APPENDIX K. Traffic Modelling

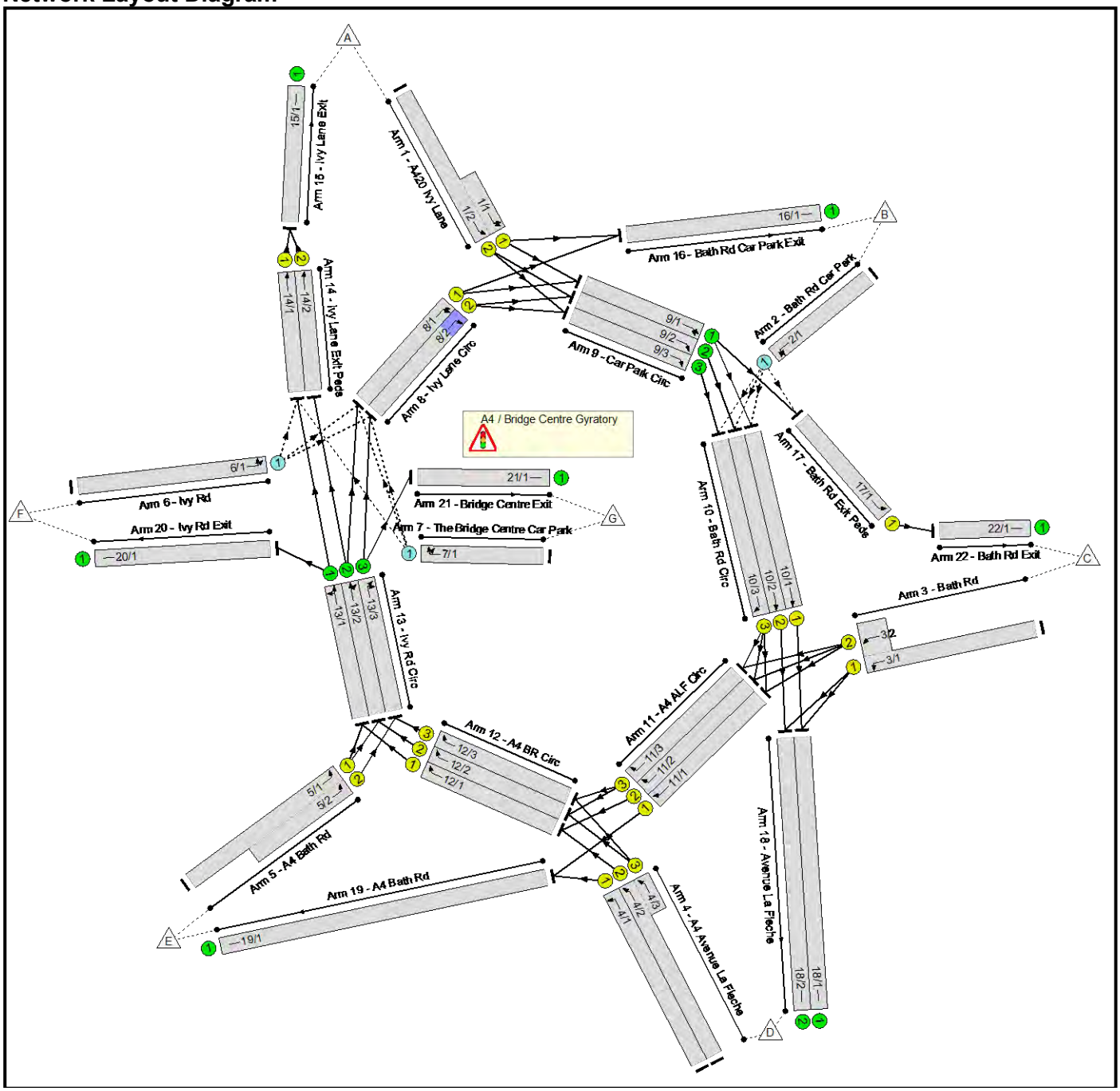
Full Input Data And Results

User and Project Details

Project:	**ITB19912**
Title:	**The Bridge Centre Gyratory**
Location:	Chippenham, Wilts
Date Started:	25.06.2026
Model Purpose:	Existing Layout
Model Assumptions:	Signal Specs (2219)
Additional detail:	
File name:	A4 Bridge Centre Gyratory.lsg3x
Author:	Jon Wilkinson
Company:	iTransport
Address:	Manchester

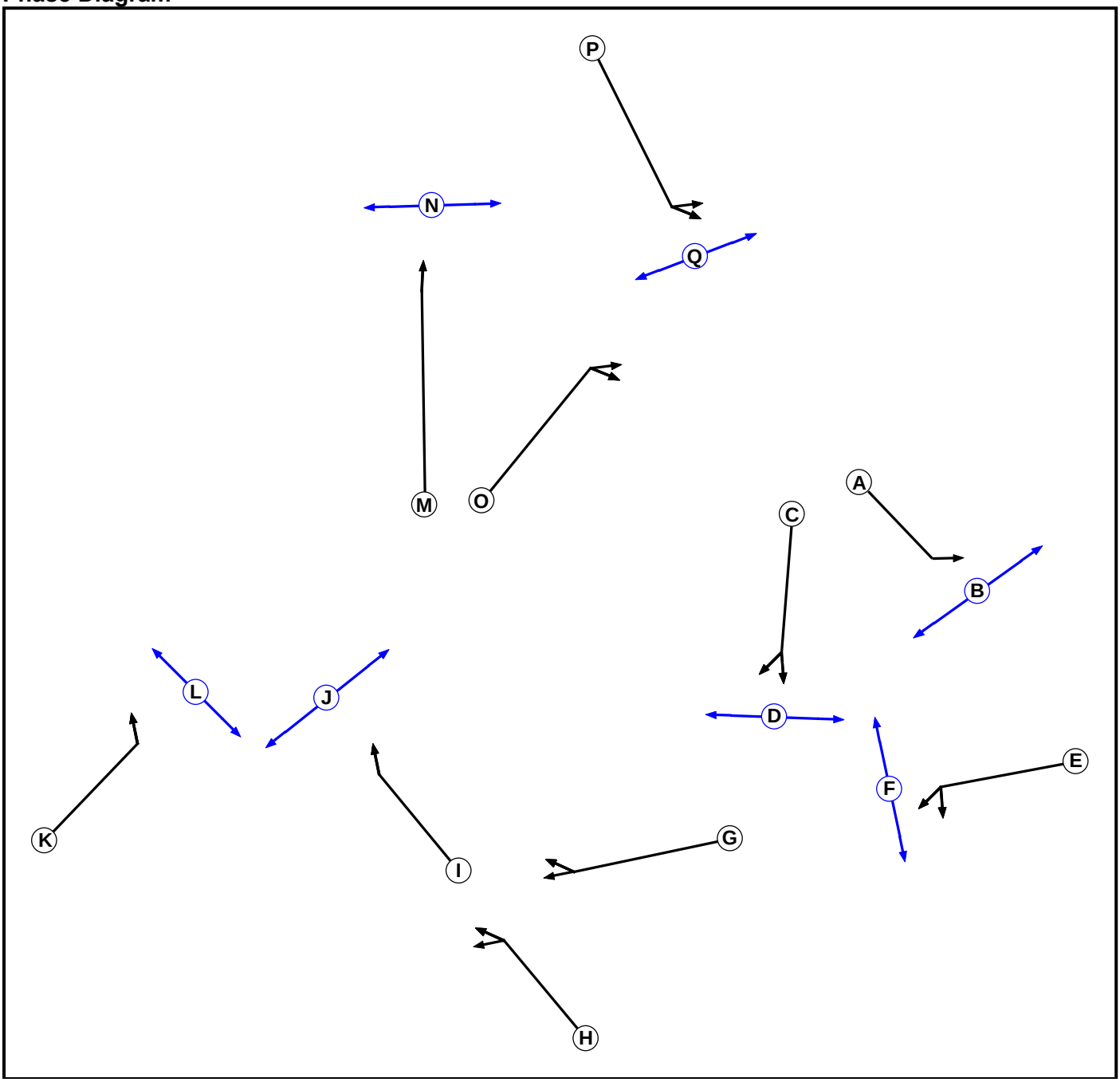
Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Pedestrian	1		6	6
C	Traffic	2		7	7
D	Pedestrian	2		6	6
E	Traffic	2		7	7
F	Pedestrian	2		6	6
G	Traffic	3		7	7
H	Traffic	3		7	7
I	Traffic	4		7	7
J	Pedestrian	4		6	6
K	Traffic	4		7	7
L	Pedestrian	4		6	6
M	Traffic	5		7	7
N	Pedestrian	5		6	6
O	Traffic	6		7	3
P	Traffic	6		7	7
Q	Pedestrian	6		6	6

Full Input Data And Results

Phase Intergreens Matrix

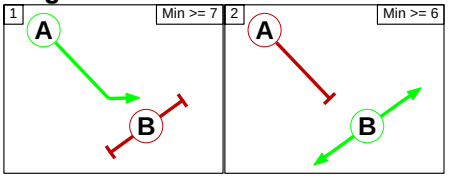
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
A		5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
B	7		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
C	-	-		5	5	-	-	-	-	-	-	-	-	-	-	-	-
D	-	-	10		-	-	-	-	-	-	-	-	-	-	-	-	-
E	-	-	5	-		5	-	-	-	-	-	-	-	-	-	-	-
F	-	-	-	-	10		-	-	-	-	-	-	-	-	-	-	-
G	-	-	-	-	-	-		5	-	-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

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C F
2	2	D E
3	1	G
3	2	H
4	1	J K
4	2	I L
5	1	M
5	2	N
6	1	O Q
6	2	P

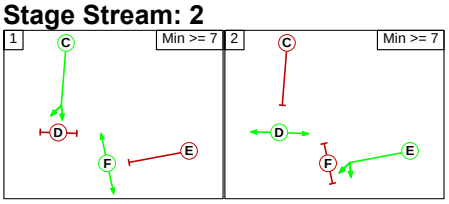
Stage Diagram

Stage Stream: 1

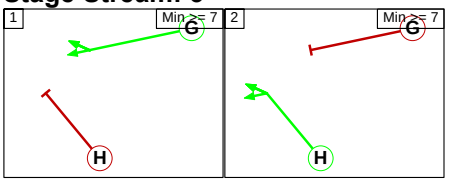


Full Input Data And Results

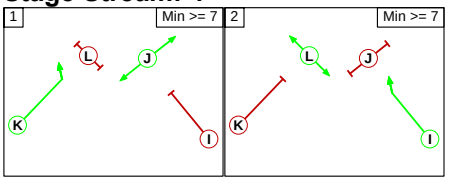
Stage Stream: 2



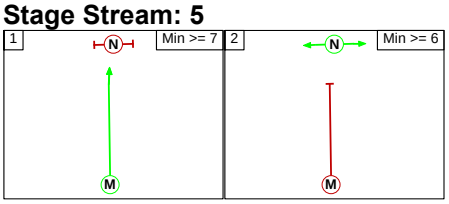
Stage Stream: 3



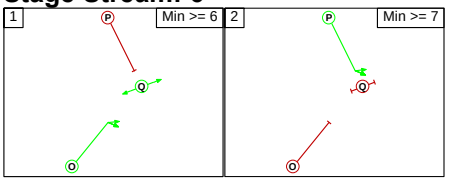
Stage Stream: 4



Stage Stream: 5



Stage Stream: 6



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Stage Stream: 3

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

Stage Stream: 4

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

Full Input Data And Results

Stage Stream: 5

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

Stage Stream: 6

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	O	Losing	4	4

Prohibited Stage Change

Stage Stream: 1

From Stage \ To Stage	1	2
1		5
2	7	

Stage Stream: 2

From Stage \ To Stage	1	2
1		10
2	10	

Stage Stream: 3

From Stage \ To Stage	1	2
1		5
2	5	

Stage Stream: 4

From Stage \ To Stage	1	2
1		10
2	10	

Stage Stream: 5

From Stage \ To Stage	1	2
1		5
2	8	

Stage Stream: 6

From Stage \ To Stage	1	2
1		9
2	5	

Full Input Data And Results

Give-Way Lane Input Data

Full Input Data And Results

Junction: A4 / Bridge Centre Gyratory

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
2/1 (Bath Rd Car Park)	10/1 (Left)	1137	0	9/1	0.45	All	-	-	-	-	-
				9/2	0.45	All					
				9/3	0.45	All					
	10/2 (Left)	1137	0	9/1	0.45	All					
				9/2	0.45	All					
				9/3	0.45	All					
	10/3 (Left)	1137	0	9/1	0.45	All					
				9/2	0.45	All					
				9/3	0.45	All					
6/1 (Ivy Rd)	17/1 (Left)	1137	0	9/1	0.45	To 17/1 (Ahead)	-	-	-	-	-
	8/1 (Ahead)	689	0	13/1	0.08	All					
				13/2	0.08	All					
				13/3	0.08	All					
	8/2 (Ahead)	689	0	13/1	0.08	All					
				13/2	0.08	All					
				13/3	0.08	All					
7/1 (The Bridge Centre Car Park)	14/1 (Left)	689	0	13/1	0.08	All	-	-	-	-	-
	8/1 (Right)	532	0	13/2	0.05	All					
				13/3	0.05	All					
				6/1	0.05	To 8/1 (Ahead) To 8/2 (Ahead)					
	8/2 (Right)	532	0	13/2	0.05	All					
				13/3	0.05	All					

Full Input Data And Results

				6/1	0.05	To 8/1 (Ahead) To 8/2 (Ahead)					
	14/1 (Right)	532	0	13/1	0.05	All					
				13/2	0.05	All					
				13/3	0.05	All					
				6/1	0.05	All					

Full Input Data And Results

Lane Input Data

Full Input Data And Results

Junction: A4 / Bridge Centre Gyratory

Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (A420 Ivy Lane)	U	P	2	3	5.6	User	1900	-	-	-	-	-
1/2 (A420 Ivy Lane)	U	P	2	3	60.0	User	1900	-	-	-	-	-
2/1 (Bath Rd Car Park)	O		2	3	60.0	Inf	-	-	-	-	-	-
3/1 (Bath Rd)	U	E	2	3	60.0	User	1900	-	-	-	-	-
3/2 (Bath Rd)	U	E	2	3	2.6	User	3800	-	-	-	-	-
4/1 (A4 Avenue La Fleche)	U	H	2	3	19.1	User	1900	-	-	-	-	-
4/2 (A4 Avenue La Fleche)	U	H	2	3	19.1	User	1900	-	-	-	-	-
4/3 (A4 Avenue La Fleche)	U	H	2	3	3.5	User	1900	-	-	-	-	-
5/1 (A4 Bath Rd)	U	K	2	3	60.0	User	1900	-	-	-	-	-
5/2 (A4 Bath Rd)	U	K	2	3	10.4	User	1900	-	-	-	-	-
6/1 (Ivy Rd)	O		2	3	60.0	User	1900	-	-	-	-	-
7/1 (The Bridge Centre Car Park)	O		2	3	60.0	User	1900	-	-	-	-	-
8/1 (Ivy Lane Circ)	U	O	2	3	8.9	User	1900	-	-	-	-	-
8/2 (Ivy Lane Circ)	U	O	2	3	8.0	User	1900	-	-	-	-	-
9/1 (Car Park Circ)	U		2	3	7.8	User	1900	-	-	-	-	-
9/2 (Car Park Circ)	U		2	3	7.8	User	1900	-	-	-	-	-
9/3 (Car Park Circ)	U		2	3	7.8	User	1900	-	-	-	-	-
10/1 (Bath Rd Circ)	U	C	2	3	9.4	User	1900	-	-	-	-	-

Full Input Data And Results

10/2 (Bath Rd Circ)	U	C	2	3	9.4	User	1900	-	-	-	-	-
10/3 (Bath Rd Circ)	U	C	2	3	9.4	User	1900	-	-	-	-	-
11/1 (A4 ALF Circ)	U	G	2	3	7.8	User	1900	-	-	-	-	-
11/2 (A4 ALF Circ)	U	G	2	3	7.8	User	1900	-	-	-	-	-
11/3 (A4 ALF Circ)	U	G	2	3	7.8	User	1900	-	-	-	-	-
12/1 (A4 BR Circ)	U	I	2	3	6.4	User	1900	-	-	-	-	-
12/2 (A4 BR Circ)	U	I	2	3	6.4	User	1900	-	-	-	-	-
12/3 (A4 BR Circ)	U	I	2	3	6.4	Geom	-	3.40	0.00	Y	Arm 13 Right	22.00
13/1 (Ivy Rd Circ)	U		2	3	9.0	User	1900	-	-	-	-	-
13/2 (Ivy Rd Circ)	U		2	3	9.0	User	1900	-	-	-	-	-
13/3 (Ivy Rd Circ)	U		2	3	9.0	User	1900	-	-	-	-	-
14/1 (Ivy Lane Exit Peds)	U	M	2	3	8.5	User	1900	-	-	-	-	-
14/2 (Ivy Lane Exit Peds)	U	M	2	3	8.5	User	1900	-	-	-	-	-
15/1 (Ivy Lane Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
16/1 (Bath Rd Car Park Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
17/1 (Bath Rd Exit Peds)	U	A	2	3	8.2	User	1900	-	-	-	-	-
18/1 (Avenue La Fleche)	U		2	3	8.3	User	1900	-	-	-	-	-
18/2 (Avenue La Fleche)	U		2	3	8.3	User	1900	-	-	-	-	-
19/1 (A4 Bath Rd)	U		2	3	60.0	Inf	-	-	-	-	-	-
20/1 (Ivy Rd Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
21/1 (Bridge Centre Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

22/1 (Bath Rd Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2024 Surveys AM'	07:30	08:30	01:00	
2: '2024 Surveys PM'	16:45	17:45	01:00	
5: '2029 Base + Committed AM'	07:30	08:30	01:00	
6: '2029 Base + Committed PM'	16:45	17:45	01:00	
7: '2029 Base + Committed + Development AM'	07:30	08:30	01:00	
8: '2029 Base + Committed + Development PM'	16:45	17:45	01:00	
13: '2036 Base + Committed AM'	07:30	08:30	01:00	
14: '2036 Base + Committed PM'	16:45	17:45	01:00	
17: '2036 Base + Committed + Development + Cumulative AM'	07:30	08:30	01:00	
18: '2036 Base + Committed + Development + Cumulative PM'	16:45	17:45	01:00	

Scenario 1: '2024 Survey AM' (FG1: '2024 Surveys AM', Plan 1: 'Network Plan')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	0	1	425	120	8	0	554
	B	1	0	3	1	4	0	0	9
	C	91	2	0	63	140	1	0	297
	D	736	18	58	0	543	4	0	1359
	E	171	23	172	626	0	9	0	1001
	F	10	0	0	5	1	0	0	16
	G	0	0	0	0	0	0	0	0
	Tot.	1009	43	234	1120	808	22	0	3236

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 1: 2024 Survey AM
Junction: A4 / Bridge Centre Gyratory	
1/1 (short)	230
1/2 (with short)	554(In) 324(Out)
2/1	9
3/1 (with short)	297(In) 63(Out)
3/2 (short)	234
4/1	543
4/2 (with short)	816(In) 329(Out)
4/3 (short)	487
5/1 (with short)	1001(In) 503(Out)
5/2 (short)	498
6/1	16
7/1	0
8/1	406
8/2	499
9/1	593
9/2	694
9/3	129
10/1	363
10/2	694
10/3	134
11/1	265
11/2	100
11/3	3
12/1	429
12/2	490
12/3	0
13/1	453
13/2	969
13/3	498
14/1	441
14/2	568
15/1	1009
16/1	43
17/1	234
18/1	398
18/2	722
19/1	808

Full Input Data And Results

20/1	22
21/1	0
22/1	234

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A4 / Bridge Centre Gyratory								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A420 Ivy Lane Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A420 Ivy Lane Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Bath Rd Car Park Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Bath Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (Bath Rd Lane 2)	This lane uses a directly entered Saturation Flow						3800	3800
4/1 (A4 Avenue La Fleche Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A4 Avenue La Fleche Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A4 Avenue La Fleche Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (A4 Bath Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (A4 Bath Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (Ivy Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (The Bridge Centre Car Park Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (Ivy Lane Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (Ivy Lane Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (Car Park Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (Car Park Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/3 (Car Park Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (Bath Rd Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
10/2 (Bath Rd Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/3 (Bath Rd Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
11/1 (A4 ALF Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
11/2 (A4 ALF Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
11/3 (A4 ALF Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
12/1 (A4 BR Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

Full Input Data And Results

12/2 (A4 BR Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
12/3 (A4 BR Circ)	3.40	0.00	Y	Arm 13 Right	22.00	0.0 %	1955	1955
13/1 (Ivy Rd Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
13/2 (Ivy Rd Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
13/3 (Ivy Rd Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
14/1 (Ivy Lane Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
14/2 (Ivy Lane Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
15/1 (Ivy Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
16/1 (Bath Rd Car Park Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
17/1 (Bath Rd Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
18/1 (Avenue La Fleche Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
18/2 (Avenue La Fleche Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
19/1 (A4 Bath Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
20/1 (Ivy Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
21/1 (Bridge Centre Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
22/1 (Bath Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2024 Survey PM' (FG2: '2024 Surveys PM', Plan 1: 'Network Plan')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	0	0	506	127	3	0	636
	B	29	0	7	16	22	0	0	74
	C	23	0	1	240	194	2	0	460
	D	668	8	129	0	497	6	0	1308
	E	112	21	187	771	0	13	0	1104
	F	6	0	0	6	2	0	0	14
	G	0	0	0	0	0	0	0	0
	Tot.	838	29	324	1539	842	24	0	3596

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 2: 2024 Survey PM
Junction: A4 / Bridge Centre Gyratory	
1/1 (short)	315
1/2 (with short)	636(In) 321(Out)
2/1	74
3/1 (with short)	460(In) 240(Out)
3/2 (short)	220
4/1	497
4/2 (with short)	811(In) 366(Out)
4/3 (short)	445
5/1 (with short)	1104(In) 543(Out)
5/2 (short)	561
6/1	14
7/1	0
8/1	557
8/2	568
9/1	843
9/2	757
9/3	132
10/1	533
10/2	766
10/3	183
11/1	345
11/2	56
11/3	2
12/1	422
12/2	447
12/3	0
13/1	439
13/2	973
13/3	561
14/1	421
14/2	417
15/1	838
16/1	29
17/1	324
18/1	678
18/2	861
19/1	842

Full Input Data And Results

20/1	24
21/1	0
22/1	324

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A4 / Bridge Centre Gyratory								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A420 Ivy Lane Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A420 Ivy Lane Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Bath Rd Car Park Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Bath Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (Bath Rd Lane 2)	This lane uses a directly entered Saturation Flow						3800	3800
4/1 (A4 Avenue La Fleche Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A4 Avenue La Fleche Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A4 Avenue La Fleche Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (A4 Bath Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (A4 Bath Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (Ivy Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (The Bridge Centre Car Park Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (Ivy Lane Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (Ivy Lane Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (Car Park Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (Car Park Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/3 (Car Park Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (Bath Rd Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
10/2 (Bath Rd Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/3 (Bath Rd Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
11/1 (A4 ALF Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
11/2 (A4 ALF Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
11/3 (A4 ALF Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
12/1 (A4 BR Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

