09				

00:15 - 00:30

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	51.82	51.82	94.13	0.550	51.78	1.2	1.2	21.206	C
C-AB	55.95	55.95	118.99	0.470	55.94	0.9	0.9	14.275	B
C-A	99.88	99.88			99.88				
A-B	50.89	50.89			50.89				
A-C	104.09	104.09			104.09				

00:30 - 00:45

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	51.82	51.82	94.13	0.551	51.81	1.2	1.2	21.243	C
C-AB	55.95	55.95	118.99	0.470	55.95	0.9	0.9	14.280	B
C-A	99.88	99.88			99.88				
A-B	50.89	50.89			50.89				
A-C	104.09	104.09			104.09				

00:45 - 01:00

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	51.82	51.82	94.12	0.551	51.81	1.2	1.2	21.254	C
C-AB	55.95	55.95	118.99	0.470	55.95	0.9	0.9	14.285	B
C-A	99.88	99.88			99.88				
A-B	50.89	50.89			50.89				
A-C	104.09	104.09			104.09				

Junctions 10							
PICADY 10 - Priority Intersection Module							
Version: 10.1.1.1905							
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Filename: J18.j10

Path: F:\Engineer\Birmingham Jobs\19244\09-Transportation\03-Traffic Models\02-Junctions

Report generation date: 28/02/2025 11:09:45

»2036, AM

»2036, PM

»2036 + GA2, AM

»2036 + GA2, PM

Summary of junction performance

	AM				PM			
	Q (Veh)	Delay (s)	RFC	LOS	Q (Veh)	Delay (s)	RFC	LOS
2036								
Stream B-AC	2.6	26.92	0.73	D	3.9	34.61	0.80	D
Stream C-AB	0.2	6.74	0.15	A	0.1	7.09	0.06	A
2036 + GA2								
Stream B-AC	2.9	29.74	0.75	D	4.1	36.03	0.81	E
Stream C-AB	0.3	6.75	0.16	A	0.1	6.95	0.06	A

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

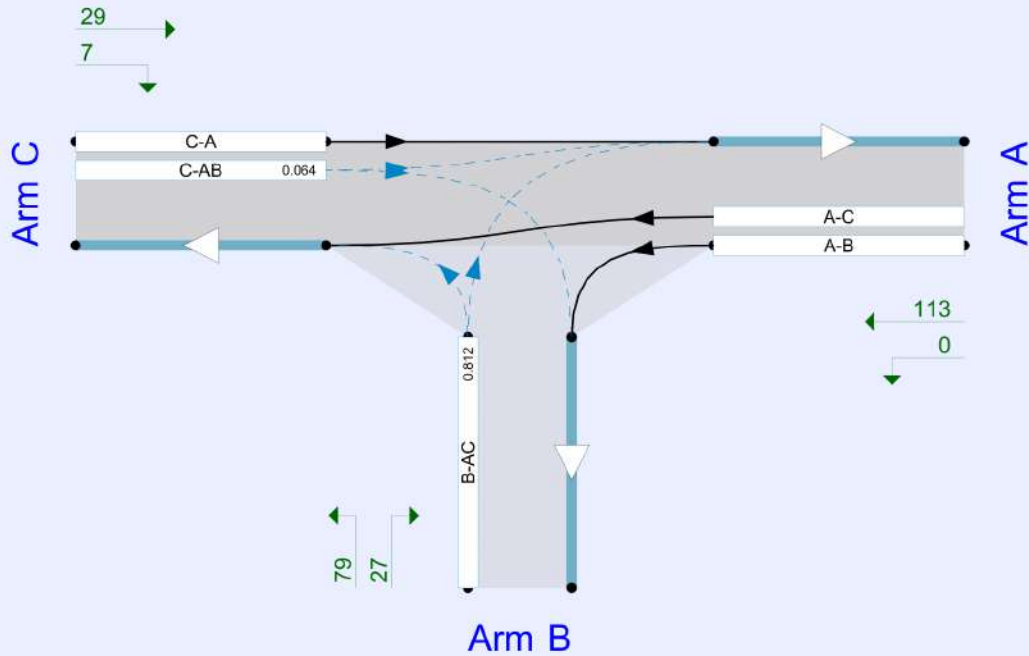
File summary

File Description

Title	
Location	
Site number	
Date	27/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	WH\i.planning
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. 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: 00:00-00:15