12/2 (A4 BR Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
12/3 (A4 BR Circ)	3.40	0.00	Y	Arm 13 Right	22.00	0.0 %	1955	1955
13/1 (Ivy Rd Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
13/2 (Ivy Rd Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
13/3 (Ivy Rd Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
14/1 (Ivy Lane Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
14/2 (Ivy Lane Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
15/1 (Ivy Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
16/1 (Bath Rd Car Park Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
17/1 (Bath Rd Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
18/1 (Avenue La Fleche Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
18/2 (Avenue La Fleche Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
19/1 (A4 Bath Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
20/1 (Ivy Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
21/1 (Bridge Centre Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
22/1 (Bath Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2029 Base + Committed AM' (FG5: '2029 Base + Committed AM', Plan 1: 'Network Plan')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	0	1	493	179	8	0	681
	B	1	0	5	1	4	0	0	11
	C	93	2	0	68	145	1	0	309
	D	782	20	61	0	680	4	0	1547
	E	206	23	176	727	0	9	0	1141
	F	10	0	0	5	1	0	0	16
	G	0	0	0	0	0	0	0	0
	Tot.	1092	45	243	1294	1009	22	0	3705

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 5: 2029 Base + Committed AM
Junction: A4 / Bridge Centre Gyratory	
1/1 (short)	348
1/2 (with short)	681(In) 333(Out)
2/1	11
3/1 (with short)	309(In) 68(Out)
3/2 (short)	241
4/1	680
4/2 (with short)	867(In) 342(Out)
4/3 (short)	525
5/1 (with short)	1141(In) 579(Out)
5/2 (short)	562
6/1	16
7/1	0
8/1	447
8/2	568
9/1	750
9/2	713
9/3	188
10/1	512
10/2	714
10/3	193
11/1	329
11/2	102
11/3	3
12/1	444
12/2	528
12/3	0
13/1	497
13/2	1054
13/3	562
14/1	485
14/2	607
15/1	1092
16/1	45
17/1	243
18/1	549
18/2	745

Full Input Data And Results

19/1	1009
20/1	22
21/1	0
22/1	243

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A4 / Bridge Centre Gyratory								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A420 Ivy Lane Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A420 Ivy Lane Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Bath Rd Car Park Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Bath Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (Bath Rd Lane 2)	This lane uses a directly entered Saturation Flow						3800	3800
4/1 (A4 Avenue La Fleche Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A4 Avenue La Fleche Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A4 Avenue La Fleche Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (A4 Bath Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (A4 Bath Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (Ivy Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (The Bridge Centre Car Park Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (Ivy Lane Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (Ivy Lane Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (Car Park Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (Car Park Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/3 (Car Park Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (Bath Rd Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
10/2 (Bath Rd Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/3 (Bath Rd Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
11/1 (A4 ALF Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
11/2 (A4 ALF Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
11/3 (A4 ALF Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
12/1 (A4 BR Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

12/2 (A4 BR Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
12/3 (A4 BR Circ)	3.40	0.00	Y	Arm 13 Right	22.00	0.0 %	1955	1955
13/1 (Ivy Rd Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
13/2 (Ivy Rd Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
13/3 (Ivy Rd Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
14/1 (Ivy Lane Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
14/2 (Ivy Lane Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
15/1 (Ivy Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
16/1 (Bath Rd Car Park Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
17/1 (Bath Rd Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
18/1 (Avenue La Fleche Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
18/2 (Avenue La Fleche Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
19/1 (A4 Bath Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
20/1 (Ivy Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
21/1 (Bridge Centre Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
22/1 (Bath Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2029 Base + Committed PM' (FG6: '2029 Base + Committed PM', Plan 1: 'Network Plan')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	0	0	556	173	3	0	732
	B	30	0	7	16	22	0	0	75
	C	25	0	1	245	200	2	0	473
	D	715	8	132	0	547	6	0	1408
	E	164	21	191	840	0	13	0	1229
	F	6	0	0	6	2	0	0	14
	G	0	0	0	0	0	0	0	0
	Tot.	940	29	331	1663	944	24	0	3931

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 6: 2029 Base + Committed PM
Junction: A4 / Bridge Centre Gyratory	
1/1 (short)	326
1/2 (with short)	732(In) 406(Out)
2/1	75
3/1 (with short)	473(In) 245(Out)
3/2 (short)	228
4/1	547
4/2 (with short)	861(In) 394(Out)
4/3 (short)	467
5/1 (with short)	1229(In) 625(Out)
5/2 (short)	604
6/1	14
7/1	0
8/1	594
8/2	607
9/1	891
9/2	835
9/3	178
10/1	583
10/2	835
10/3	230
11/1	397
11/2	58
11/3	3
12/1	452
12/2	470
12/3	0
13/1	479
13/2	1068
13/3	604
14/1	461
14/2	479
15/1	940
16/1	29
17/1	331
18/1	739
18/2	924

Full Input Data And Results

19/1	944
20/1	24
21/1	0
22/1	331

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A4 / Bridge Centre Gyratory								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A420 Ivy Lane Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A420 Ivy Lane Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Bath Rd Car Park Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Bath Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (Bath Rd Lane 2)	This lane uses a directly entered Saturation Flow						3800	3800
4/1 (A4 Avenue La Fleche Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A4 Avenue La Fleche Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A4 Avenue La Fleche Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (A4 Bath Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (A4 Bath Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (Ivy Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (The Bridge Centre Car Park Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (Ivy Lane Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (Ivy Lane Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (Car Park Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (Car Park Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/3 (Car Park Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (Bath Rd Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
10/2 (Bath Rd Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/3 (Bath Rd Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
11/1 (A4 ALF Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
11/2 (A4 ALF Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
11/3 (A4 ALF Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
12/1 (A4 BR Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

12/2 (A4 BR Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
12/3 (A4 BR Circ)	3.40	0.00	Y	Arm 13 Right	22.00	0.0 %	1955	1955
13/1 (Ivy Rd Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
13/2 (Ivy Rd Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
13/3 (Ivy Rd Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
14/1 (Ivy Lane Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
14/2 (Ivy Lane Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
15/1 (Ivy Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
16/1 (Bath Rd Car Park Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
17/1 (Bath Rd Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
18/1 (Avenue La Fleche Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
18/2 (Avenue La Fleche Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
19/1 (A4 Bath Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
20/1 (Ivy Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
21/1 (Bridge Centre Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
22/1 (Bath Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2029 Base + Committed + Development AM' (FG7: '2029 Base + Committed + Development AM', Plan 1: 'Network Plan')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	0	1	507	179	8	0	695
	B	1	0	5	1	4	0	0	11
	C	93	2	0	68	145	1	0	309
	D	832	20	61	0	731	4	0	1648
	E	206	23	176	740	0	9	0	1154
	F	10	0	0	5	1	0	0	16
	G	0	0	0	0	0	0	0	0
	Tot.	1142	45	243	1321	1060	22	0	3833

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 7: 2029 Base + Committed + Development AM
Junction: A4 / Bridge Centre Gyratory	
1/1 (short)	348
1/2 (with short)	695(In) 347(Out)
2/1	11
3/1 (with short)	309(In) 68(Out)
3/2 (short)	241
4/1	731
4/2 (with short)	917(In) 372(Out)
4/3 (short)	545
5/1 (with short)	1154(In) 591(Out)
5/2 (short)	563
6/1	16
7/1	0
8/1	459
8/2	569
9/1	762
9/2	728
9/3	188
10/1	524
10/2	729
10/3	193
11/1	329
11/2	101
11/3	4
12/1	473
12/2	549
12/3	0
13/1	504
13/2	1109
13/3	563
14/1	492
14/2	650
15/1	1142
16/1	45
17/1	243
18/1	559
18/2	762

Full Input Data And Results

19/1	1060
20/1	22
21/1	0
22/1	243

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A4 / Bridge Centre Gyratory								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A420 Ivy Lane Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A420 Ivy Lane Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Bath Rd Car Park Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Bath Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (Bath Rd Lane 2)	This lane uses a directly entered Saturation Flow						3800	3800
4/1 (A4 Avenue La Fleche Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A4 Avenue La Fleche Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A4 Avenue La Fleche Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (A4 Bath Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (A4 Bath Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (Ivy Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (The Bridge Centre Car Park Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (Ivy Lane Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (Ivy Lane Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (Car Park Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (Car Park Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/3 (Car Park Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (Bath Rd Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
10/2 (Bath Rd Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/3 (Bath Rd Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
11/1 (A4 ALF Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
11/2 (A4 ALF Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
11/3 (A4 ALF Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
12/1 (A4 BR Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

12/2 (A4 BR Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
12/3 (A4 BR Circ)	3.40	0.00	Y	Arm 13 Right	22.00	0.0 %	1955	1955
13/1 (Ivy Rd Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
13/2 (Ivy Rd Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
13/3 (Ivy Rd Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
14/1 (Ivy Lane Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
14/2 (Ivy Lane Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
15/1 (Ivy Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
16/1 (Bath Rd Car Park Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
17/1 (Bath Rd Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
18/1 (Avenue La Fleche Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
18/2 (Avenue La Fleche Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
19/1 (A4 Bath Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
20/1 (Ivy Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
21/1 (Bridge Centre Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
22/1 (Bath Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2029 Base + Committed + Development PM' (FG8: '2029 Base + Committed + Development PM', Plan 1: 'Network Plan')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	0	0	592	173	3	0	768
	B	30	0	7	16	22	0	0	75
	C	25	0	1	245	200	2	0	473
	D	731	8	132	0	564	6	0	1441
	E	165	21	191	877	0	13	0	1267
	F	6	0	0	6	2	0	0	14
	G	0	0	0	0	0	0	0	0
	Tot.	957	29	331	1736	961	24	0	4038

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 8: 2029 Base + Committed + Development PM
Junction: A4 / Bridge Centre Gyratory	
1/1 (short)	364
1/2 (with short)	768(In) 404(Out)
2/1	75
3/1 (with short)	473(In) 245(Out)
3/2 (short)	228
4/1	564
4/2 (with short)	877(In) 434(Out)
4/3 (short)	443
5/1 (with short)	1267(In) 636(Out)
5/2 (short)	631
6/1	14
7/1	0
8/1	602
8/2	636
9/1	937
9/2	862
9/3	178
10/1	629
10/2	862
10/3	230
11/1	397
11/2	38
11/3	23
12/1	472
12/2	466
12/3	0
13/1	555
13/2	1019
13/3	631
14/1	537
14/2	420
15/1	957
16/1	29
17/1	331
18/1	815
18/2	921

Full Input Data And Results

19/1	961
20/1	24
21/1	0
22/1	331

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A4 / Bridge Centre Gyratory								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A420 Ivy Lane Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A420 Ivy Lane Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Bath Rd Car Park Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Bath Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (Bath Rd Lane 2)	This lane uses a directly entered Saturation Flow						3800	3800
4/1 (A4 Avenue La Fleche Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A4 Avenue La Fleche Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A4 Avenue La Fleche Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (A4 Bath Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (A4 Bath Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (Ivy Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (The Bridge Centre Car Park Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (Ivy Lane Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (Ivy Lane Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (Car Park Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (Car Park Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/3 (Car Park Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (Bath Rd Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
10/2 (Bath Rd Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/3 (Bath Rd Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
11/1 (A4 ALF Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
11/2 (A4 ALF Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
11/3 (A4 ALF Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
12/1 (A4 BR Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

12/2 (A4 BR Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
12/3 (A4 BR Circ)	3.40	0.00	Y	Arm 13 Right	22.00	0.0 %	1955	1955
13/1 (Ivy Rd Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
13/2 (Ivy Rd Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
13/3 (Ivy Rd Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
14/1 (Ivy Lane Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
14/2 (Ivy Lane Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
15/1 (Ivy Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
16/1 (Bath Rd Car Park Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
17/1 (Bath Rd Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
18/1 (Avenue La Fleche Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
18/2 (Avenue La Fleche Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
19/1 (A4 Bath Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
20/1 (Ivy Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
21/1 (Bridge Centre Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
22/1 (Bath Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2029 Base + Committed + Development + Cumulative AM' (FG9: '2029 Base + Committed + Development + Cumulative AM', Plan 1: 'Network Plan')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	0	1	514	184	8	0	707
	B	1	0	5	1	4	0	0	11
	C	93	2	0	68	145	1	0	309
	D	868	21	61	0	775	7	0	1732
	E	206	23	176	787	12	9	0	1213
	F	10	0	0	5	1	0	0	16
	G	0	0	0	0	0	0	0	0
	Tot.	1178	46	243	1375	1121	25	0	3988

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 9: 2029 Base + Committed + Development + Cumulative AM
Junction: A4 / Bridge Centre Gyratory	
1/1 (short)	512
1/2 (with short)	707(In) 195(Out)
2/1	11
3/1 (with short)	309(In) 68(Out)
3/2 (short)	241
4/1	775
4/2 (with short)	957(In) 501(Out)
4/3 (short)	456
5/1 (with short)	1213(In) 607(Out)
5/2 (short)	606
6/1	16
7/1	0
8/1	476
8/2	612
9/1	942
9/2	602
9/3	205
10/1	705
10/2	602
10/3	210
11/1	346
11/2	103
11/3	2
12/1	604
12/2	458
12/3	0
13/1	633
13/2	1036
13/3	606
14/1	618
14/2	560
15/1	1178
16/1	46
17/1	243
18/1	730

Full Input Data And Results

18/2	645
19/1	1121
20/1	25
21/1	0
22/1	243

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A4 / Bridge Centre Gyratory								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A420 Ivy Lane Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A420 Ivy Lane Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Bath Rd Car Park Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Bath Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (Bath Rd Lane 2)	This lane uses a directly entered Saturation Flow						3800	3800
4/1 (A4 Avenue La Fleche Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A4 Avenue La Fleche Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A4 Avenue La Fleche Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (A4 Bath Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (A4 Bath Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (Ivy Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (The Bridge Centre Car Park Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (Ivy Lane Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (Ivy Lane Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (Car Park Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (Car Park Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/3 (Car Park Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (Bath Rd Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
10/2 (Bath Rd Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/3 (Bath Rd Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
11/1 (A4 ALF Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
11/2 (A4 ALF Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
11/3 (A4 ALF Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
12/1 (A4 BR Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

12/2 (A4 BR Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
12/3 (A4 BR Circ)	3.40	0.00	Y	Arm 13 Right	22.00	0.0 %	1955	1955
13/1 (Ivy Rd Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
13/2 (Ivy Rd Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
13/3 (Ivy Rd Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
14/1 (Ivy Lane Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
14/2 (Ivy Lane Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
15/1 (Ivy Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
16/1 (Bath Rd Car Park Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
17/1 (Bath Rd Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
18/1 (Avenue La Fleche Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
18/2 (Avenue La Fleche Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
19/1 (A4 Bath Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
20/1 (Ivy Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
21/1 (Bridge Centre Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
22/1 (Bath Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 10: '2029 Base + Committed + Development + Cumulative PM' (FG10: '2029 Base + Committed + Development + Cumulative PM', Plan 1: 'Network Plan')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	0	0	618	173	3	0	794
	B	30	0	7	16	22	0	0	75
	C	25	0	1	245	200	2	0	473
	D	742	8	132	0	638	7	0	1527
	E	164	21	191	980	0	13	0	1369
	F	6	0	0	6	2	0	0	14
	G	0	0	0	0	0	0	0	0
	Tot.	967	29	331	1865	1035	25	0	4252

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 10: 2029 Base + Committed + Development + Cumulative PM
Junction: A4 / Bridge Centre Gyratory	
1/1 (short)	354
1/2 (with short)	794(In) 440(Out)
2/1	75
3/1 (with short)	473(In) 245(Out)
3/2 (short)	228
4/1	638
4/2 (with short)	889(In) 407(Out)
4/3 (short)	482
5/1 (with short)	1369(In) 674(Out)
5/2 (short)	695
6/1	14
7/1	0
8/1	641
8/2	700
9/1	966
9/2	962
9/3	178
10/1	658
10/2	962
10/3	230
11/1	397
11/2	58
11/3	3
12/1	465
12/2	485
12/3	0
13/1	495
13/2	1129
13/3	695
14/1	476
14/2	491
15/1	967
16/1	29
17/1	331
18/1	796

Full Input Data And Results

18/2	1069
19/1	1035
20/1	25
21/1	0
22/1	331

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A4 / Bridge Centre Gyratory								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A420 Ivy Lane Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A420 Ivy Lane Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Bath Rd Car Park Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Bath Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (Bath Rd Lane 2)	This lane uses a directly entered Saturation Flow						3800	3800
4/1 (A4 Avenue La Fleche Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A4 Avenue La Fleche Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A4 Avenue La Fleche Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (A4 Bath Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (A4 Bath Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (Ivy Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (The Bridge Centre Car Park Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (Ivy Lane Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (Ivy Lane Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (Car Park Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (Car Park Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/3 (Car Park Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (Bath Rd Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
10/2 (Bath Rd Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/3 (Bath Rd Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
11/1 (A4 ALF Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
11/2 (A4 ALF Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
11/3 (A4 ALF Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
12/1 (A4 BR Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

12/2 (A4 BR Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
12/3 (A4 BR Circ)	3.40	0.00	Y	Arm 13 Right	22.00	0.0 %	1955	1955
13/1 (Ivy Rd Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
13/2 (Ivy Rd Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
13/3 (Ivy Rd Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
14/1 (Ivy Lane Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
14/2 (Ivy Lane Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
15/1 (Ivy Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
16/1 (Bath Rd Car Park Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
17/1 (Bath Rd Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
18/1 (Avenue La Fleche Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
18/2 (Avenue La Fleche Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
19/1 (A4 Bath Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
20/1 (Ivy Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
21/1 (Bridge Centre Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
22/1 (Bath Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 13: '2036 Base + Committed AM' (FG13: '2036 Base + Committed AM', Plan 1: 'Network Plan')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	0	1	507	183	8	0	699
	B	1	0	5	1	4	0	0	11
	C	96	2	0	70	149	1	0	318
	D	806	21	63	0	698	4	0	1592
	E	211	24	181	748	0	9	0	1173
	F	11	0	0	5	1	0	0	17
	G	0	0	0	0	0	0	0	0
	Tot.	1125	47	250	1331	1035	22	0	3810

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 13: 2036 Base + Committed AM
Junction: A4 / Bridge Centre Gyratory	
1/1 (short)	389
1/2 (with short)	699(In) 310(Out)
2/1	11
3/1 (with short)	318(In) 70(Out)
3/2 (short)	248
4/1	698
4/2 (with short)	894(In) 431(Out)
4/3 (short)	463
5/1 (with short)	1173(In) 589(Out)
5/2 (short)	584
6/1	17
7/1	0
8/1	458
8/2	587
9/1	800
9/2	705
9/3	192
10/1	556
10/2	705
10/3	197
11/1	337
11/2	70
11/3	38
12/1	501
12/2	501
12/3	0
13/1	533
13/2	1058
13/3	584
14/1	522
14/2	603
15/1	1125
16/1	47
17/1	250
18/1	614
18/2	717

Full Input Data And Results

19/1	1035
20/1	22
21/1	0
22/1	250

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A4 / Bridge Centre Gyratory								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A420 Ivy Lane Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A420 Ivy Lane Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Bath Rd Car Park Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Bath Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (Bath Rd Lane 2)	This lane uses a directly entered Saturation Flow						3800	3800
4/1 (A4 Avenue La Fleche Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A4 Avenue La Fleche Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A4 Avenue La Fleche Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (A4 Bath Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (A4 Bath Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (Ivy Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (The Bridge Centre Car Park Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (Ivy Lane Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (Ivy Lane Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (Car Park Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (Car Park Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/3 (Car Park Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (Bath Rd Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
10/2 (Bath Rd Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/3 (Bath Rd Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
11/1 (A4 ALF Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
11/2 (A4 ALF Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
11/3 (A4 ALF Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
12/1 (A4 BR Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

12/2 (A4 BR Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
12/3 (A4 BR Circ)	3.40	0.00	Y	Arm 13 Right	22.00	0.0 %	1955	1955
13/1 (Ivy Rd Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
13/2 (Ivy Rd Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
13/3 (Ivy Rd Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
14/1 (Ivy Lane Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
14/2 (Ivy Lane Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
15/1 (Ivy Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
16/1 (Bath Rd Car Park Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
17/1 (Bath Rd Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
18/1 (Avenue La Fleche Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
18/2 (Avenue La Fleche Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
19/1 (A4 Bath Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
20/1 (Ivy Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
21/1 (Bridge Centre Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
22/1 (Bath Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 14: '2036 Base + Committed PM' (FG14: '2036 Base + Committed PM', Plan 1: 'Network Plan')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	0	0	572	177	3	0	752
	B	31	0	7	17	23	0	0	78
	C	26	0	1	253	206	2	0	488
	D	736	8	136	0	563	6	0	1449
	E	168	22	197	865	0	14	0	1266
	F	6	0	0	6	2	0	0	14
	G	0	0	0	0	0	0	0	0
	Tot.	967	30	341	1713	971	25	0	4047

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 14: 2036 Base + Committed PM
Junction: A4 / Bridge Centre Gyratory	
1/1 (short)	360
1/2 (with short)	752(In) 392(Out)
2/1	78
3/1 (with short)	488(In) 253(Out)
3/2 (short)	235
4/1	563
4/2 (with short)	886(In) 432(Out)
4/3 (short)	454
5/1 (with short)	1266(In) 615(Out)
5/2 (short)	651
6/1	14
7/1	0
8/1	579
8/2	658
9/1	909
9/2	868
9/3	182
10/1	592
10/2	868
10/3	236
11/1	408
11/2	42
11/3	21
12/1	474
12/2	475
12/3	0
13/1	504
13/2	1060
13/3	651
14/1	485
14/2	482
15/1	967
16/1	30
17/1	341
18/1	805
18/2	908

Full Input Data And Results

19/1	971
20/1	25
21/1	0
22/1	341

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A4 / Bridge Centre Gyratory								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A420 Ivy Lane Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A420 Ivy Lane Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Bath Rd Car Park Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Bath Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (Bath Rd Lane 2)	This lane uses a directly entered Saturation Flow						3800	3800
4/1 (A4 Avenue La Fleche Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A4 Avenue La Fleche Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A4 Avenue La Fleche Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (A4 Bath Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (A4 Bath Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (Ivy Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (The Bridge Centre Car Park Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (Ivy Lane Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (Ivy Lane Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (Car Park Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (Car Park Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/3 (Car Park Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (Bath Rd Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
10/2 (Bath Rd Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/3 (Bath Rd Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
11/1 (A4 ALF Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
11/2 (A4 ALF Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
11/3 (A4 ALF Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
12/1 (A4 BR Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

12/2 (A4 BR Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
12/3 (A4 BR Circ)	3.40	0.00	Y	Arm 13 Right	22.00	0.0 %	1955	1955
13/1 (Ivy Rd Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
13/2 (Ivy Rd Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
13/3 (Ivy Rd Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
14/1 (Ivy Lane Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
14/2 (Ivy Lane Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
15/1 (Ivy Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
16/1 (Bath Rd Car Park Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
17/1 (Bath Rd Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
18/1 (Avenue La Fleche Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
18/2 (Avenue La Fleche Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
19/1 (A4 Bath Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
20/1 (Ivy Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
21/1 (Bridge Centre Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
22/1 (Bath Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 15: '2036 Base + Committed + Development AM' (FG15: '2036 Base + Committed + Development AM', Plan 1: 'Network Plan')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	0	1	519	183	8	0	711
	B	1	0	5	1	4	0	0	11
	C	96	2	0	70	149	1	0	318
	D	855	21	63	0	747	4	0	1690
	E	211	24	181	760	0	9	0	1185
	F	11	0	0	5	1	0	0	17
	G	0	0	0	0	0	0	0	0
	Tot.	1174	47	250	1355	1084	22	0	3932

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 15: 2036 Base + Committed + Development AM
Junction: A4 / Bridge Centre Gyratory	
1/1 (short)	345
1/2 (with short)	711(In) 366(Out)
2/1	11
3/1 (with short)	318(In) 70(Out)
3/2 (short)	248
4/1	747
4/2 (with short)	943(In) 345(Out)
4/3 (short)	598
5/1 (with short)	1185(In) 593(Out)
5/2 (short)	592
6/1	17
7/1	0
8/1	463
8/2	594
9/1	761
9/2	768
9/3	192
10/1	516
10/2	769
10/3	197
11/1	337
11/2	106
11/3	2
12/1	451
12/2	600
12/3	0
13/1	500
13/2	1144
13/3	592
14/1	489
14/2	685
15/1	1174
16/1	47
17/1	250
18/1	562
18/2	793

Full Input Data And Results

19/1	1084
20/1	22
21/1	0
22/1	250

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A4 / Bridge Centre Gyratory								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A420 Ivy Lane Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A420 Ivy Lane Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Bath Rd Car Park Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Bath Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (Bath Rd Lane 2)	This lane uses a directly entered Saturation Flow						3800	3800
4/1 (A4 Avenue La Fleche Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A4 Avenue La Fleche Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A4 Avenue La Fleche Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (A4 Bath Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (A4 Bath Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (Ivy Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (The Bridge Centre Car Park Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (Ivy Lane Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (Ivy Lane Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (Car Park Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (Car Park Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/3 (Car Park Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (Bath Rd Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
10/2 (Bath Rd Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/3 (Bath Rd Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
11/1 (A4 ALF Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
11/2 (A4 ALF Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
11/3 (A4 ALF Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
12/1 (A4 BR Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

12/2 (A4 BR Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
12/3 (A4 BR Circ)	3.40	0.00	Y	Arm 13 Right	22.00	0.0 %	1955	1955
13/1 (Ivy Rd Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
13/2 (Ivy Rd Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
13/3 (Ivy Rd Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
14/1 (Ivy Lane Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
14/2 (Ivy Lane Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
15/1 (Ivy Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
16/1 (Bath Rd Car Park Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
17/1 (Bath Rd Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
18/1 (Avenue La Fleche Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
18/2 (Avenue La Fleche Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
19/1 (A4 Bath Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
20/1 (Ivy Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
21/1 (Bridge Centre Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
22/1 (Bath Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 16: '2036 Base + Committed + Development PM' (FG16: '2036 Base + Committed + Development PM', Plan 1: 'Network Plan')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	0	0	608	177	3	0	788
	B	31	0	7	17	23	0	0	78
	C	26	0	1	253	206	2	0	488
	D	752	8	136	0	579	6	0	1481
	E	168	22	197	901	0	14	0	1302
	F	6	0	0	6	2	0	0	14
	G	0	0	0	0	0	0	0	0
	Tot.	983	30	341	1785	987	25	0	4151

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 16: 2036 Base + Committed + Development PM
Junction: A4 / Bridge Centre Gyratory	
1/1 (short)	360
1/2 (with short)	788(In) 428(Out)
2/1	78
3/1 (with short)	488(In) 253(Out)
3/2 (short)	235
4/1	579
4/2 (with short)	902(In) 400(Out)
4/3 (short)	502
5/1 (with short)	1302(In) 707(Out)
5/2 (short)	595
6/1	14
7/1	0
8/1	676
8/2	597
9/1	1006
9/2	843
9/3	182
10/1	685
10/2	847
10/3	236
11/1	408
11/2	62
11/3	1
12/1	462
12/2	503
12/3	0
13/1	511
13/2	1161
13/3	595
14/1	492
14/2	491
15/1	983
16/1	30
17/1	341
18/1	843
18/2	942

Full Input Data And Results

19/1	987
20/1	25
21/1	0
22/1	341

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A4 / Bridge Centre Gyratory								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A420 Ivy Lane Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A420 Ivy Lane Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Bath Rd Car Park Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Bath Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (Bath Rd Lane 2)	This lane uses a directly entered Saturation Flow						3800	3800
4/1 (A4 Avenue La Fleche Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A4 Avenue La Fleche Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A4 Avenue La Fleche Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (A4 Bath Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (A4 Bath Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (Ivy Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (The Bridge Centre Car Park Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (Ivy Lane Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (Ivy Lane Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (Car Park Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (Car Park Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/3 (Car Park Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (Bath Rd Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
10/2 (Bath Rd Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/3 (Bath Rd Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
11/1 (A4 ALF Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
11/2 (A4 ALF Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
11/3 (A4 ALF Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
12/1 (A4 BR Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

12/2 (A4 BR Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
12/3 (A4 BR Circ)	3.40	0.00	Y	Arm 13 Right	22.00	0.0 %	1955	1955
13/1 (Ivy Rd Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
13/2 (Ivy Rd Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
13/3 (Ivy Rd Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
14/1 (Ivy Lane Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
14/2 (Ivy Lane Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
15/1 (Ivy Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
16/1 (Bath Rd Car Park Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
17/1 (Bath Rd Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
18/1 (Avenue La Fleche Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
18/2 (Avenue La Fleche Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
19/1 (A4 Bath Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
20/1 (Ivy Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
21/1 (Bridge Centre Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
22/1 (Bath Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 17: '2036 Base + Committed + Development + Cumulative AM' (FG17: '2036 Base + Committed + Development + Cumulative AM', Plan 1: 'Network Plan')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	0	1	529	188	8	0	726
	B	1	0	5	1	4	0	0	11
	C	96	2	0	70	149	1	0	318
	D	892	21	63	0	793	7	0	1776
	E	211	24	181	807	12	9	0	1244
	F	11	0	0	5	1	0	0	17
	G	0	0	0	0	0	0	0	0
	Tot.	1211	47	250	1412	1147	25	0	4092

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 17: 2036 Base + Committed + Development + Cumulative AM
Junction: A4 / Bridge Centre Gyratory	
1/1 (short)	439
1/2 (with short)	726(In) 287(Out)
2/1	11
3/1 (with short)	318(In) 70(Out)
3/2 (short)	248
4/1	793
4/2 (with short)	983(In) 397(Out)
4/3 (short)	586
5/1 (with short)	1244(In) 622(Out)
5/2 (short)	622
6/1	17
7/1	0
8/1	488
8/2	628
9/1	880
9/2	706
9/3	209
10/1	636
10/2	706
10/3	214
11/1	354
11/2	106
11/3	2
12/1	503
12/2	588
12/3	0
13/1	516
13/2	1197
13/3	622
14/1	502
14/2	709
15/1	1211
16/1	47
17/1	250
18/1	675

Full Input Data And Results

18/2	737
19/1	1147
20/1	25
21/1	0
22/1	250

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A4 / Bridge Centre Gyratory								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A420 Ivy Lane Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A420 Ivy Lane Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Bath Rd Car Park Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Bath Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (Bath Rd Lane 2)	This lane uses a directly entered Saturation Flow						3800	3800
4/1 (A4 Avenue La Fleche Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A4 Avenue La Fleche Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A4 Avenue La Fleche Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (A4 Bath Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (A4 Bath Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (Ivy Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (The Bridge Centre Car Park Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (Ivy Lane Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (Ivy Lane Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (Car Park Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (Car Park Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/3 (Car Park Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (Bath Rd Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
10/2 (Bath Rd Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/3 (Bath Rd Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
11/1 (A4 ALF Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
11/2 (A4 ALF Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
11/3 (A4 ALF Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
12/1 (A4 BR Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

12/2 (A4 BR Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
12/3 (A4 BR Circ)	3.40	0.00	Y	Arm 13 Right	22.00	0.0 %	1955	1955
13/1 (Ivy Rd Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
13/2 (Ivy Rd Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
13/3 (Ivy Rd Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
14/1 (Ivy Lane Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
14/2 (Ivy Lane Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
15/1 (Ivy Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
16/1 (Bath Rd Car Park Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
17/1 (Bath Rd Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
18/1 (Avenue La Fleche Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
18/2 (Avenue La Fleche Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
19/1 (A4 Bath Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
20/1 (Ivy Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
21/1 (Bridge Centre Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
22/1 (Bath Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 18: '2036 Base + Committed + Development + Cumulative PM' (FG18: '2036 Base + Committed + Development + Cumulative PM', Plan 1: 'Network Plan')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	0	0	634	177	3	0	814
	B	31	0	7	17	23	0	0	78
	C	26	0	1	253	206	2	0	488
	D	764	9	136	0	654	7	0	1570
	E	168	22	197	1005	0	14	0	1406
	F	6	0	0	6	2	0	0	14
	G	0	0	0	0	0	0	0	0
	Tot.	995	31	341	1915	1062	26	0	4370

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 18: 2036 Base + Committed + Development + Cumulative PM
Junction: A4 / Bridge Centre Gyratory	
1/1 (short)	322
1/2 (with short)	814(In) 492(Out)
2/1	78
3/1 (with short)	488(In) 253(Out)
3/2 (short)	235
4/1	654
4/2 (with short)	916(In) 430(Out)
4/3 (short)	486
5/1 (with short)	1406(In) 740(Out)
5/2 (short)	666
6/1	14
7/1	0
8/1	705
8/2	673
9/1	996
9/2	983
9/3	182
10/1	675
10/2	987
10/3	236
11/1	408
11/2	59
11/3	4
12/1	489
12/2	490
12/3	0
13/1	509
13/2	1210
13/3	666
14/1	489
14/2	506
15/1	995
16/1	31
17/1	341
18/1	815

Full Input Data And Results

18/2	1100
19/1	1062
20/1	26
21/1	0
22/1	341

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A4 / Bridge Centre Gyratory								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A420 Ivy Lane Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A420 Ivy Lane Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Bath Rd Car Park Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Bath Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (Bath Rd Lane 2)	This lane uses a directly entered Saturation Flow						3800	3800
4/1 (A4 Avenue La Fleche Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A4 Avenue La Fleche Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A4 Avenue La Fleche Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (A4 Bath Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (A4 Bath Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (Ivy Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (The Bridge Centre Car Park Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (Ivy Lane Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (Ivy Lane Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (Car Park Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (Car Park Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/3 (Car Park Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (Bath Rd Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
10/2 (Bath Rd Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/3 (Bath Rd Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
11/1 (A4 ALF Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
11/2 (A4 ALF Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
11/3 (A4 ALF Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
12/1 (A4 BR Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

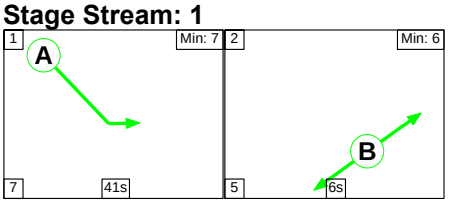
Full Input Data And Results

12/2 (A4 BR Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
12/3 (A4 BR Circ)	3.40	0.00	Y	Arm 13 Right	22.00	0.0 %	1955	1955
13/1 (Ivy Rd Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
13/2 (Ivy Rd Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
13/3 (Ivy Rd Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
14/1 (Ivy Lane Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
14/2 (Ivy Lane Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
15/1 (Ivy Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
16/1 (Bath Rd Car Park Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
17/1 (Bath Rd Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
18/1 (Avenue La Fleche Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
18/2 (Avenue La Fleche Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
19/1 (A4 Bath Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
20/1 (Ivy Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
21/1 (Bridge Centre Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
22/1 (Bath Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

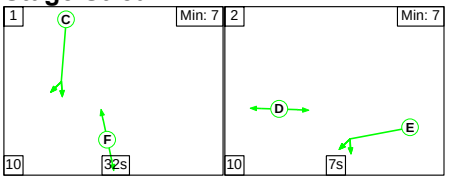
Scenario 1: '2024 Survey AM' (FG1: '2024 Surveys AM', Plan 1: 'Network Plan')

Stage Sequence Diagram

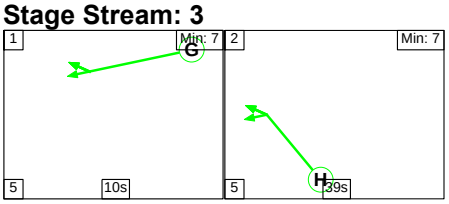
Stage Stream: 1



Stage Stream: 2

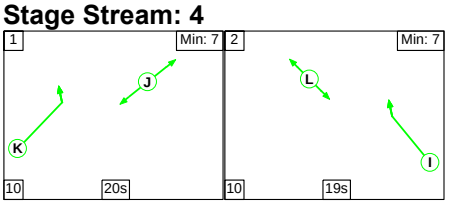


Stage Stream: 3

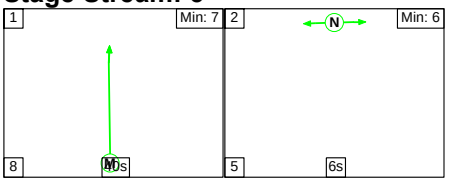


Full Input Data And Results

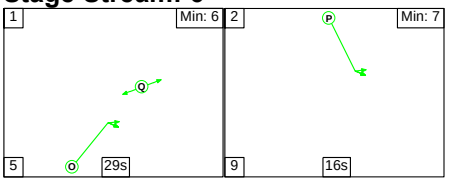
Stage Stream: 4



Stage Stream: 5



Stage Stream: 6



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	41	6
Change Point	5	53

Stage Stream: 2

Stage	1	2
Duration	32	7
Change Point	16	58

Stage Stream: 3

Stage	1	2
Duration	10	39
Change Point	5	20

Stage Stream: 4

Stage	1	2
Duration	20	19
Change Point	54	25

Stage Stream: 5

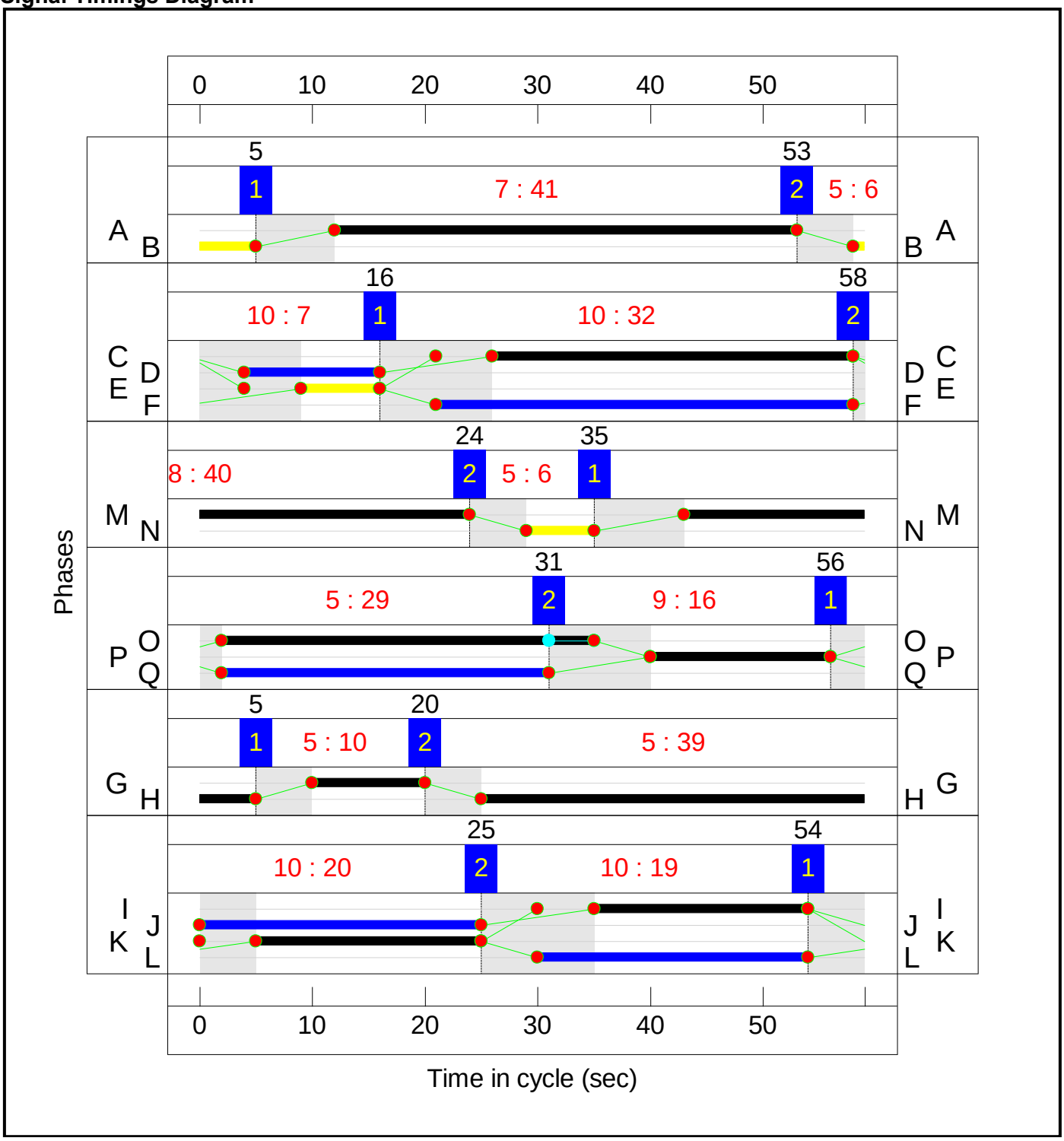
Stage	1	2
Duration	40	6
Change Point	35	24

Full Input Data And Results

Stage Stream: 6

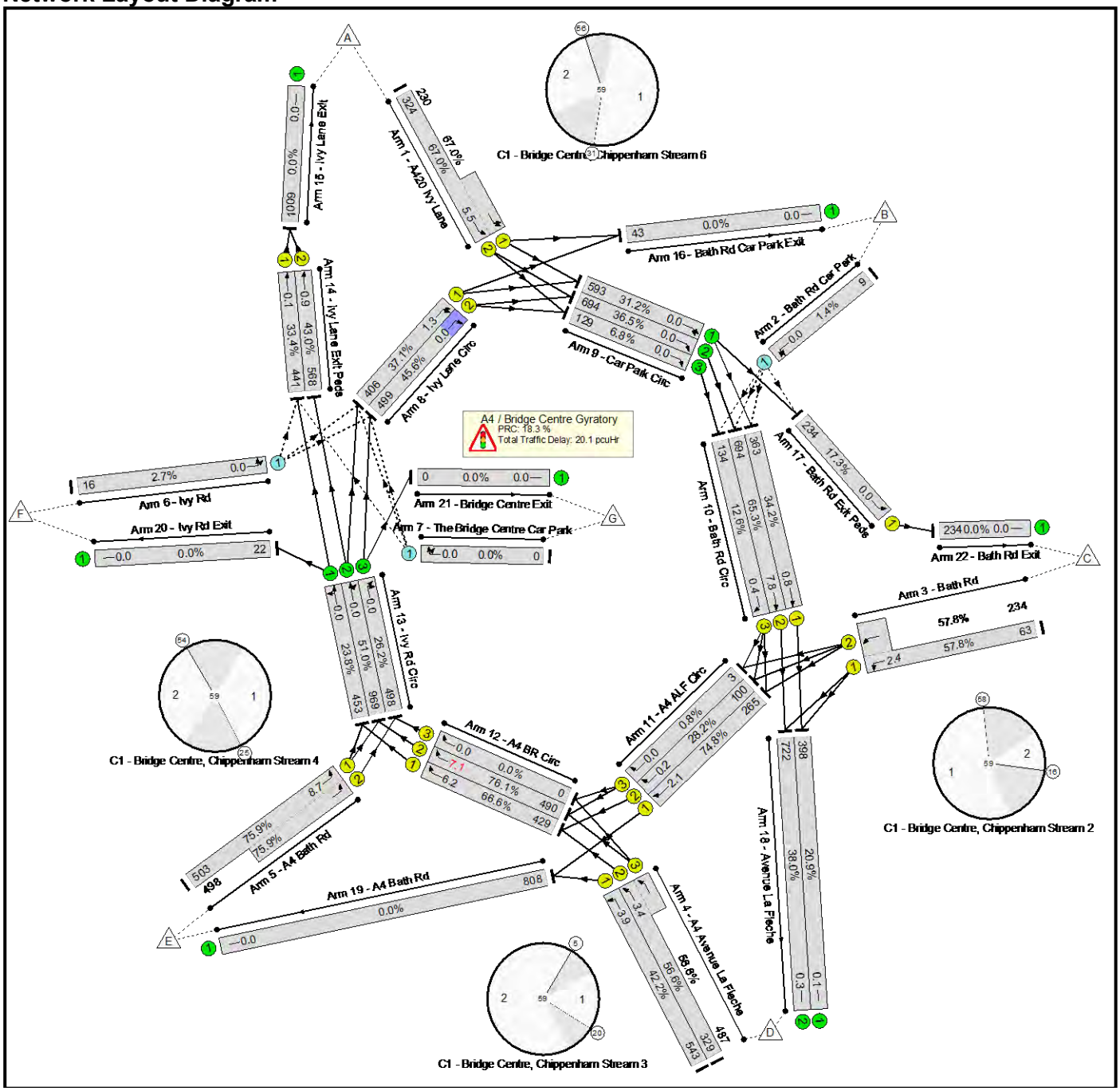
Stage	1	2
Duration	29	16
Change Point	56	31

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: The Bridge Centre Gyratory	-	-	**N/A**	-	-		-	-	-	-	-	-	**76.1%**
A4 / Bridge Centre Gyratory	-	-	**N/A**	-	-		-	-	-	-	-	-	**76.1%**
1/2+1/1	A420 Ivy Lane Ahead Left	U	6	N/A	P		1	16	-	554	1900:1900	484+343	67.0 : 67.0%
2/1	Bath Rd Car Park Left Left2	O	N/A	N/A	-		-	-	-	9	Inf	628	1.4%
3/1+3/2	Bath Rd Ahead Left	U	2	N/A	E		1	7	-	297	1900:3800	109+405	57.8 : 57.8%
4/1	A4 Avenue La Fleche Left	U	3	N/A	H		1	39	-	543	1900	1288	42.2%
4/2+4/3	A4 Avenue La Fleche Ahead	U	3	N/A	H		1	39	-	816	1900:1900	581+860	56.6 : 56.6%
5/1+5/2	A4 Bath Rd Left	U	4	N/A	K		1	20	-	1001	1900:1900	662+656	75.9 : 75.9%
6/1	Ivy Rd Ahead Left	O	N/A	N/A	-		-	-	-	16	1900	596	2.7%
7/1	The Bridge Centre Car Park Right Right2	O	N/A	N/A	-		-	-	-	0	1900	454	0.0%
8/1	Ivy Lane Circ Right Ahead	U	6	N/A	O		1	33	-	406	1900	1095	37.1%
8/2	Ivy Lane Circ Right	U	6	N/A	O		1	33	-	499	1900	1095	45.6%
9/1	Car Park Circ Right Ahead	U	N/A	N/A	-		-	-	-	593	1900	1900	31.2%
9/2	Car Park Circ Right	U	N/A	N/A	-		-	-	-	694	1900	1900	36.5%
9/3	Car Park Circ Right	U	N/A	N/A	-		-	-	-	129	1900	1900	6.8%
10/1	Bath Rd Circ Ahead	U	2	N/A	C		1	32	-	363	1900	1063	34.2%
10/2	Bath Rd Circ Ahead	U	2	N/A	C		1	32	-	694	1900	1063	65.3%