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q 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	2036	AM	DIRECT	00:00	01:00	60	15	✓
D2	2036	PM	DIRECT	00:00	01:00	60	15	✓
D3	2036 + GA2	AM	DIRECT	00:00	01:00	60	15	✓
D4	2036 + GA2	PM	DIRECT	00:00	01:00	60	15	✓

Analysis Set Details

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

2036, 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
18	Damask Green Rd / Hitchin Road	T-Junction	Two-way	Two-way	Two-way		11.67	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.67	B

Arms

Arms

Arm	Name	Description	Arm type
A	Damask Green Rd (S)		Major
B	Hitchin Road		Minor
C	Damask Green Rd (N)		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	8.65			87.0	✓	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	One lane	4.26	43	90

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	150.910	0.101	0.256	0.161	0.366
B-C	191.612	0.100	0.252	-	-
C-B	156.086	0.214	0.214	-	-

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	2036	AM	DIRECT	00:00	01:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

00:00 - 00:15

		To		
From		A	B	C
	A	0.00	5.25	64.50
	B	52.25	0.00	37.75
	C	44.50	17.25	0.00

Demand (Veh/TS)

00:15 - 00:30

		To		
From		A	B	C
	A	0.00	5.25	64.50
	B	52.25	0.00	37.75
	C	44.50	17.25	0.00

Demand (Veh/TS)

00:30 - 00:45

		To		
From		A	B	C
	A	0.00	5.25	64.50
	B	52.25	0.00	37.75
	C	44.50	17.25	0.00

Demand (Veh/TS)

00:45 - 01:00

		To		
From		A	B	C
	A	0.00	5.25	64.50
	B	52.25	0.00	37.75
	C	44.50	17.25	0.00

Vehicle Mix

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

Heavy Vehicle %

00:00 - 00:15

		To		
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle %

00:15 - 00:30

	To			
		A	B	C
	A	10	10	10
	B	10	10	10
From	C	10	10	10

Heavy Vehicle %

00:30 - 00:45

	To			
		A	B	C
	A	10	10	10
	B	10	10	10
From	C	10	10	10

Heavy Vehicle %

00:45 - 01:00

	To			
		A	B	C
	A	10	10	10
	B	10	10	10
From	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.73	26.92	2.6	D	90.00	360.00
C-AB	0.15	6.74	0.2	A	24.09	96.35
C-A					37.66	150.65
A-B					5.25	21.00
A-C					64.50	258.00

Main Results for each time segment

00:00 - 00:15

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	90.00	90.00	123.34	0.730	87.55	0.0	2.4	23.773	C
C-AB	24.03	24.03	157.66	0.152	23.79	0.0	0.2	6.718	A
C-A	37.72	37.72			37.72				
A-B	5.25	5.25			5.25				
A-C	64.50	64.50			64.50				

00:15 - 00:30

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	90.00	90.00	123.28	0.730	89.88	2.4	2.6	26.701	D
C-AB	24.10	24.10	157.71	0.153	24.10	0.2	0.2	6.741	A
C-A	37.65	37.65			37.65				
A-B	5.25	5.25			5.25				
A-C	64.50	64.50			64.50				

00:30 - 00:45

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	90.00	90.00	123.28	0.730	89.96	2.6	2.6	26.857	D
C-AB	24.10	24.10	157.71	0.153	24.10	0.2	0.2	6.742	A
C-A	37.65	37.65			37.65				
A-B	5.25	5.25			5.25				
A-C	64.50	64.50			64.50				

00:45 - 01:00

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	90.00	90.00	123.28	0.730	89.98	2.6	2.6	26.916	D
C-AB	24.10	24.10	157.71	0.153	24.10	0.2	0.2	6.744	A
C-A	37.65	37.65			37.65				
A-B	5.25	5.25			5.25				
A-C	64.50	64.50			64.50				