Full Input Data And Results

10/3	Bath Rd Circ Right	U	2	N/A	C		1	32	-	134	1900	1063	12.6%
11/1	A4 ALF Circ Ahead	U	3	N/A	G		1	10	-	265	1900	354	74.8%
11/2	A4 ALF Circ Right	U	3	N/A	G		1	10	-	100	1900	354	28.2%
11/3	A4 ALF Circ Right	U	3	N/A	G		1	10	-	3	1900	354	0.8%
12/1	A4 BR Circ Right	U	4	N/A	I		1	19	-	429	1900	644	66.6%
12/2	A4 BR Circ Right	U	4	N/A	I		1	19	-	490	1900	644	76.1%
12/3	A4 BR Circ Right	U	4	N/A	I		1	19	-	0	1955	663	0.0%
13/1	Ivy Rd Circ Ahead Left	U	N/A	N/A	-		-	-	-	453	1900	1900	23.8%
13/2	Ivy Rd Circ Right Ahead	U	N/A	N/A	-		-	-	-	969	1900	1900	51.0%
13/3	Ivy Rd Circ Right Right2	U	N/A	N/A	-		-	-	-	498	1900	1900	26.2%
14/1	Ivy Lane Exit Peds Ahead	U	5	N/A	M		1	40	-	441	1900	1320	33.4%
14/2	Ivy Lane Exit Peds Ahead	U	5	N/A	M		1	40	-	568	1900	1320	43.0%
15/1	Ivy Lane Exit	U	N/A	N/A	-		-	-	-	1009	Inf	Inf	0.0%
16/1	Bath Rd Car Park Exit	U	N/A	N/A	-		-	-	-	43	Inf	Inf	0.0%
17/1	Bath Rd Exit Peds Left	U	1	N/A	A		1	41	-	234	1900	1353	17.3%
18/1	Avenue La Fleche	U	N/A	N/A	-		-	-	-	398	1900	1900	20.9%
18/2	Avenue La Fleche	U	N/A	N/A	-		-	-	-	722	1900	1900	38.0%
19/1	A4 Bath Rd	U	N/A	N/A	-		-	-	-	808	Inf	Inf	0.0%
20/1	Ivy Rd Exit	U	N/A	N/A	-		-	-	-	22	Inf	Inf	0.0%
21/1	Bridge Centre Exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
22/1	Bath Rd Exit	U	N/A	N/A	-		-	-	-	234	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: The Bridge Centre Gyratory	**-**	**-**	**25**	**0**	**0**	**16.3**	**3.8**	**0.0**	**20.1**	**-**	**-**	**-**	**-**
A4 / Bridge Centre Gyratory	**-**	**-**	**25**	**0**	**0**	**16.3**	**3.8**	**0.0**	**20.1**	**-**	**-**	**-**	**-**
1/2+1/1	554	554	-	-	-	2.7	1.0	-	3.7 (2.2+1.5)	24.2 (24.6:23.6)	4.5	1.0	5.5
2/1	9	9	9	0	0	0.0	0.0	-	0.0	4.4	0.0	0.0	0.0
3/1+3/2	297	297	-	-	-	1.9	0.7	-	2.6 (0.5+2.1)	31.6 (31.1:31.8)	1.8	0.7	2.4
4/1	543	543	-	-	-	0.6	0.0	-	0.6	4.3	3.9	0.0	3.9
4/2+4/3	816	816	-	-	-	0.9	0.0	-	0.9 (0.3+0.6)	4.0 (3.7:4.1)	3.4	0.0	3.4
5/1+5/2	1001	1001	-	-	-	4.6	1.6	-	6.2 (3.1+3.1)	22.2 (22.3:22.2)	7.1	1.6	8.7
6/1	16	16	16	0	0	0.0	0.0	-	0.0	3.1	0.0	0.0	0.0
7/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	406	406	-	-	-	0.2	0.0	-	0.2	1.9	1.3	0.0	1.3
8/2	499	499	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	593	593	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	694	694	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/3	129	129	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	363	363	-	-	-	0.2	0.0	-	0.2	2.1	0.8	0.0	0.8
10/2	694	694	-	-	-	0.4	0.0	-	0.4	2.0	7.8	0.0	7.8
10/3	134	134	-	-	-	0.1	0.1	-	0.2	5.2	0.3	0.1	0.4
11/1	265	265	-	-	-	0.6	0.0	-	0.6	8.2	2.1	0.0	2.1
11/2	100	100	-	-	-	0.1	0.0	-	0.1	2.2	0.2	0.0	0.2
11/3	3	3	-	-	-	0.0	0.0	-	0.0	5.9	0.0	0.0	0.0
12/1	429	429	-	-	-	1.8	0.0	-	1.8	15.1	6.2	0.0	6.2

Full Input Data And Results

12/2	490	490	-	-	-	1.8	0.0	-	1.8	13.3	7.1	0.0	7.1
12/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	453	453	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	969	969	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/3	498	498	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	441	441	-	-	-	0.0	0.0	-	0.0	0.2	0.1	0.0	0.1
14/2	568	568	-	-	-	0.2	0.0	-	0.2	1.5	0.9	0.0	0.9
15/1	1009	1009	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	43	43	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
17/1	234	234	-	-	-	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0
18/1	398	398	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
18/2	722	722	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
19/1	808	808	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/1	22	22	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
21/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
22/1	234	234	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

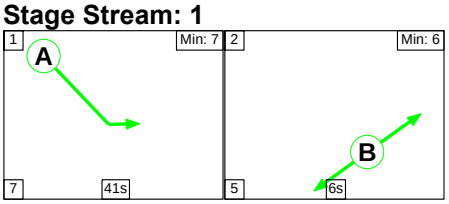
C1 - Bridge Centre, Chippenham	Stream: 1 PRC for Signalled Lanes (%):	420.2	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 59
C1 - Bridge Centre, Chippenham	Stream: 2 PRC for Signalled Lanes (%):	37.8	Total Delay for Signalled Lanes (pcuHr):	3.41	Cycle Time (s): 59
C1 - Bridge Centre, Chippenham	Stream: 3 PRC for Signalled Lanes (%):	20.3	Total Delay for Signalled Lanes (pcuHr):	2.21	Cycle Time (s): 59
C1 - Bridge Centre, Chippenham	Stream: 4 PRC for Signalled Lanes (%):	18.3	Total Delay for Signalled Lanes (pcuHr):	9.80	Cycle Time (s): 59
C1 - Bridge Centre, Chippenham	Stream: 5 PRC for Signalled Lanes (%):	109.2	Total Delay for Signalled Lanes (pcuHr):	0.27	Cycle Time (s): 59
C1 - Bridge Centre, Chippenham	Stream: 6 PRC for Signalled Lanes (%):	34.3	Total Delay for Signalled Lanes (pcuHr):	3.93	Cycle Time (s): 59
	PRC Over All Lanes (%):	18.3	Total Delay Over All Lanes(pcuHr):	20.08	

Full Input Data And Results

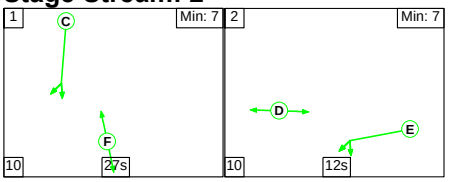
Scenario 2: '2024 Survey PM' (FG2: '2024 Surveys PM', Plan 1: 'Network Plan')

Stage Sequence Diagram

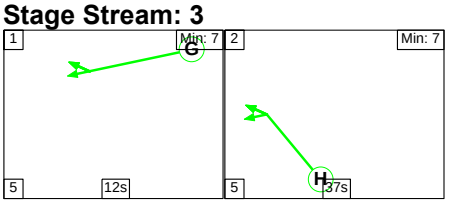
Stage Stream: 1



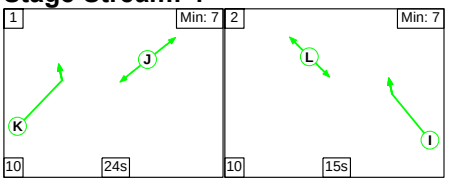
Stage Stream: 2



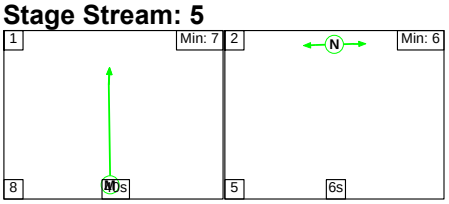
Stage Stream: 3



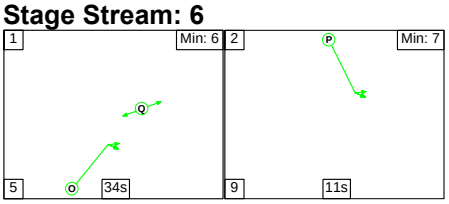
Stage Stream: 4



Stage Stream: 5



Stage Stream: 6



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	41	6
Change Point	57	46

Stage Stream: 2

Stage	1	2
Duration	27	12
Change Point	50	28

Full Input Data And Results

Stage Stream: 3

Stage	1	2
Duration	12	37
Change Point	52	10

Stage Stream: 4

Stage	1	2
Duration	24	15
Change Point	35	10

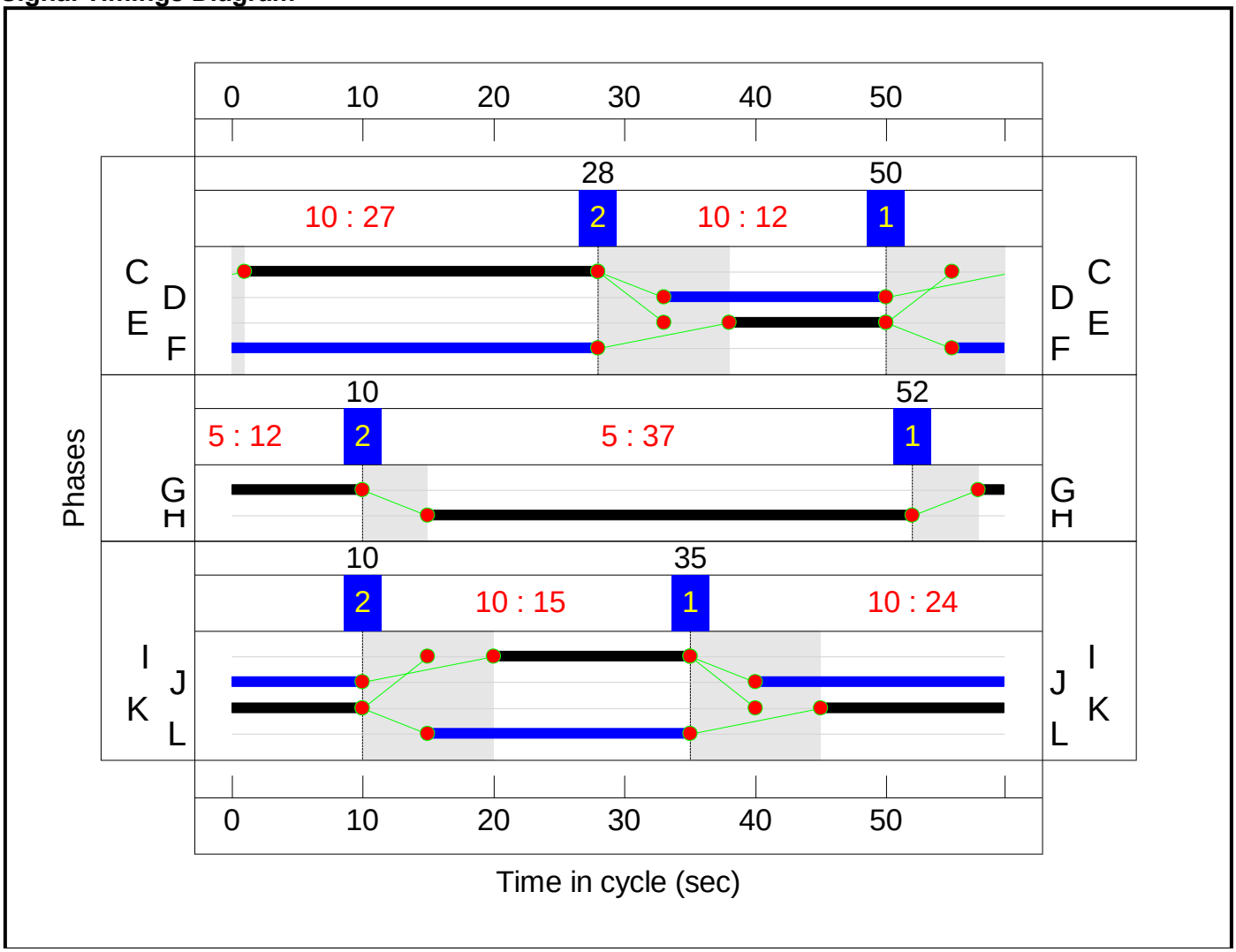
Stage Stream: 5

Stage	1	2
Duration	40	6
Change Point	21	10

Stage Stream: 6

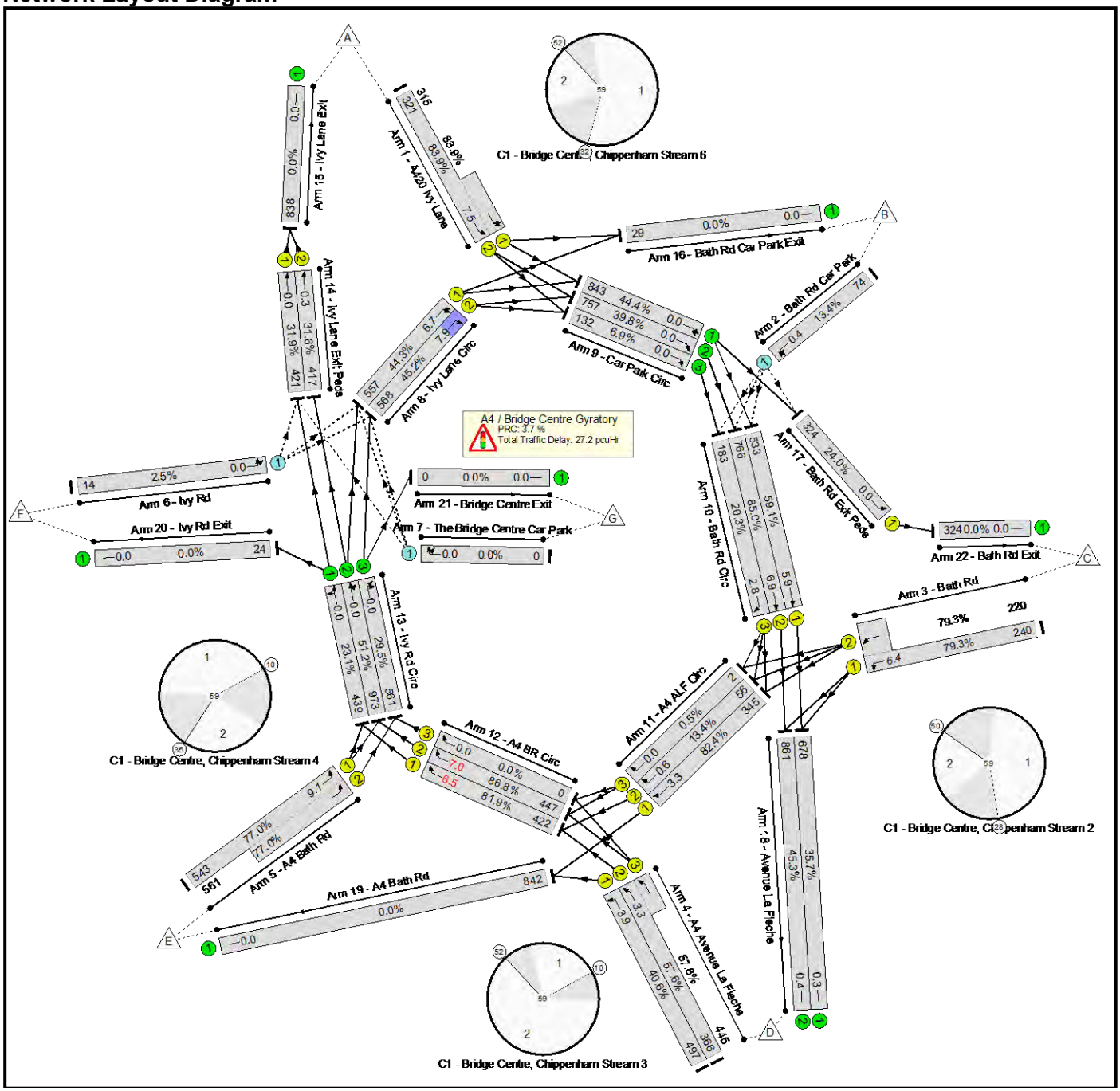
Stage	1	2
Duration	34	11
Change Point	52	32

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: The Bridge Centre Gyratory	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.8%**
A4 / Bridge Centre Gyratory	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.8%**
1/2+1/1	A420 Ivy Lane Ahead Left	U	6	N/A	P		1	11	-	636	1900:1900	382+375	83.9 : 83.9%
2/1	Bath Rd Car Park Left Left2	O	N/A	N/A	-		-	-	-	74	Inf	551	13.4%
3/1+3/2	Bath Rd Ahead Left	U	2	N/A	E		1	12	-	460	1900:3800	302+277	79.3 : 79.3%
4/1	A4 Avenue La Fleche Left	U	3	N/A	H		1	37	-	497	1900	1224	40.6%
4/2+4/3	A4 Avenue La Fleche Ahead	U	3	N/A	H		1	37	-	811	1900:1900	636+773	57.6 : 57.6%
5/1+5/2	A4 Bath Rd Left	U	4	N/A	K		1	24	-	1104	1900:1900	705+729	77.0 : 77.0%
6/1	Ivy Rd Ahead Left	O	N/A	N/A	-		-	-	-	14	1900	571	2.5%
7/1	The Bridge Centre Car Park Right Right2	O	N/A	N/A	-		-	-	-	0	1900	451	0.0%
8/1	Ivy Lane Circ Right Ahead	U	6	N/A	O		1	38	-	557	1900	1256	44.3%
8/2	Ivy Lane Circ Right	U	6	N/A	O		1	38	-	568	1900	1256	45.2%
9/1	Car Park Circ Right Ahead	U	N/A	N/A	-		-	-	-	843	1900	1900	44.4%
9/2	Car Park Circ Right	U	N/A	N/A	-		-	-	-	757	1900	1900	39.8%
9/3	Car Park Circ Right	U	N/A	N/A	-		-	-	-	132	1900	1900	6.9%
10/1	Bath Rd Circ Ahead	U	2	N/A	C		1	27	-	533	1900	902	59.1%
10/2	Bath Rd Circ Ahead	U	2	N/A	C		1	27	-	766	1900	902	85.0%

Full Input Data And Results

10/3	Bath Rd Circ Right	U	2	N/A	C		1	27	-	183	1900	902	20.3%
11/1	A4 ALF Circ Ahead	U	3	N/A	G		1	12	-	345	1900	419	82.4%
11/2	A4 ALF Circ Right	U	3	N/A	G		1	12	-	56	1900	419	13.4%
11/3	A4 ALF Circ Right	U	3	N/A	G		1	12	-	2	1900	419	0.5%
12/1	A4 BR Circ Right	U	4	N/A	I		1	15	-	422	1900	515	81.9%
12/2	A4 BR Circ Right	U	4	N/A	I		1	15	-	447	1900	515	86.8%
12/3	A4 BR Circ Right	U	4	N/A	I		1	15	-	0	1955	530	0.0%
13/1	Ivy Rd Circ Ahead Left	U	N/A	N/A	-		-	-	-	439	1900	1900	23.1%
13/2	Ivy Rd Circ Right Ahead	U	N/A	N/A	-		-	-	-	973	1900	1900	51.2%
13/3	Ivy Rd Circ Right Right2	U	N/A	N/A	-		-	-	-	561	1900	1900	29.5%
14/1	Ivy Lane Exit Peds Ahead	U	5	N/A	M		1	40	-	421	1900	1320	31.9%
14/2	Ivy Lane Exit Peds Ahead	U	5	N/A	M		1	40	-	417	1900	1320	31.6%
15/1	Ivy Lane Exit	U	N/A	N/A	-		-	-	-	838	Inf	Inf	0.0%
16/1	Bath Rd Car Park Exit	U	N/A	N/A	-		-	-	-	29	Inf	Inf	0.0%
17/1	Bath Rd Exit Peds Left	U	1	N/A	A		1	41	-	324	1900	1353	24.0%
18/1	Avenue La Fleche	U	N/A	N/A	-		-	-	-	678	1900	1900	35.7%
18/2	Avenue La Fleche	U	N/A	N/A	-		-	-	-	861	1900	1900	45.3%
19/1	A4 Bath Rd	U	N/A	N/A	-		-	-	-	842	Inf	Inf	0.0%
20/1	Ivy Rd Exit	U	N/A	N/A	-		-	-	-	24	Inf	Inf	0.0%
21/1	Bridge Centre Exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
22/1	Bath Rd Exit	U	N/A	N/A	-		-	-	-	324	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: The Bridge Centre Gyratory	**-**	**-**	**88**	**0**	**0**	**20.3**	**6.9**	**0.0**	**27.2**	**-**	**-**	**-**	**-**
A4 / Bridge Centre Gyratory	**-**	**-**	**88**	**0**	**0**	**20.3**	**6.9**	**0.0**	**27.2**	**-**	**-**	**-**	**-**
1/2+1/1	636	636	-	-	-	4.0	2.5	-	6.5 (3.3+3.2)	36.7 (36.7:36.6)	5.0	2.5	7.5
2/1	74	74	74	0	0	0.0	0.1	-	0.1	6.1	0.3	0.1	0.4
3/1+3/2	460	460	-	-	-	2.6	1.9	-	4.4 (2.3+2.1)	34.8 (35.2:34.3)	4.5	1.9	6.4
4/1	497	497	-	-	-	0.7	0.0	-	0.7	5.1	3.9	0.0	3.9
4/2+4/3	811	811	-	-	-	1.1	0.0	-	1.1 (0.5+0.6)	4.8 (4.6:4.9)	3.3	0.0	3.3
5/1+5/2	1104	1104	-	-	-	4.2	1.7	-	5.9 (2.9+3.0)	19.2 (19.1:19.3)	7.5	1.7	9.1
6/1	14	14	14	0	0	0.0	0.0	-	0.0	3.2	0.0	0.0	0.0
7/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	557	557	-	-	-	0.6	0.0	-	0.6	3.7	6.7	0.0	6.7
8/2	568	568	-	-	-	0.3	0.0	-	0.3	1.8	7.9	0.0	7.9
9/1	843	843	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	757	757	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/3	132	132	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	533	533	-	-	-	0.9	0.0	-	0.9	6.1	5.9	0.0	5.9
10/2	766	766	-	-	-	0.6	0.0	-	0.6	2.8	6.9	0.0	6.9
10/3	183	183	-	-	-	0.4	0.1	-	0.5	9.6	2.7	0.1	2.8
11/1	345	345	-	-	-	0.9	0.0	-	0.9	8.9	3.3	0.0	3.3
11/2	56	56	-	-	-	0.2	0.0	-	0.2	11.4	0.6	0.0	0.6
11/3	2	2	-	-	-	0.0	0.0	-	0.0	16.3	0.0	0.0	0.0
12/1	422	422	-	-	-	1.9	0.0	-	1.9	16.2	6.5	0.0	6.5

Full Input Data And Results

12/2	447	447	-	-	-	1.9	0.0	-	1.9	15.6	7.0	0.0	7.0
12/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	439	439	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	973	973	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/3	561	561	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	421	421	-	-	-	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0
14/2	417	417	-	-	-	0.1	0.0	-	0.1	0.6	0.3	0.0	0.3
15/1	838	838	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	29	29	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
17/1	324	324	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/1	678	678	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
18/2	861	861	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
19/1	842	842	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/1	24	24	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
21/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
22/1	324	324	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

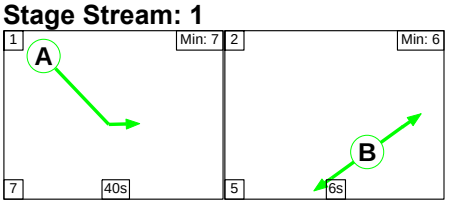
C1 - Bridge Centre, Chippenham	Stream: 1 PRC for Signalled Lanes (%):	275.7	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 59
C1 - Bridge Centre, Chippenham	Stream: 2 PRC for Signalled Lanes (%):	5.9	Total Delay for Signalled Lanes (pcuHr):	6.43	Cycle Time (s): 59
C1 - Bridge Centre, Chippenham	Stream: 3 PRC for Signalled Lanes (%):	9.2	Total Delay for Signalled Lanes (pcuHr):	2.81	Cycle Time (s): 59
C1 - Bridge Centre, Chippenham	Stream: 4 PRC for Signalled Lanes (%):	3.7	Total Delay for Signalled Lanes (pcuHr):	9.73	Cycle Time (s): 59
C1 - Bridge Centre, Chippenham	Stream: 5 PRC for Signalled Lanes (%):	182.3	Total Delay for Signalled Lanes (pcuHr):	0.08	Cycle Time (s): 59
C1 - Bridge Centre, Chippenham	Stream: 6 PRC for Signalled Lanes (%):	7.2	Total Delay for Signalled Lanes (pcuHr):	7.34	Cycle Time (s): 59
	PRC Over All Lanes (%):	3.7	Total Delay Over All Lanes(pcuHr):	27.23	

Full Input Data And Results

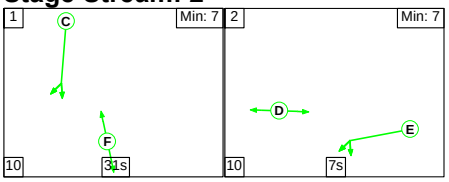
Scenario 5: '2029 Base + Committed AM' (FG5: '2029 Base + Committed AM', Plan 1: 'Network Plan')

Stage Sequence Diagram

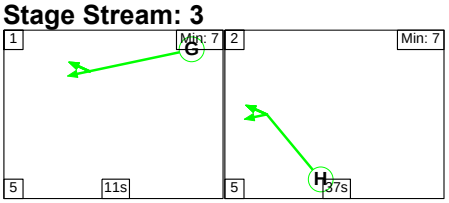
Stage Stream: 1



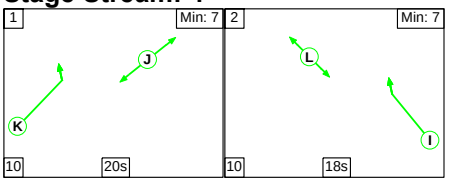
Stage Stream: 2



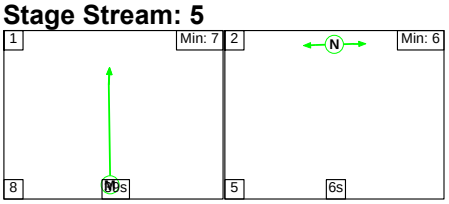
Stage Stream: 3



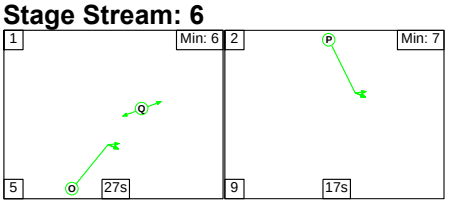
Stage Stream: 4



Stage Stream: 5



Stage Stream: 6



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	40	6
Change Point	38	27

Stage Stream: 2

Stage	1	2
Duration	31	7
Change Point	23	6

Full Input Data And Results

Stage Stream: 3

Stage	1	2
Duration	11	37
Change Point	27	43

Stage Stream: 4

Stage	1	2
Duration	20	18
Change Point	16	46

Stage Stream: 5

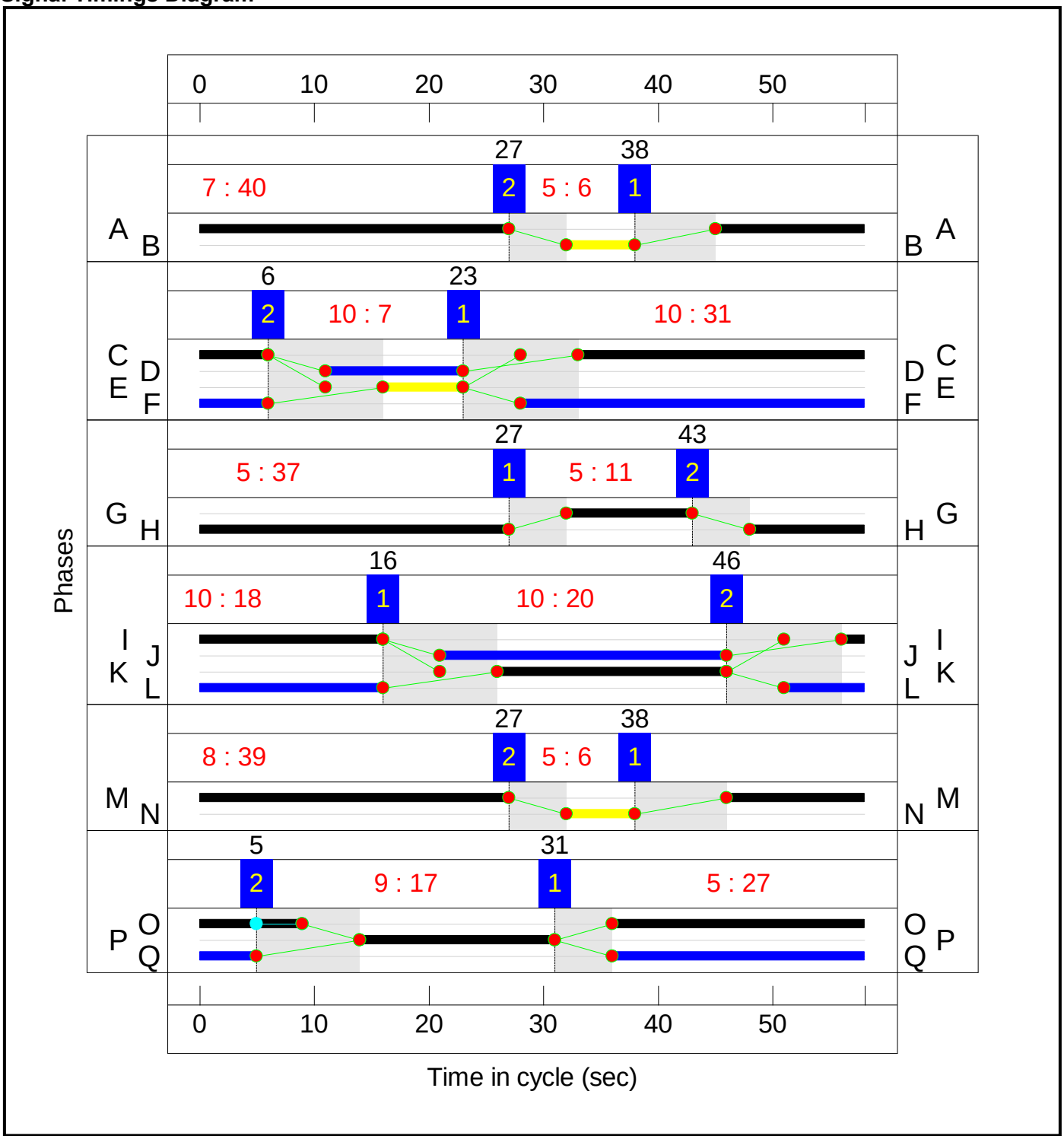
Stage	1	2
Duration	39	6
Change Point	38	27

Stage Stream: 6

Stage	1	2
Duration	27	17
Change Point	31	5

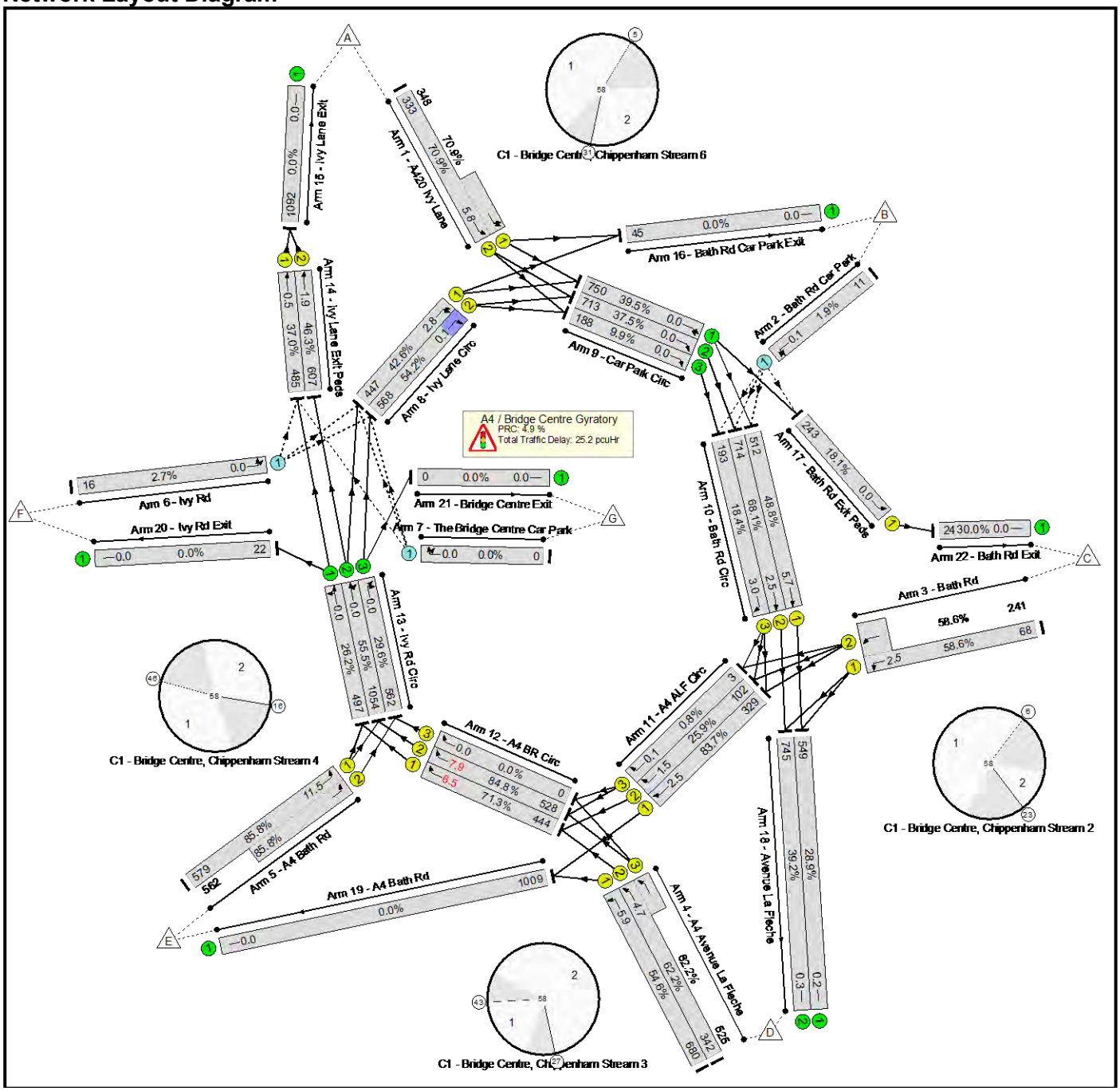
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: The Bridge Centre Gyratory	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.8%**
A4 / Bridge Centre Gyratory	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.8%**
1/2+1/1	A420 Ivy Lane Ahead Left	U	6	N/A	P		1	17	-	681	1900:1900	470+491	70.9 : 70.9%
2/1	Bath Rd Car Park Left Left2	O	N/A	N/A	-		-	-	-	11	Inf	574	1.9%
3/1+3/2	Bath Rd Ahead Left	U	2	N/A	E		1	7	-	309	1900:3800	116+411	58.6 : 58.6%
4/1	A4 Avenue La Fleche Left	U	3	N/A	H		1	37	-	680	1900	1245	54.6%
4/2+4/3	A4 Avenue La Fleche Ahead	U	3	N/A	H		1	37	-	867	1900:1900	550+845	62.2 : 62.2%
5/1+5/2	A4 Bath Rd Left	U	4	N/A	K		1	20	-	1141	1900:1900	675+655	85.8 : 85.8%
6/1	Ivy Rd Ahead Left	O	N/A	N/A	-		-	-	-	16	1900	586	2.7%
7/1	The Bridge Centre Car Park Right Right2	O	N/A	N/A	-		-	-	-	0	1900	446	0.0%
8/1	Ivy Lane Circ Right Ahead	U	6	N/A	O		1	31	-	447	1900	1048	42.6%
8/2	Ivy Lane Circ Right	U	6	N/A	O		1	31	-	568	1900	1048	54.2%
9/1	Car Park Circ Right Ahead	U	N/A	N/A	-		-	-	-	750	1900	1900	39.5%
9/2	Car Park Circ Right	U	N/A	N/A	-		-	-	-	713	1900	1900	37.5%
9/3	Car Park Circ Right	U	N/A	N/A	-		-	-	-	188	1900	1900	9.9%
10/1	Bath Rd Circ Ahead	U	2	N/A	C		1	31	-	512	1900	1048	48.8%
10/2	Bath Rd Circ Ahead	U	2	N/A	C		1	31	-	714	1900	1048	68.1%

Full Input Data And Results

10/3	Bath Rd Circ Right	U	2	N/A	C		1	31	-	193	1900	1048	18.4%
11/1	A4 ALF Circ Ahead	U	3	N/A	G		1	11	-	329	1900	393	83.7%
11/2	A4 ALF Circ Right	U	3	N/A	G		1	11	-	102	1900	393	25.9%
11/3	A4 ALF Circ Right	U	3	N/A	G		1	11	-	3	1900	393	0.8%
12/1	A4 BR Circ Right	U	4	N/A	I		1	18	-	444	1900	622	71.3%
12/2	A4 BR Circ Right	U	4	N/A	I		1	18	-	528	1900	622	84.8%
12/3	A4 BR Circ Right	U	4	N/A	I		1	18	-	0	1955	640	0.0%
13/1	Ivy Rd Circ Ahead Left	U	N/A	N/A	-		-	-	-	497	1900	1900	26.2%
13/2	Ivy Rd Circ Right Ahead	U	N/A	N/A	-		-	-	-	1054	1900	1900	55.5%
13/3	Ivy Rd Circ Right Right2	U	N/A	N/A	-		-	-	-	562	1900	1900	29.6%
14/1	Ivy Lane Exit Peds Ahead	U	5	N/A	M		1	39	-	485	1900	1310	37.0%
14/2	Ivy Lane Exit Peds Ahead	U	5	N/A	M		1	39	-	607	1900	1310	46.3%
15/1	Ivy Lane Exit	U	N/A	N/A	-		-	-	-	1092	Inf	Inf	0.0%
16/1	Bath Rd Car Park Exit	U	N/A	N/A	-		-	-	-	45	Inf	Inf	0.0%
17/1	Bath Rd Exit Peds Left	U	1	N/A	A		1	40	-	243	1900	1343	18.1%
18/1	Avenue La Fleche	U	N/A	N/A	-		-	-	-	549	1900	1900	28.9%
18/2	Avenue La Fleche	U	N/A	N/A	-		-	-	-	745	1900	1900	39.2%
19/1	A4 Bath Rd	U	N/A	N/A	-		-	-	-	1009	Inf	Inf	0.0%
20/1	Ivy Rd Exit	U	N/A	N/A	-		-	-	-	22	Inf	Inf	0.0%
21/1	Bridge Centre Exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
22/1	Bath Rd Exit	U	N/A	N/A	-		-	-	-	243	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: The Bridge Centre Gyratory	**-**	**-**	**27**	**0**	**0**	**19.7**	**5.5**	**0.0**	**25.2**	**-**	**-**	**-**	**-**
A4 / Bridge Centre Gyratory	**-**	**-**	**27**	**0**	**0**	**19.7**	**5.5**	**0.0**	**25.2**	**-**	**-**	**-**	**-**
1/2+1/1	681	681	-	-	-	3.2	1.2	-	4.4 (2.1+2.2)	23.2 (23.1:23.3)	4.6	1.2	5.8
2/1	11	11	11	0	0	0.0	0.0	-	0.0	5.5	0.0	0.0	0.1
3/1+3/2	309	309	-	-	-	2.0	0.7	-	2.7 (0.6+2.1)	31.1 (30.6:31.2)	1.8	0.7	2.5
4/1	680	680	-	-	-	1.0	0.0	-	1.0	5.4	5.9	0.0	5.9
4/2+4/3	867	867	-	-	-	1.1	0.0	-	1.1 (0.4+0.7)	4.6 (4.3:4.8)	4.7	0.0	4.7
5/1+5/2	1141	1141	-	-	-	5.3	2.9	-	8.3 (4.2+4.1)	26.1 (26.2:26.0)	8.5	2.9	11.5
6/1	16	16	16	0	0	0.0	0.0	-	0.0	3.2	0.0	0.0	0.0
7/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	447	447	-	-	-	0.4	0.0	-	0.4	3.6	2.8	0.0	2.8
8/2	568	568	-	-	-	0.0	0.0	-	0.0	0.2	0.1	0.0	0.1
9/1	750	750	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	713	713	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/3	188	188	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	512	512	-	-	-	0.9	0.0	-	0.9	6.1	5.7	0.0	5.7
10/2	714	714	-	-	-	0.4	0.0	-	0.4	2.0	2.5	0.0	2.5
10/3	193	193	-	-	-	0.3	0.1	-	0.4	8.4	2.9	0.1	3.0
11/1	329	329	-	-	-	0.6	0.0	-	0.6	6.6	2.5	0.0	2.5
11/2	102	102	-	-	-	0.3	0.0	-	0.3	9.8	1.5	0.0	1.5
11/3	3	3	-	-	-	0.0	0.0	-	0.0	14.1	0.0	0.0	0.1
12/1	444	444	-	-	-	1.9	0.0	-	1.9	15.5	6.5	0.0	6.5

Full Input Data And Results

12/2	528	528	-	-	-	2.0	0.0	-	2.0	13.5	7.9	0.0	7.9
12/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	497	497	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	1054	1054	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/3	562	562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	485	485	-	-	-	0.0	0.0	-	0.0	0.3	0.5	0.0	0.5
14/2	607	607	-	-	-	0.2	0.0	-	0.2	1.1	1.9	0.0	1.9
15/1	1092	1092	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	45	45	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
17/1	243	243	-	-	-	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0
18/1	549	549	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
18/2	745	745	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
19/1	1009	1009	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/1	22	22	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
21/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
22/1	243	243	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

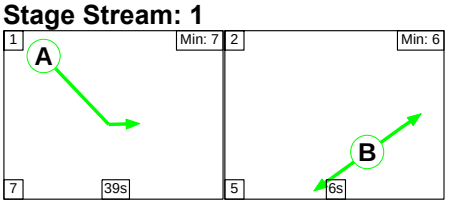
C1 - Bridge Centre, Chippenham	Stream: 1 PRC for Signalled Lanes (%):	397.4	Total Delay for Signalled Lanes (pcuHr):	0.01	Cycle Time (s): 58
C1 - Bridge Centre, Chippenham	Stream: 2 PRC for Signalled Lanes (%):	32.1	Total Delay for Signalled Lanes (pcuHr):	4.39	Cycle Time (s): 58
C1 - Bridge Centre, Chippenham	Stream: 3 PRC for Signalled Lanes (%):	7.5	Total Delay for Signalled Lanes (pcuHr):	3.01	Cycle Time (s): 58
C1 - Bridge Centre, Chippenham	Stream: 4 PRC for Signalled Lanes (%):	4.9	Total Delay for Signalled Lanes (pcuHr):	12.18	Cycle Time (s): 58
C1 - Bridge Centre, Chippenham	Stream: 5 PRC for Signalled Lanes (%):	94.3	Total Delay for Signalled Lanes (pcuHr):	0.22	Cycle Time (s): 58
C1 - Bridge Centre, Chippenham	Stream: 6 PRC for Signalled Lanes (%):	27.0	Total Delay for Signalled Lanes (pcuHr):	4.86	Cycle Time (s): 58
	PRC Over All Lanes (%):	4.9	Total Delay Over All Lanes(pcuHr):	25.21	

Full Input Data And Results

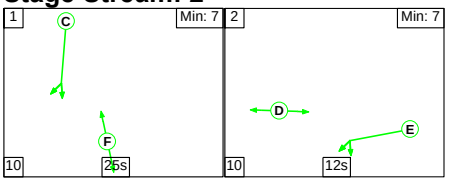
Scenario 6: '2029 Base + Committed PM' (FG6: '2029 Base + Committed PM', Plan 1: 'Network Plan')