2036, 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
18	Damask Green Rd / Hitchin Road	T-Junction	Two-way	Two-way	Two-way		14.88	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	14.88	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
D2	2036	PM	DIRECT	00:00	01:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

00:00 - 00:15

	To			
From		A	B	C
	A	0.00	0.00	112.25
	B	27.00	0.00	78.75
	C	25.00	7.00	0.00

Demand (Veh/TS)

00:15 - 00:30

	To			
From		A	B	C
	A	0.00	0.00	112.25
	B	27.00	0.00	78.75
	C	25.00	7.00	0.00

Demand (Veh/TS)

00:30 - 00:45

	To			
From		A	B	C
	A	0.00	0.00	112.25
	B	27.00	0.00	78.75
	C	25.00	7.00	0.00

Demand (Veh/TS)

00:45 - 01:00

	To			
From		A	B	C
	A	0.00	0.00	112.25
	B	27.00	0.00	78.75
	C	25.00	7.00	0.00

Vehicle Mix

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

Heavy Vehicle %

00:00 - 00:15

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle %

00:15 - 00:30

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle %

00:30 - 00:45

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle %

00:45 - 01:00

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.80	34.61	3.9	D	105.75	423.00
C-AB	0.06	7.09	0.1	A	8.59	34.37
C-A					23.41	93.63
A-B					0.00	0.00
A-C					112.25	449.00

Main Results for each time segment

00:00 - 00:15

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	105.75	105.75	131.41	0.805	102.24	0.0	3.5	28.212	D
C-AB	8.58	8.58	135.67	0.063	8.49	0.0	0.1	7.075	A
C-A	23.42	23.42			23.42				
A-B	0.00	0.00			0.00				
A-C	112.25	112.25			112.25				

00:15 - 00:30

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	105.75	105.75	131.40	0.805	105.48	3.5	3.8	33.910	D
C-AB	8.60	8.60	135.68	0.063	8.60	0.1	0.1	7.086	A
C-A	23.40	23.40			23.40				
A-B	0.00	0.00			0.00				
A-C	112.25	112.25			112.25				

00:30 - 00:45

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	105.75	105.75	131.40	0.805	105.64	3.8	3.9	34.410	D
C-AB	8.60	8.60	135.68	0.063	8.60	0.1	0.1	7.083	A
C-A	23.40	23.40			23.40				
A-B	0.00	0.00			0.00				
A-C	112.25	112.25			112.25				

00:45 - 01:00

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	105.75	105.75	131.40	0.805	105.69	3.9	3.9	34.610	D
C-AB	8.60	8.60	135.68	0.063	8.60	0.1	0.1	7.083	A
C-A	23.40	23.40			23.40				
A-B	0.00	0.00			0.00				
A-C	112.25	112.25			112.25				

2036 + GA2, 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
18	Damask Green Rd / Hitchin Road	T-Junction	Two-way	Two-way	Two-way		12.14	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.14	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
D3	2036 + GA2	AM	DIRECT	00:00	01:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

00:00 - 00:15

	To			
From		A	B	C
	A	0.00	5.93	73.34
	B	52.53	0.00	37.75
	C	48.19	17.25	0.00

Demand (Veh/TS)

00:15 - 00:30

	To			
From		A	B	C
	A	0.00	5.93	73.34
	B	52.53	0.00	37.75
	C	48.19	17.25	0.00

Demand (Veh/TS)

00:30 - 00:45

	To			
From		A	B	C
	A	0.00	5.93	73.34
	B	52.53	0.00	37.75
	C	48.19	17.25	0.00

Demand (Veh/TS)

00:45 - 01:00

		To		
From		A	B	C
	A	0.00	5.93	73.34
	B	52.53	0.00	37.75
	C	48.19	17.25	0.00

Vehicle Mix

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

Heavy Vehicle %

00:00 - 00:15

		To		
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle %

00:15 - 00:30

		To		
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle %

00:30 - 00:45

		To		
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle %

00:45 - 01:00

		To		
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.75	29.74	2.9	D	90.28	361.14
C-AB	0.16	6.75	0.3	A	24.85	99.41
C-A					40.58	162.34
A-B					5.93	23.72
A-C					73.34	293.35