Stage Sequence Diagram

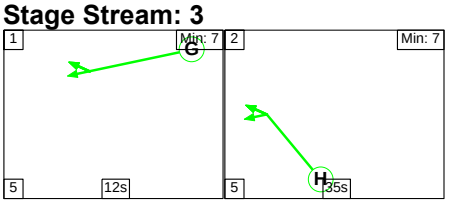
Stage Stream: 1



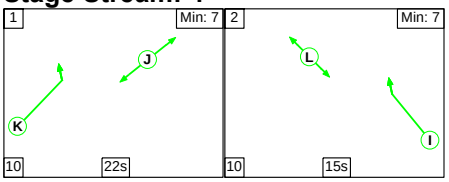
Stage Stream: 2



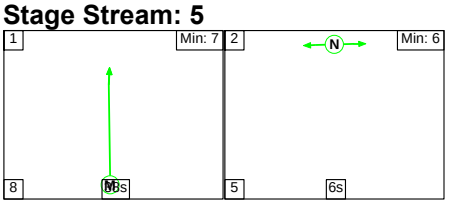
Stage Stream: 3



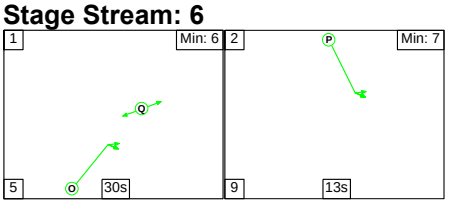
Stage Stream: 4



Stage Stream: 5



Stage Stream: 6



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	39	6
Change Point	18	7

Stage Stream: 2

Stage	1	2
Duration	25	12
Change Point	8	43

Full Input Data And Results

Stage Stream: 3

Stage	1	2
Duration	12	35
Change Point	12	29

Stage Stream: 4

Stage	1	2
Duration	22	15
Change Point	55	30

Stage Stream: 5

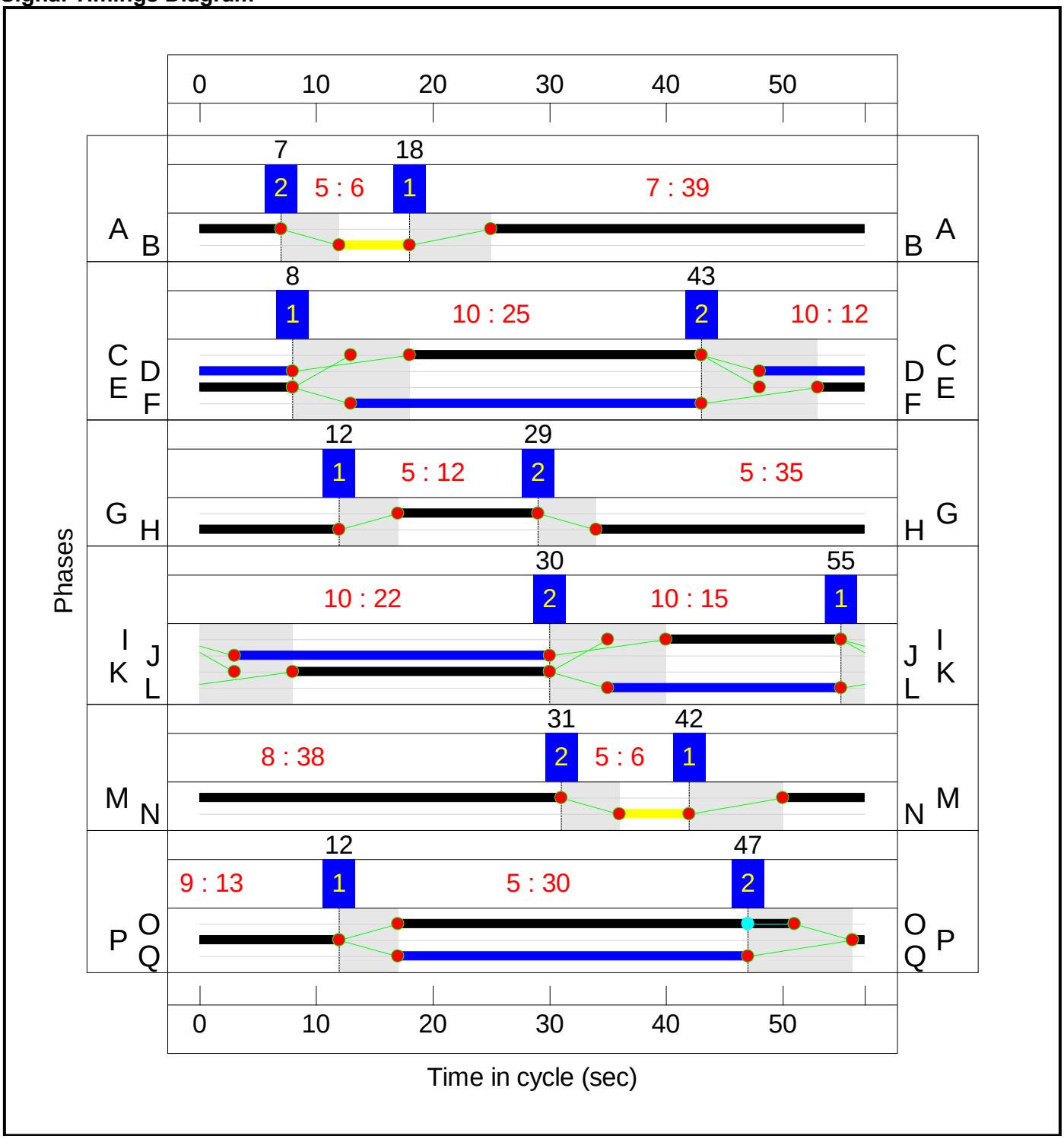
Stage	1	2
Duration	38	6
Change Point	42	31

Stage Stream: 6

Stage	1	2
Duration	30	13
Change Point	12	47

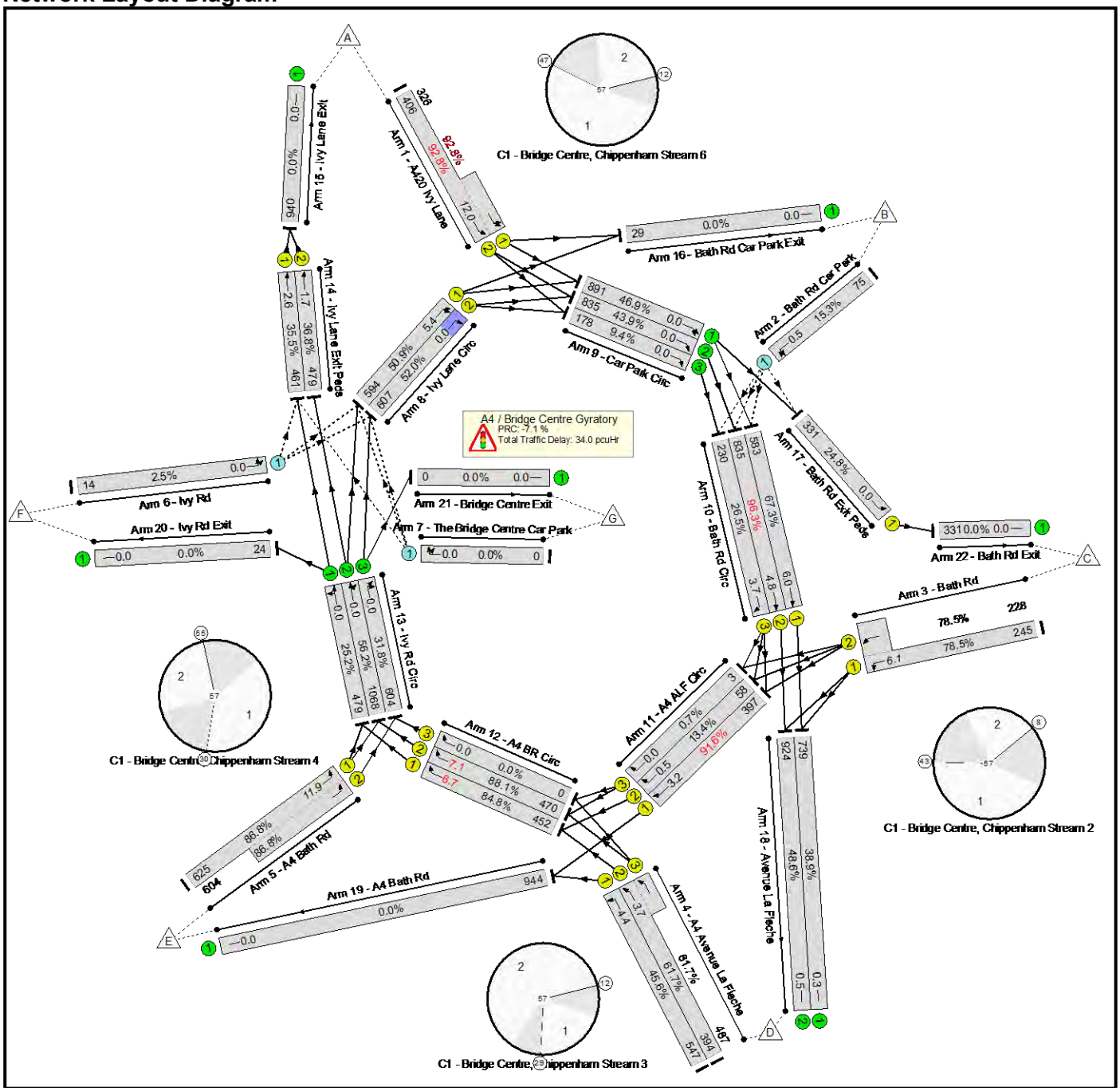
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: The Bridge Centre Gyratory	-	-	**N/A**	-	-		-	-	-	-	-	-	**96.3%**
A4 / Bridge Centre Gyratory	-	-	**N/A**	-	-		-	-	-	-	-	-	**96.3%**
1/2+1/1	A420 Ivy Lane Ahead Left	U	6	N/A	P		1	13	-	732	1900:1900	438+351	92.8 : 92.8%
2/1	Bath Rd Car Park Left Left2	O	N/A	N/A	-		-	-	-	75	Inf	490	15.3%
3/1+3/2	Bath Rd Ahead Left	U	2	N/A	E		1	12	-	473	1900:3800	312+290	78.5 : 78.5%
4/1	A4 Avenue La Fleche Left	U	3	N/A	H		1	35	-	547	1900	1200	45.6%
4/2+4/3	A4 Avenue La Fleche Ahead	U	3	N/A	H		1	35	-	861	1900:1900	639+757	61.7 : 61.7%
5/1+5/2	A4 Bath Rd Left	U	4	N/A	K		1	22	-	1229	1900:1900	720+696	86.8 : 86.8%
6/1	Ivy Rd Ahead Left	O	N/A	N/A	-		-	-	-	14	1900	560	2.5%
7/1	The Bridge Centre Car Park Right Right2	O	N/A	N/A	-		-	-	-	0	1900	444	0.0%
8/1	Ivy Lane Circ Right Ahead	U	6	N/A	O		1	34	-	594	1900	1167	50.9%
8/2	Ivy Lane Circ Right	U	6	N/A	O		1	34	-	607	1900	1167	52.0%
9/1	Car Park Circ Right Ahead	U	N/A	N/A	-		-	-	-	891	1900	1900	46.9%
9/2	Car Park Circ Right	U	N/A	N/A	-		-	-	-	835	1900	1900	43.9%
9/3	Car Park Circ Right	U	N/A	N/A	-		-	-	-	178	1900	1900	9.4%
10/1	Bath Rd Circ Ahead	U	2	N/A	C		1	25	-	583	1900	867	67.3%
10/2	Bath Rd Circ Ahead	U	2	N/A	C		1	25	-	835	1900	867	96.3%

Full Input Data And Results

10/3	Bath Rd Circ Right	U	2	N/A	C		1	25	-	230	1900	867	26.5%
11/1	A4 ALF Circ Ahead	U	3	N/A	G		1	12	-	397	1900	433	91.6%
11/2	A4 ALF Circ Right	U	3	N/A	G		1	12	-	58	1900	433	13.4%
11/3	A4 ALF Circ Right	U	3	N/A	G		1	12	-	3	1900	433	0.7%
12/1	A4 BR Circ Right	U	4	N/A	I		1	15	-	452	1900	533	84.8%
12/2	A4 BR Circ Right	U	4	N/A	I		1	15	-	470	1900	533	88.1%
12/3	A4 BR Circ Right	U	4	N/A	I		1	15	-	0	1955	549	0.0%
13/1	Ivy Rd Circ Ahead Left	U	N/A	N/A	-		-	-	-	479	1900	1900	25.2%
13/2	Ivy Rd Circ Right Ahead	U	N/A	N/A	-		-	-	-	1068	1900	1900	56.2%
13/3	Ivy Rd Circ Right Right2	U	N/A	N/A	-		-	-	-	604	1900	1900	31.8%
14/1	Ivy Lane Exit Peds Ahead	U	5	N/A	M		1	38	-	461	1900	1300	35.5%
14/2	Ivy Lane Exit Peds Ahead	U	5	N/A	M		1	38	-	479	1900	1300	36.8%
15/1	Ivy Lane Exit	U	N/A	N/A	-		-	-	-	940	Inf	Inf	0.0%
16/1	Bath Rd Car Park Exit	U	N/A	N/A	-		-	-	-	29	Inf	Inf	0.0%
17/1	Bath Rd Exit Peds Left	U	1	N/A	A		1	39	-	331	1900	1333	24.8%
18/1	Avenue La Fleche	U	N/A	N/A	-		-	-	-	739	1900	1900	38.9%
18/2	Avenue La Fleche	U	N/A	N/A	-		-	-	-	924	1900	1900	48.6%
19/1	A4 Bath Rd	U	N/A	N/A	-		-	-	-	944	Inf	Inf	0.0%
20/1	Ivy Rd Exit	U	N/A	N/A	-		-	-	-	24	Inf	Inf	0.0%
21/1	Bridge Centre Exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
22/1	Bath Rd Exit	U	N/A	N/A	-		-	-	-	331	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: The Bridge Centre Gyratory	**-**	**-**	**89**	**0**	**0**	**22.6**	**11.4**	**0.0**	**34.0**	**-**	**-**	**-**	**-**
A4 / Bridge Centre Gyratory	**-**	**-**	**89**	**0**	**0**	**22.6**	**11.4**	**0.0**	**34.0**	**-**	**-**	**-**	**-**
1/2+1/1	732	732	-	-	-	4.1	5.4	-	9.5 (5.3+4.2)	46.7 (47.1:46.1)	6.6	5.4	12.0
2/1	75	75	75	0	0	0.1	0.1	-	0.2	7.8	0.4	0.1	0.5
3/1+3/2	473	473	-	-	-	2.5	1.8	-	4.3 (2.3+2.0)	32.7 (33.1:32.2)	4.3	1.8	6.1
4/1	547	547	-	-	-	0.8	0.0	-	0.8	5.4	4.4	0.0	4.4
4/2+4/3	861	861	-	-	-	1.2	0.0	-	1.2 (0.5+0.7)	5.0 (4.9:5.1)	3.7	0.0	3.7
5/1+5/2	1229	1229	-	-	-	5.1	3.2	-	8.3 (4.2+4.1)	24.3 (24.4:24.2)	8.7	3.2	11.9
6/1	14	14	14	0	0	0.0	0.0	-	0.0	3.3	0.0	0.0	0.0
7/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	594	594	-	-	-	0.7	0.0	-	0.7	4.2	5.4	0.0	5.4
8/2	607	607	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	891	891	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	835	835	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/3	178	178	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	583	583	-	-	-	1.3	0.0	-	1.3	7.9	6.0	0.0	6.0
10/2	835	835	-	-	-	1.1	0.0	-	1.1	4.9	4.8	0.0	4.8
10/3	230	230	-	-	-	0.5	0.2	-	0.7	11.3	3.5	0.2	3.7
11/1	397	397	-	-	-	0.9	0.0	-	0.9	8.4	3.2	0.0	3.2
11/2	58	58	-	-	-	0.1	0.0	-	0.1	8.1	0.5	0.0	0.5
11/3	3	3	-	-	-	0.0	0.0	-	0.0	14.5	0.0	0.0	0.0
12/1	452	452	-	-	-	1.9	0.0	-	1.9	15.4	6.7	0.0	6.7

Full Input Data And Results

12/2	470	470	-	-	-	1.9	0.0	-	1.9	14.5	7.1	0.0	7.1
12/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	479	479	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	1068	1068	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/3	604	604	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	461	461	-	-	-	0.0	0.0	-	0.0	0.2	2.6	0.0	2.6
14/2	479	479	-	-	-	0.2	0.0	-	0.2	1.3	1.7	0.0	1.7
15/1	940	940	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	29	29	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
17/1	331	331	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/1	739	739	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
18/2	924	924	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
19/1	944	944	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/1	24	24	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
21/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
22/1	331	331	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

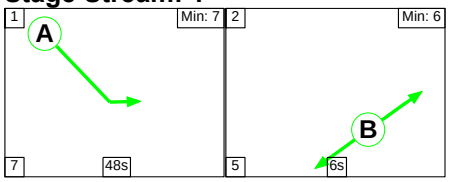
C1 - Bridge Centre, Chippenham	Stream: 1 PRC for Signalled Lanes (%):	262.5	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 57
C1 - Bridge Centre, Chippenham	Stream: 2 PRC for Signalled Lanes (%):	-7.1	Total Delay for Signalled Lanes (pcuHr):	7.43	Cycle Time (s): 57
C1 - Bridge Centre, Chippenham	Stream: 3 PRC for Signalled Lanes (%):	-1.8	Total Delay for Signalled Lanes (pcuHr):	3.10	Cycle Time (s): 57
C1 - Bridge Centre, Chippenham	Stream: 4 PRC for Signalled Lanes (%):	2.1	Total Delay for Signalled Lanes (pcuHr):	12.11	Cycle Time (s): 57
C1 - Bridge Centre, Chippenham	Stream: 5 PRC for Signalled Lanes (%):	144.3	Total Delay for Signalled Lanes (pcuHr):	0.20	Cycle Time (s): 57
C1 - Bridge Centre, Chippenham	Stream: 6 PRC for Signalled Lanes (%):	-3.1	Total Delay for Signalled Lanes (pcuHr):	10.19	Cycle Time (s): 57
	PRC Over All Lanes (%):	-7.1	Total Delay Over All Lanes(pcuHr):	34.00	

Full Input Data And Results

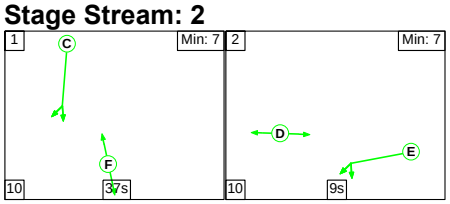
Scenario 7: '2029 Base + Committed + Development AM' (FG7: '2029 Base + Committed + Development AM', Plan 1: 'Network Plan')

Stage Sequence Diagram

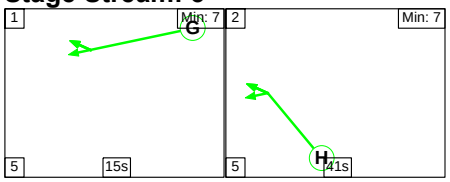
Stage Stream: 1



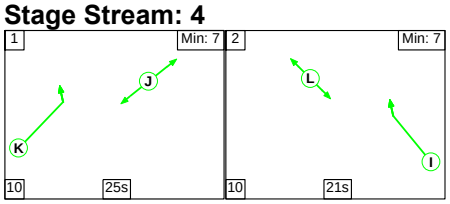
Stage Stream: 2



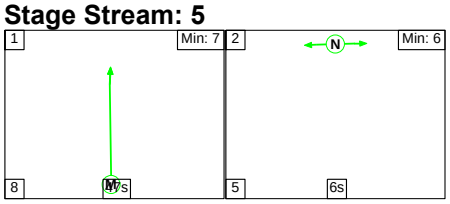
Stage Stream: 3



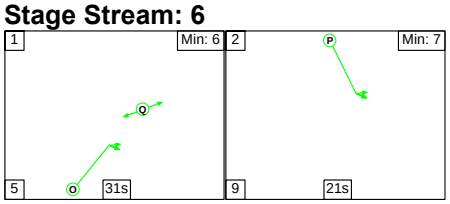
Stage Stream: 4



Stage Stream: 5



Stage Stream: 6



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	48	6
Change Point	26	15

Stage Stream: 2

Stage	1	2
Duration	37	9
Change Point	31	12

Full Input Data And Results

Stage Stream: 3

Stage	1	2
Duration	15	41
Change Point	35	55

Stage Stream: 4

Stage	1	2
Duration	25	21
Change Point	26	61

Stage Stream: 5

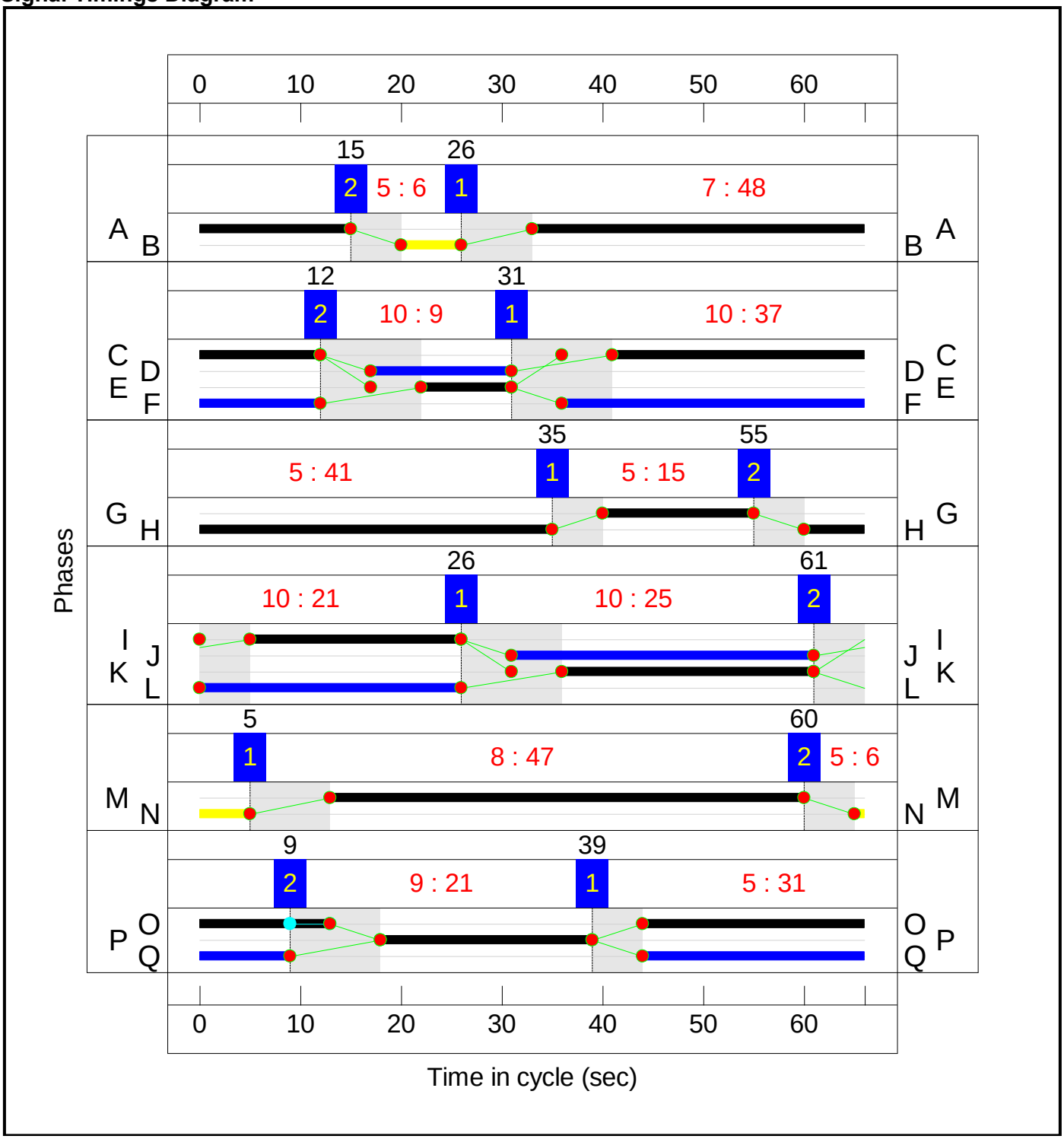
Stage	1	2
Duration	47	6
Change Point	5	60

Stage Stream: 6

Stage	1	2
Duration	31	21
Change Point	39	9

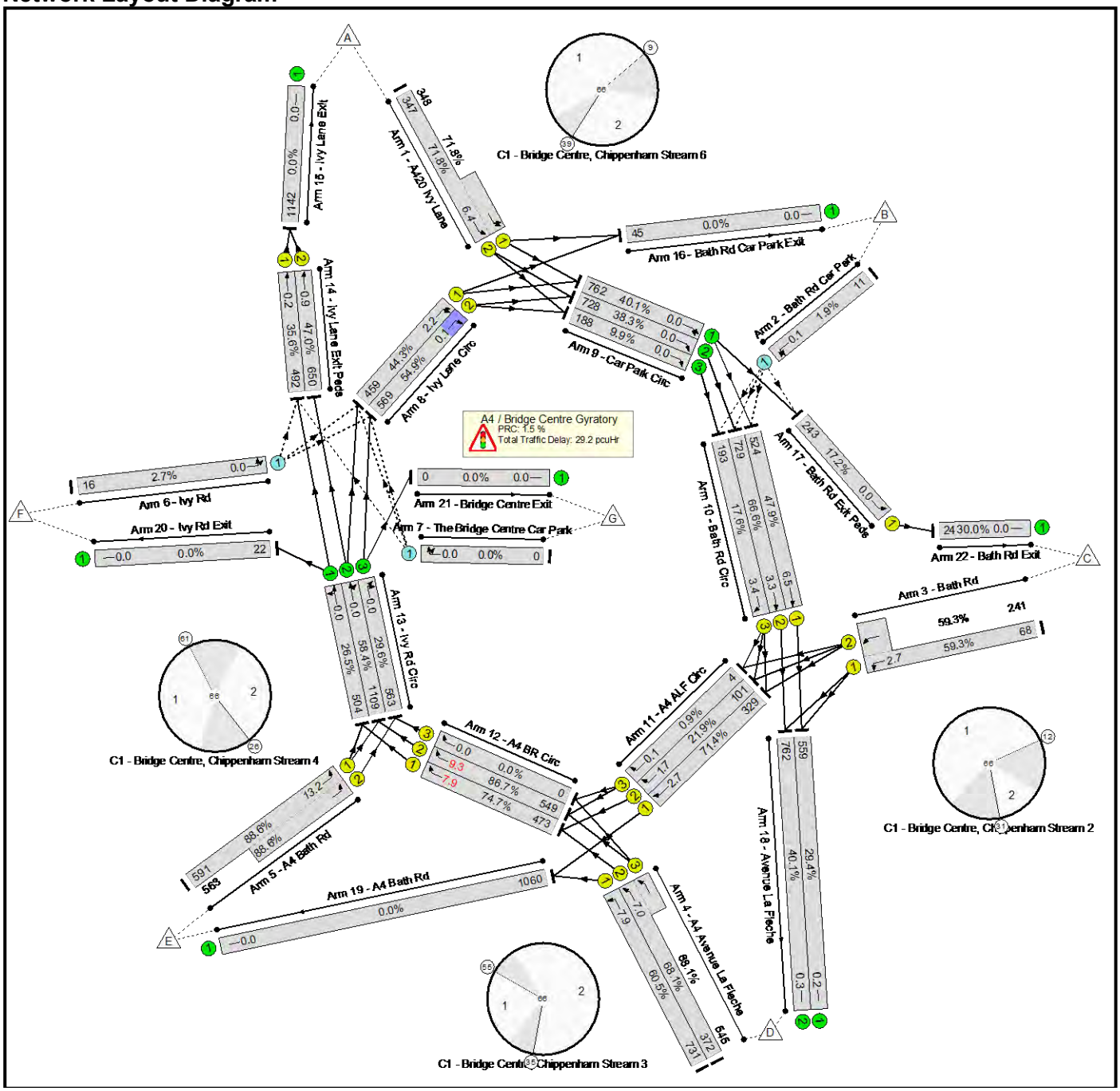
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: The Bridge Centre Gyratory	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.6%**
A4 / Bridge Centre Gyratory	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.6%**
1/2+1/1	A420 Ivy Lane Ahead Left	U	6	N/A	P		1	21	-	695	1900:1900	483+485	71.8 : 71.8%
2/1	Bath Rd Car Park Left Left2	O	N/A	N/A	-		-	-	-	11	Inf	566	1.9%
3/1+3/2	Bath Rd Ahead Left	U	2	N/A	E		1	9	-	309	1900:3800	115+406	59.3 : 59.3%
4/1	A4 Avenue La Fleche Left	U	3	N/A	H		1	41	-	731	1900	1209	60.5%
4/2+4/3	A4 Avenue La Fleche Ahead	U	3	N/A	H		1	41	-	917	1900:1900	546+800	68.1 : 68.1%
5/1+5/2	A4 Bath Rd Left	U	4	N/A	K		1	25	-	1154	1900:1900	667+635	88.6 : 88.6%
6/1	Ivy Rd Ahead Left	O	N/A	N/A	-		-	-	-	16	1900	584	2.7%
7/1	The Bridge Centre Car Park Right Right2	O	N/A	N/A	-		-	-	-	0	1900	443	0.0%
8/1	Ivy Lane Circ Right Ahead	U	6	N/A	O		1	35	-	459	1900	1036	44.3%
8/2	Ivy Lane Circ Right	U	6	N/A	O		1	35	-	569	1900	1036	54.9%
9/1	Car Park Circ Right Ahead	U	N/A	N/A	-		-	-	-	762	1900	1900	40.1%
9/2	Car Park Circ Right	U	N/A	N/A	-		-	-	-	728	1900	1900	38.3%
9/3	Car Park Circ Right	U	N/A	N/A	-		-	-	-	188	1900	1900	9.9%
10/1	Bath Rd Circ Ahead	U	2	N/A	C		1	37	-	524	1900	1094	47.9%
10/2	Bath Rd Circ Ahead	U	2	N/A	C		1	37	-	729	1900	1094	66.6%

Full Input Data And Results

10/3	Bath Rd Circ Right	U	2	N/A	C		1	37	-	193	1900	1094	17.6%
11/1	A4 ALF Circ Ahead	U	3	N/A	G		1	15	-	329	1900	461	71.4%
11/2	A4 ALF Circ Right	U	3	N/A	G		1	15	-	101	1900	461	21.9%
11/3	A4 ALF Circ Right	U	3	N/A	G		1	15	-	4	1900	461	0.9%
12/1	A4 BR Circ Right	U	4	N/A	I		1	21	-	473	1900	633	74.7%
12/2	A4 BR Circ Right	U	4	N/A	I		1	21	-	549	1900	633	86.7%
12/3	A4 BR Circ Right	U	4	N/A	I		1	21	-	0	1955	652	0.0%
13/1	Ivy Rd Circ Ahead Left	U	N/A	N/A	-		-	-	-	504	1900	1900	26.5%
13/2	Ivy Rd Circ Right Ahead	U	N/A	N/A	-		-	-	-	1109	1900	1900	58.4%
13/3	Ivy Rd Circ Right Right2	U	N/A	N/A	-		-	-	-	563	1900	1900	29.6%
14/1	Ivy Lane Exit Peds Ahead	U	5	N/A	M		1	47	-	492	1900	1382	35.6%
14/2	Ivy Lane Exit Peds Ahead	U	5	N/A	M		1	47	-	650	1900	1382	47.0%
15/1	Ivy Lane Exit	U	N/A	N/A	-		-	-	-	1142	Inf	Inf	0.0%
16/1	Bath Rd Car Park Exit	U	N/A	N/A	-		-	-	-	45	Inf	Inf	0.0%
17/1	Bath Rd Exit Peds Left	U	1	N/A	A		1	48	-	243	1900	1411	17.2%
18/1	Avenue La Fleche	U	N/A	N/A	-		-	-	-	559	1900	1900	29.4%
18/2	Avenue La Fleche	U	N/A	N/A	-		-	-	-	762	1900	1900	40.1%
19/1	A4 Bath Rd	U	N/A	N/A	-		-	-	-	1060	Inf	Inf	0.0%
20/1	Ivy Rd Exit	U	N/A	N/A	-		-	-	-	22	Inf	Inf	0.0%
21/1	Bridge Centre Exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
22/1	Bath Rd Exit	U	N/A	N/A	-		-	-	-	243	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: The Bridge Centre Gyratory	**-**	**-**	**27**	**0**	**0**	**22.8**	**6.4**	**0.0**	**29.2**	**-**	**-**	**-**	**-**
A4 / Bridge Centre Gyratory	**-**	**-**	**27**	**0**	**0**	**22.8**	**6.4**	**0.0**	**29.2**	**-**	**-**	**-**	**-**
1/2+1/1	695	695	-	-	-	3.5	1.3	-	4.7 (2.4+2.4)	24.5 (24.5:24.5)	5.1	1.3	6.4
2/1	11	11	11	0	0	0.0	0.0	-	0.0	6.1	0.1	0.0	0.1
3/1+3/2	309	309	-	-	-	2.2	0.7	-	2.9 (0.6+2.3)	33.7 (33.1:33.8)	2.0	0.7	2.7
4/1	731	731	-	-	-	1.4	0.0	-	1.4	7.1	7.9	0.0	7.9
4/2+4/3	917	917	-	-	-	1.6	0.0	-	1.6 (0.6+1.0)	6.1 (5.9:6.3)	7.0	0.0	7.0
5/1+5/2	1154	1154	-	-	-	5.6	3.7	-	9.3 (4.8+4.5)	29.0 (29.2:28.8)	9.5	3.7	13.2
6/1	16	16	16	0	0	0.0	0.0	-	0.0	3.2	0.0	0.0	0.0
7/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	459	459	-	-	-	0.5	0.0	-	0.5	3.8	2.2	0.0	2.2
8/2	569	569	-	-	-	0.0	0.0	-	0.0	0.1	0.1	0.0	0.1
9/1	762	762	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	728	728	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/3	188	188	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	524	524	-	-	-	1.3	0.0	-	1.3	8.6	6.5	0.0	6.5
10/2	729	729	-	-	-	0.6	0.0	-	0.6	3.1	3.3	0.0	3.3
10/3	193	193	-	-	-	0.5	0.1	-	0.6	11.3	3.3	0.1	3.4
11/1	329	329	-	-	-	0.6	0.0	-	0.6	6.1	2.7	0.0	2.7
11/2	101	101	-	-	-	0.3	0.0	-	0.3	11.3	1.7	0.0	1.7
11/3	4	4	-	-	-	0.0	0.0	-	0.0	15.1	0.1	0.0	0.1
12/1	473	473	-	-	-	2.3	0.0	-	2.3	17.7	7.9	0.0	7.9

Full Input Data And Results

12/2	549	549	-	-	-	2.2	0.0	-	2.2	14.5	9.3	0.0	9.3
12/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	504	504	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	1109	1109	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/3	563	563	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	492	492	-	-	-	0.0	0.0	-	0.0	0.2	0.2	0.0	0.2
14/2	650	650	-	-	-	0.2	0.0	-	0.2	1.1	0.9	0.0	0.9
15/1	1142	1142	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	45	45	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
17/1	243	243	-	-	-	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0
18/1	559	559	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
18/2	762	762	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
19/1	1060	1060	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/1	22	22	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
21/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
22/1	243	243	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

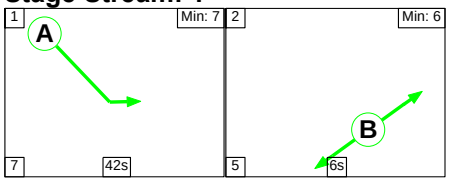
C1 - Bridge Centre, Chippenham	Stream: 1 PRC for Signalled Lanes (%):	422.4	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 66
C1 - Bridge Centre, Chippenham	Stream: 2 PRC for Signalled Lanes (%):	35.1	Total Delay for Signalled Lanes (pcuHr):	5.38	Cycle Time (s): 66
C1 - Bridge Centre, Chippenham	Stream: 3 PRC for Signalled Lanes (%):	26.0	Total Delay for Signalled Lanes (pcuHr):	3.90	Cycle Time (s): 66
C1 - Bridge Centre, Chippenham	Stream: 4 PRC for Signalled Lanes (%):	1.5	Total Delay for Signalled Lanes (pcuHr):	13.84	Cycle Time (s): 66
C1 - Bridge Centre, Chippenham	Stream: 5 PRC for Signalled Lanes (%):	91.3	Total Delay for Signalled Lanes (pcuHr):	0.24	Cycle Time (s): 66
C1 - Bridge Centre, Chippenham	Stream: 6 PRC for Signalled Lanes (%):	25.3	Total Delay for Signalled Lanes (pcuHr):	5.23	Cycle Time (s): 66
	PRC Over All Lanes (%):	1.5	Total Delay Over All Lanes(pcuHr):	29.16	

Full Input Data And Results

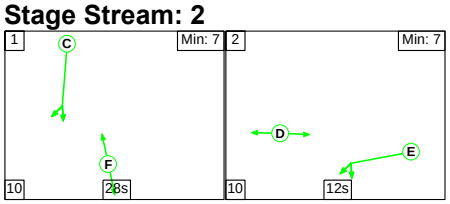
Scenario 8: '2029 Base + Committed + Development PM' (FG8: '2029 Base + Committed + Development PM', Plan 1: 'Network Plan')

Stage Sequence Diagram

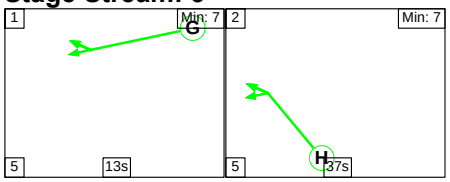
Stage Stream: 1



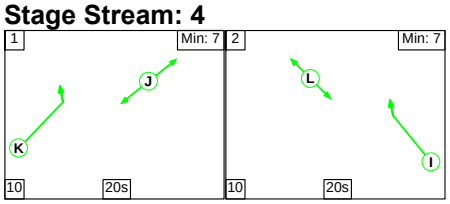
Stage Stream: 2



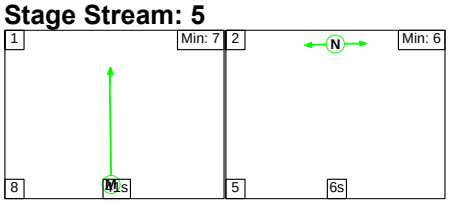
Stage Stream: 3



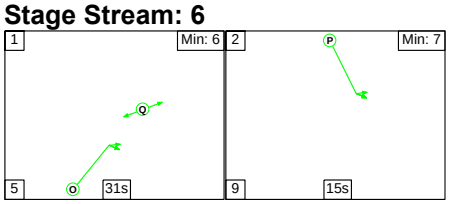
Stage Stream: 4



Stage Stream: 5



Stage Stream: 6



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	42	6
Change Point	4	53

Stage Stream: 2

Stage	1	2
Duration	28	12
Change Point	55	33

Full Input Data And Results

Stage Stream: 3

Stage	1	2
Duration	13	37
Change Point	59	17

Stage Stream: 4

Stage	1	2
Duration	20	20
Change Point	48	18

Stage Stream: 5

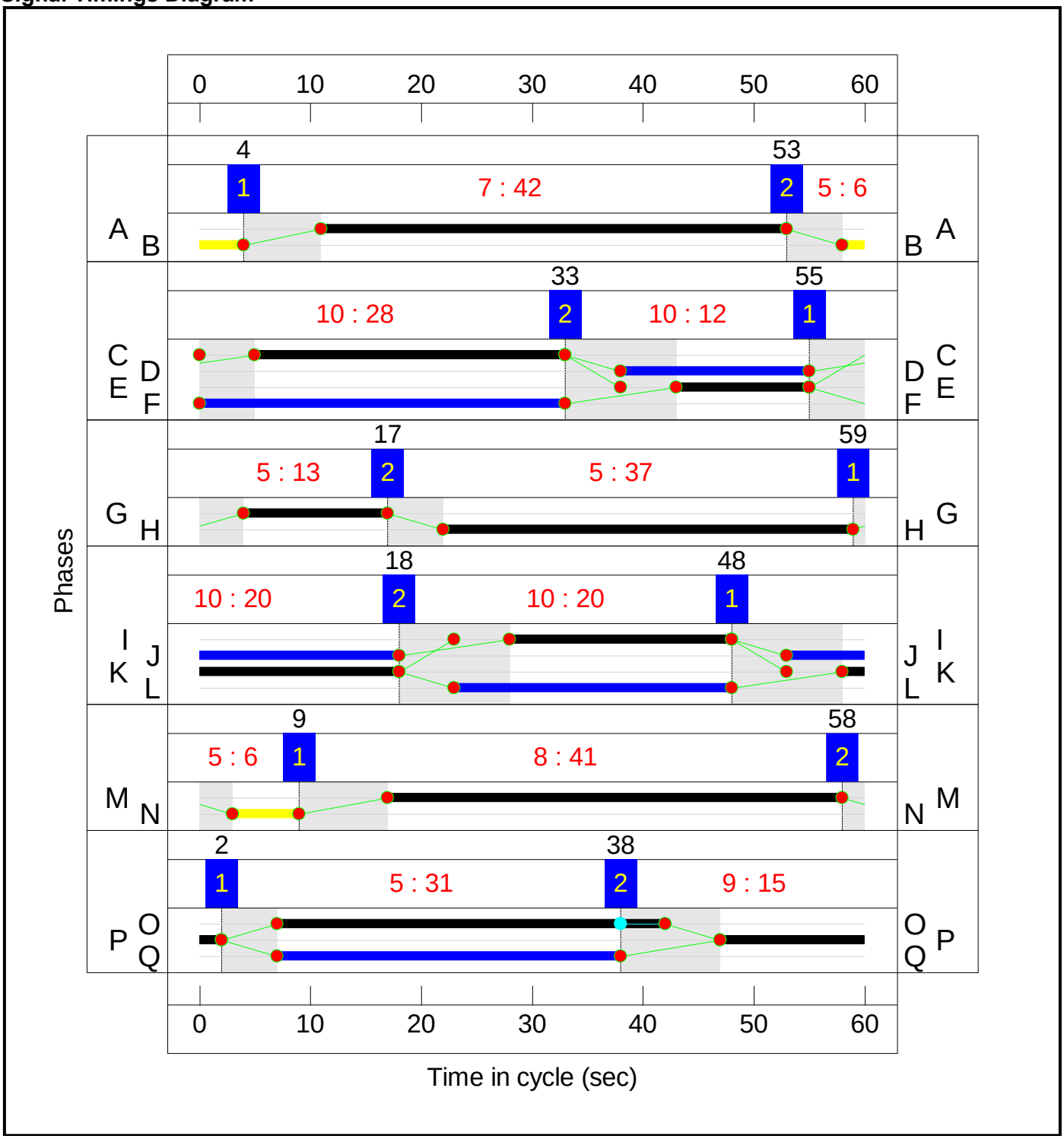
Stage	1	2
Duration	41	6
Change Point	9	58

Stage Stream: 6

Stage	1	2
Duration	31	15
Change Point	2	38

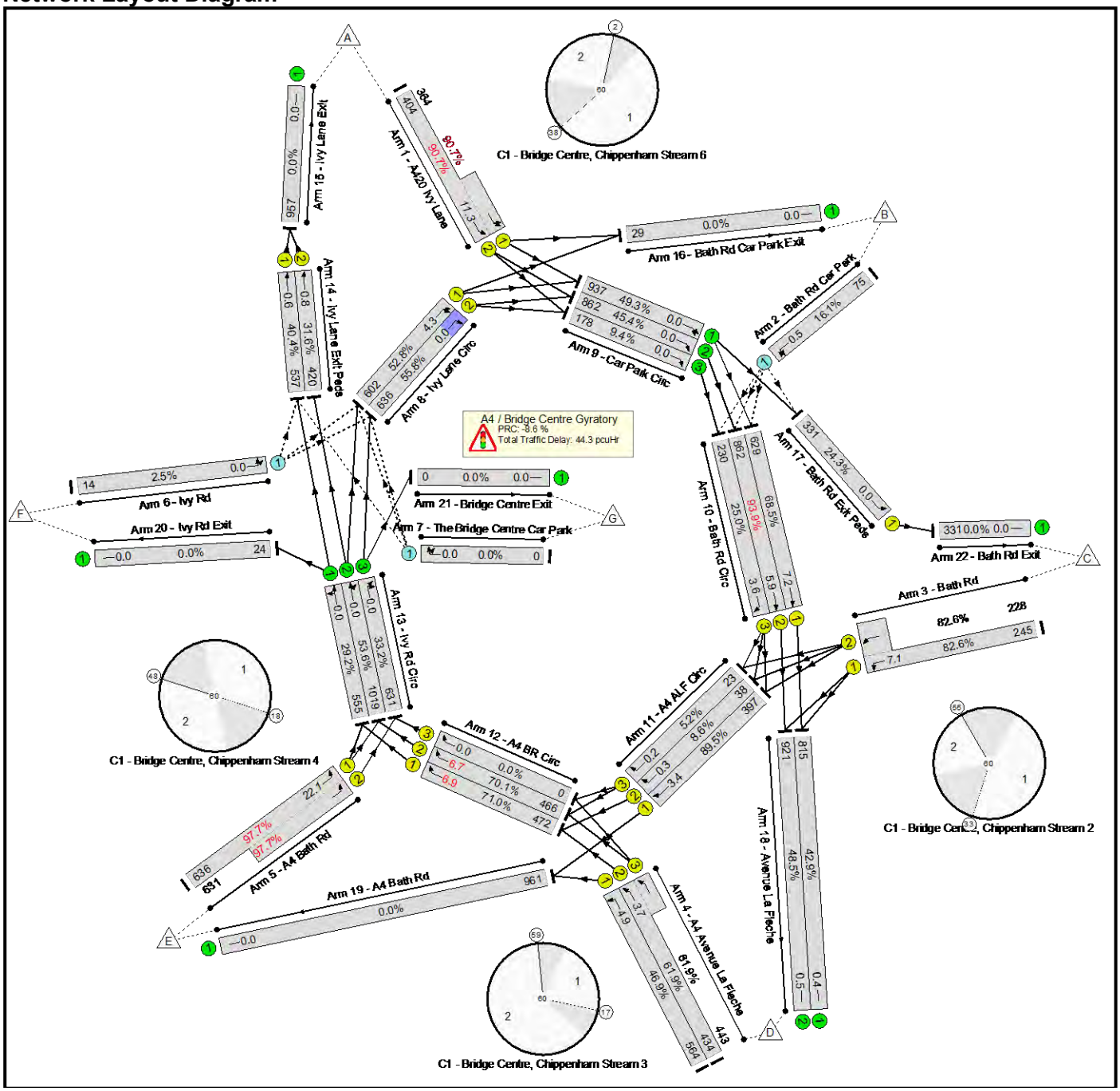
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: The Bridge Centre Gyratory	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.7%**
A4 / Bridge Centre Gyratory	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.7%**
1/2+1/1	A420 Ivy Lane Ahead Left	U	6	N/A	P		1	15	-	768	1900:1900	445+401	90.7 : 90.7%
2/1	Bath Rd Car Park Left Left2	O	N/A	N/A	-		-	-	-	75	Inf	467	16.1%
3/1+3/2	Bath Rd Ahead Left	U	2	N/A	E		1	12	-	473	1900:3800	296+276	82.6 : 82.6%
4/1	A4 Avenue La Fleche Left	U	3	N/A	H		1	37	-	564	1900	1203	46.9%
4/2+4/3	A4 Avenue La Fleche Ahead	U	3	N/A	H		1	37	-	877	1900:1900	701+715	61.9 : 61.9%
5/1+5/2	A4 Bath Rd Left	U	4	N/A	K		1	20	-	1267	1900:1900	651+646	97.7 : 97.7%
6/1	Ivy Rd Ahead Left	O	N/A	N/A	-		-	-	-	14	1900	554	2.5%
7/1	The Bridge Centre Car Park Right Right2	O	N/A	N/A	-		-	-	-	0	1900	444	0.0%
8/1	Ivy Lane Circ Right Ahead	U	6	N/A	O		1	35	-	602	1900	1140	52.8%
8/2	Ivy Lane Circ Right	U	6	N/A	O		1	35	-	636	1900	1140	55.8%
9/1	Car Park Circ Right Ahead	U	N/A	N/A	-		-	-	-	937	1900	1900	49.3%
9/2	Car Park Circ Right	U	N/A	N/A	-		-	-	-	862	1900	1900	45.4%
9/3	Car Park Circ Right	U	N/A	N/A	-		-	-	-	178	1900	1900	9.4%
10/1	Bath Rd Circ Ahead	U	2	N/A	C		1	28	-	629	1900	918	68.5%
10/2	Bath Rd Circ Ahead	U	2	N/A	C		1	28	-	862	1900	918	93.9%