Main Results for each time segment

00:00 - 00:15

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	90.28	90.28	120.41	0.750	87.61	0.0	2.7	25.707	D
C-AB	24.79	24.79	158.40	0.157	24.53	0.0	0.3	6.719	A
C-A	40.64	40.64			40.64				
A-B	5.93	5.93			5.93				
A-C	73.34	73.34			73.34				

00:15 - 00:30

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	90.28	90.28	120.35	0.750	90.13	2.7	2.8	29.441	D
C-AB	24.87	24.87	158.46	0.157	24.87	0.3	0.3	6.743	A
C-A	40.56	40.56			40.56				
A-B	5.93	5.93			5.93				
A-C	73.34	73.34			73.34				

00:30 - 00:45

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	90.28	90.28	120.35	0.750	90.23	2.8	2.9	29.651	D
C-AB	24.87	24.87	158.46	0.157	24.87	0.3	0.3	6.746	A
C-A	40.56	40.56			40.56				
A-B	5.93	5.93			5.93				
A-C	73.34	73.34			73.34				

00:45 - 01:00

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	90.28	90.28	120.35	0.750	90.25	2.9	2.9	29.738	D
C-AB	24.87	24.87	158.46	0.157	24.87	0.3	0.3	6.743	A
C-A	40.56	40.56			40.56				
A-B	5.93	5.93			5.93				
A-C	73.34	73.34			73.34				

2036 + GA2, 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
18	Damask Green Rd / Hitchin Road	T-Junction	Two-way	Two-way	Two-way		15.18	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	15.18	C

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	2036 + GA2	PM	DIRECT	00:00	01:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

00:00 - 00:15

	To			
		A	B	C
From	A	0.00	0.09	113.39
	B	27.33	0.00	78.75
	C	29.32	7.00	0.00

Demand (Veh/TS)

00:15 - 00:30

	To			
		A	B	C
From	A	0.00	0.09	113.39
	B	27.33	0.00	78.75
	C	29.32	7.00	0.00

Demand (Veh/TS)

00:30 - 00:45

	To			
		A	B	C
From	A	0.00	0.09	113.39
	B	27.33	0.00	78.75
	C	29.32	7.00	0.00

Demand (Veh/TS)

00:45 - 01:00

	To			
From		A	B	C
	A	0.00	0.09	113.39
	B	27.33	0.00	78.75
	C	29.32	7.00	0.00

Vehicle Mix

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

Heavy Vehicle %

00:00 - 00:15

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle %

00:15 - 00:30

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle %

00:30 - 00:45

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle %

00:45 - 01:00

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.81	36.03	4.1	E	106.08	424.33
C-AB	0.06	6.95	0.1	A	8.89	35.58
C-A					27.42	109.69
A-B					0.09	0.35
A-C					113.39	453.57

Main Results for each time segment

00:00 - 00:15

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	106.08	106.08	130.69	0.812	102.45	0.0	3.6	29.006	D
C-AB	8.88	8.88	138.50	0.064	8.79	0.0	0.1	6.937	A
C-A	27.44	27.44			27.44				
A-B	0.09	0.09			0.09				
A-C	113.39	113.39			113.39				

00:15 - 00:30

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	106.08	106.08	130.67	0.812	105.79	3.6	3.9	35.214	E
C-AB	8.90	8.90	138.51	0.064	8.90	0.1	0.1	6.948	A
C-A	27.42	27.42			27.42				
A-B	0.09	0.09			0.09				
A-C	113.39	113.39			113.39				

00:30 - 00:45

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	106.08	106.08	130.67	0.812	105.97	3.9	4.0	35.794	E
C-AB	8.90	8.90	138.51	0.064	8.90	0.1	0.1	6.945	A
C-A	27.42	27.42			27.42				
A-B	0.09	0.09			0.09				
A-C	113.39	113.39			113.39				

00:45 - 01:00

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	106.08	106.08	130.67	0.812	106.02	4.0	4.1	36.033	E
C-AB	8.90	8.90	138.51	0.064	8.90	0.1	0.1	6.948	A
C-A	27.42	27.42			27.42				
A-B	0.09	0.09			0.09				
A-C	113.39	113.39			113.39				