Full Input Data And Results

10/3	Bath Rd Circ Right	U	2	N/A	C		1	28	-	230	1900	918	25.0%
11/1	A4 ALF Circ Ahead	U	3	N/A	G		1	13	-	397	1900	443	89.5%
11/2	A4 ALF Circ Right	U	3	N/A	G		1	13	-	38	1900	443	8.6%
11/3	A4 ALF Circ Right	U	3	N/A	G		1	13	-	23	1900	443	5.2%
12/1	A4 BR Circ Right	U	4	N/A	I		1	20	-	472	1900	665	71.0%
12/2	A4 BR Circ Right	U	4	N/A	I		1	20	-	466	1900	665	70.1%
12/3	A4 BR Circ Right	U	4	N/A	I		1	20	-	0	1955	684	0.0%
13/1	Ivy Rd Circ Ahead Left	U	N/A	N/A	-		-	-	-	555	1900	1900	29.2%
13/2	Ivy Rd Circ Right Ahead	U	N/A	N/A	-		-	-	-	1019	1900	1900	53.6%
13/3	Ivy Rd Circ Right Right2	U	N/A	N/A	-		-	-	-	631	1900	1900	33.2%
14/1	Ivy Lane Exit Peds Ahead	U	5	N/A	M		1	41	-	537	1900	1330	40.4%
14/2	Ivy Lane Exit Peds Ahead	U	5	N/A	M		1	41	-	420	1900	1330	31.6%
15/1	Ivy Lane Exit	U	N/A	N/A	-		-	-	-	957	Inf	Inf	0.0%
16/1	Bath Rd Car Park Exit	U	N/A	N/A	-		-	-	-	29	Inf	Inf	0.0%
17/1	Bath Rd Exit Peds Left	U	1	N/A	A		1	42	-	331	1900	1362	24.3%
18/1	Avenue La Fleche	U	N/A	N/A	-		-	-	-	815	1900	1900	42.9%
18/2	Avenue La Fleche	U	N/A	N/A	-		-	-	-	921	1900	1900	48.5%
19/1	A4 Bath Rd	U	N/A	N/A	-		-	-	-	961	Inf	Inf	0.0%
20/1	Ivy Rd Exit	U	N/A	N/A	-		-	-	-	24	Inf	Inf	0.0%
21/1	Bridge Centre Exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
22/1	Bath Rd Exit	U	N/A	N/A	-		-	-	-	331	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: The Bridge Centre Gyratory	**-**	**-**	**89**	**0**	**0**	**24.6**	**19.7**	**0.0**	**44.3**	**-**	**-**	**-**	**-**
A4 / Bridge Centre Gyratory	**-**	**-**	**89**	**0**	**0**	**24.6**	**19.7**	**0.0**	**44.3**	**-**	**-**	**-**	**-**
1/2+1/1	768	768	-	-	-	4.3	4.4	-	8.7 (4.6+4.1)	40.9 (41.1:40.6)	6.9	4.4	11.3
2/1	75	75	75	0	0	0.1	0.1	-	0.2	9.1	0.4	0.1	0.5
3/1+3/2	473	473	-	-	-	2.7	2.3	-	5.0 (2.6+2.4)	38.2 (38.6:37.8)	4.8	2.3	7.1
4/1	564	564	-	-	-	0.9	0.0	-	0.9	5.7	4.9	0.0	4.9
4/2+4/3	877	877	-	-	-	1.3	0.0	-	1.3 (0.6+0.6)	5.3 (5.2:5.3)	3.7	0.0	3.7
5/1+5/2	1267	1267	-	-	-	6.7	11.8	-	18.5 (9.3+9.2)	52.6 (52.7:52.6)	10.2	11.8	22.1
6/1	14	14	14	0	0	0.0	0.0	-	0.0	3.3	0.0	0.0	0.0
7/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	602	602	-	-	-	0.6	0.0	-	0.6	3.6	4.3	0.0	4.3
8/2	636	636	-	-	-	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0
9/1	937	937	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	862	862	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/3	178	178	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	629	629	-	-	-	1.5	0.0	-	1.5	8.4	7.2	0.0	7.2
10/2	862	862	-	-	-	1.7	0.0	-	1.7	6.9	5.9	0.0	5.9
10/3	230	230	-	-	-	0.5	0.2	-	0.6	9.7	3.4	0.2	3.6
11/1	397	397	-	-	-	0.9	0.0	-	0.9	8.4	3.4	0.0	3.4
11/2	38	38	-	-	-	0.1	0.0	-	0.1	8.5	0.3	0.0	0.3
11/3	23	23	-	-	-	0.1	0.0	-	0.1	13.5	0.2	0.0	0.2
12/1	472	472	-	-	-	1.6	0.0	-	1.6	12.5	6.9	0.0	6.9

Full Input Data And Results

12/2	466	466	-	-	-	1.6	0.0	-	1.6	12.1	6.7	0.0	6.7
12/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	555	555	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	1019	1019	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/3	631	631	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	537	537	-	-	-	0.0	0.0	-	0.0	0.3	0.6	0.0	0.6
14/2	420	420	-	-	-	0.1	0.0	-	0.1	0.5	0.8	0.0	0.8
15/1	957	957	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	29	29	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
17/1	331	331	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/1	815	815	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
18/2	921	921	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
19/1	961	961	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/1	24	24	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
21/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
22/1	331	331	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Bridge Centre, Chippenham	Stream: 1 PRC for Signalled Lanes (%):	270.2	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 60
C1 - Bridge Centre, Chippenham	Stream: 2 PRC for Signalled Lanes (%):	-4.3	Total Delay for Signalled Lanes (pcuHr):	8.77	Cycle Time (s): 60
C1 - Bridge Centre, Chippenham	Stream: 3 PRC for Signalled Lanes (%):	0.5	Total Delay for Signalled Lanes (pcuHr):	3.28	Cycle Time (s): 60
C1 - Bridge Centre, Chippenham	Stream: 4 PRC for Signalled Lanes (%):	-8.6	Total Delay for Signalled Lanes (pcuHr):	21.74	Cycle Time (s): 60
C1 - Bridge Centre, Chippenham	Stream: 5 PRC for Signalled Lanes (%):	122.9	Total Delay for Signalled Lanes (pcuHr):	0.11	Cycle Time (s): 60
C1 - Bridge Centre, Chippenham	Stream: 6 PRC for Signalled Lanes (%):	-0.8	Total Delay for Signalled Lanes (pcuHr):	9.33	Cycle Time (s): 60
	PRC Over All Lanes (%):	-8.6	Total Delay Over All Lanes(pcuHr):	44.29	

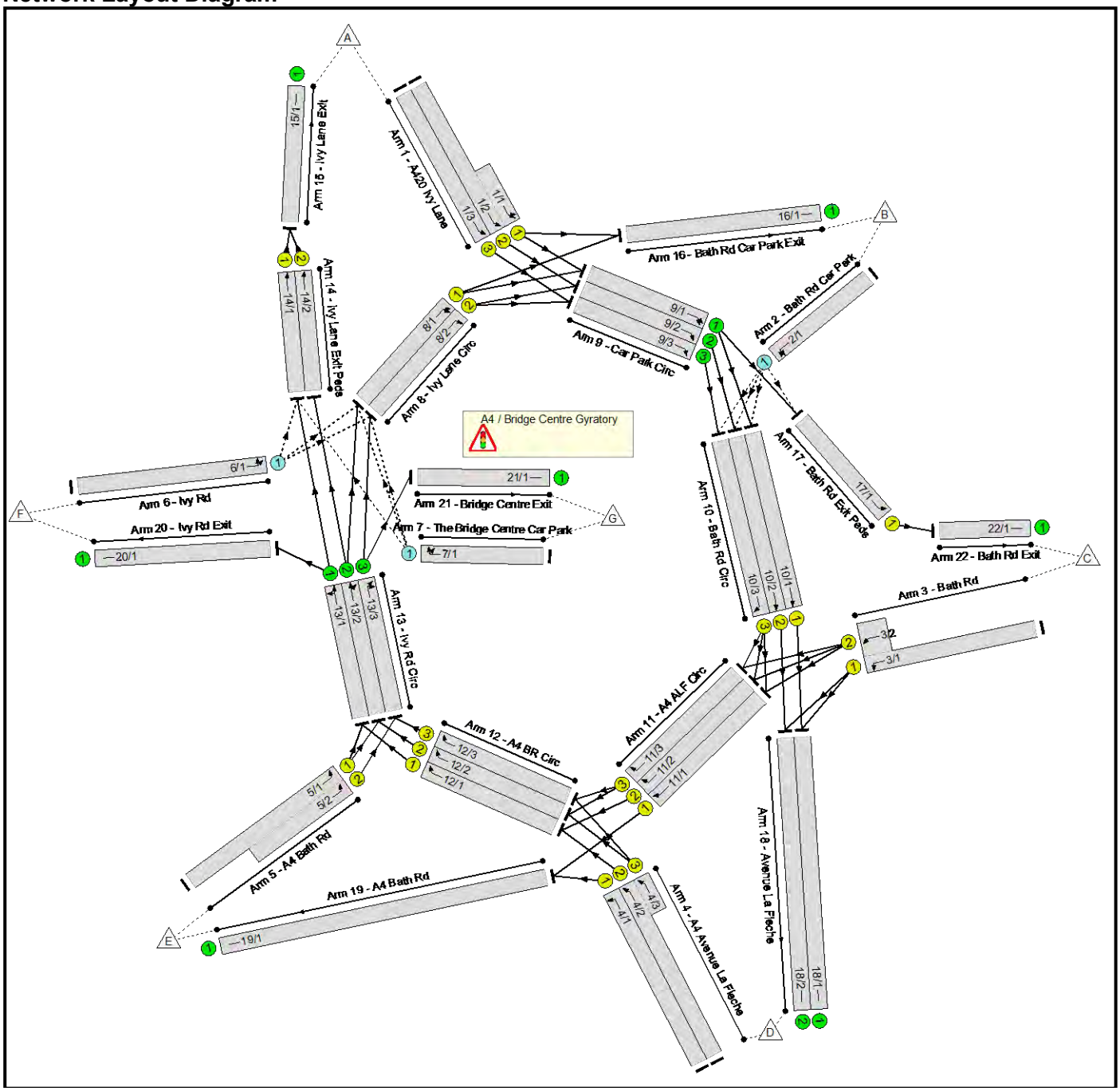
Full Input Data And Results

User and Project Details

Project:	**ITB19912**
Title:	**The Bridge Centre Gyratory**
Location:	Chippenham, Wilts
Date Started:	26.06.2026
Model Purpose:	Potential Mitigation
Model Assumptions:	Signal Specs (2219)
Additional detail:	
File name:	A4 Bridge Centre Gyratory (Mitigation).lsg3x
Author:	Jon Wilkinson
Company:	iTransport
Address:	Manchester

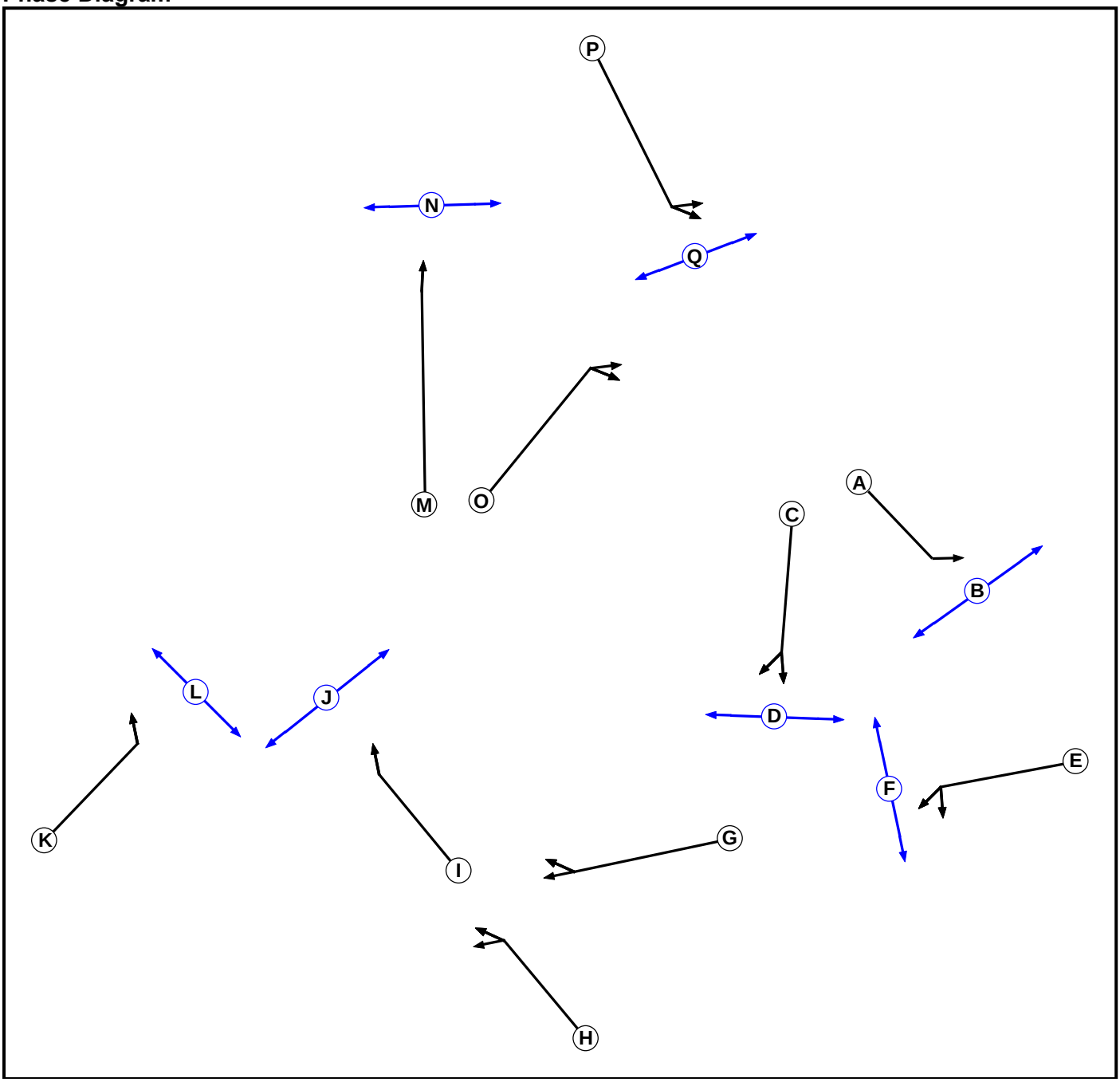
Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Pedestrian	1		6	6
C	Traffic	2		7	7
D	Pedestrian	2		6	6
E	Traffic	2		7	7
F	Pedestrian	2		6	6
G	Traffic	3		7	7
H	Traffic	3		7	7
I	Traffic	4		7	7
J	Pedestrian	4		6	6
K	Traffic	4		7	7
L	Pedestrian	4		6	6
M	Traffic	5		7	7
N	Pedestrian	5		6	6
O	Traffic	6		7	3
P	Traffic	6		7	7
Q	Pedestrian	6		6	6

Full Input Data And Results

Phase Intergreens Matrix

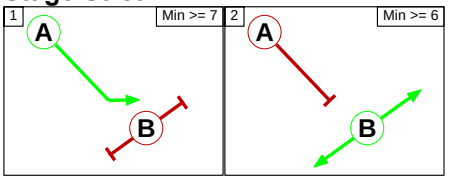
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
A		5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
B	7		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
C	-	-		5	5	-	-	-	-	-	-	-	-	-	-	-	-
D	-	-	10		-	-	-	-	-	-	-	-	-	-	-	-	-
E	-	-	5	-		5	-	-	-	-	-	-	-	-	-	-	-
F	-	-	-	-	10		-	-	-	-	-	-	-	-	-	-	-
G	-	-	-	-	-	-		5	-	-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

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C F
2	2	D E
3	1	G
3	2	H
4	1	J K
4	2	I L
5	1	M
5	2	N
6	1	O Q
6	2	P

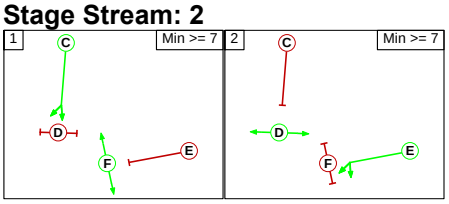
Stage Diagram

Stage Stream: 1

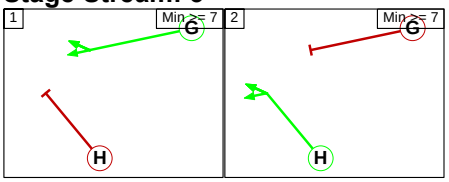


Full Input Data And Results

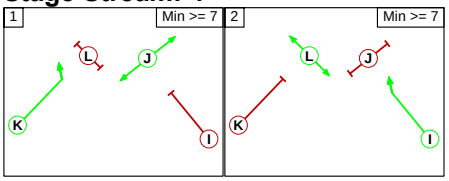
Stage Stream: 2



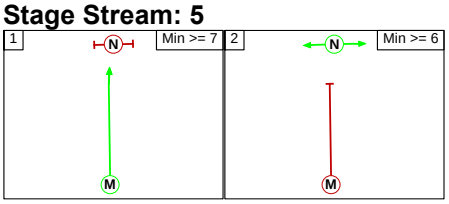
Stage Stream: 3



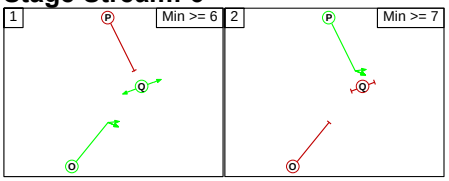
Stage Stream: 4



Stage Stream: 5



Stage Stream: 6



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Stage Stream: 3

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

Stage Stream: 4

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

Full Input Data And Results

Stage Stream: 5

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

Stage Stream: 6

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	O	Losing	4	4

Prohibited Stage Change

Stage Stream: 1

From Stage \ To Stage	1	2
1		5
2	7	

Stage Stream: 2

From Stage \ To Stage	1	2
1		10
2	10	

Stage Stream: 3

From Stage \ To Stage	1	2
1		5
2	5	

Stage Stream: 4

From Stage \ To Stage	1	2
1		10
2	10	

Stage Stream: 5

From Stage \ To Stage	1	2
1		5
2	8	

Stage Stream: 6

From Stage \ To Stage	1	2
1		9
2	5	

Full Input Data And Results

Give-Way Lane Input Data

Full Input Data And Results

Junction: A4 / Bridge Centre Gyratory

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
2/1 (Bath Rd Car Park)	10/1 (Left)	1137	0	9/1	0.45	All	-	-	-	-	-
				9/2	0.45	All					
				9/3	0.45	All					
	10/2 (Left)	1137	0	9/1	0.45	All					
				9/2	0.45	All					
				9/3	0.45	All					
	10/3 (Left)	1137	0	9/1	0.45	All					
				9/2	0.45	All					
				9/3	0.45	All					
6/1 (Ivy Rd)	17/1 (Left)	1137	0	9/1	0.45	To 17/1 (Ahead)	-	-	-	-	-
	8/1 (Ahead)	689	0	13/1	0.08	All					
				13/2	0.08	All					
				13/3	0.08	All					
	8/2 (Ahead)	689	0	13/1	0.08	All					
				13/2	0.08	All					
				13/3	0.08	All					
7/1 (The Bridge Centre Car Park)	14/1 (Left)	689	0	13/1	0.08	All	-	-	-	-	-
	8/1 (Right)	532	0	13/2	0.05	All					
				13/3	0.05	All					
				6/1	0.05	To 8/1 (Ahead) To 8/2 (Ahead)					
	8/2 (Right)	532	0	13/2	0.05	All					
				13/3	0.05	All					

				6/1	0.05	To 8/1 (Ahead) To 8/2 (Ahead)					
	14/1 (Right)	532	0	13/1	0.05	All					
				13/2	0.05	All					
				13/3	0.05	All					
				6/1	0.05	All					

Full Input Data And Results

Lane Input Data

Full Input Data And Results

Junction: A4 / Bridge Centre Gyratory												
Lane	**Lane Type**	**Phases**	**Start Disp. (s)**	**End Disp. (s)**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (A420 Ivy Lane)	U	P	2	3	5.6	User	1900	-	-	-	-	-
1/2 (A420 Ivy Lane)	U	P	2	3	60.0	User	1900	-	-	-	-	-
1/3 (A420 Ivy Lane)	U	P	2	3	8.7	User	1900	-	-	-	-	-
2/1 (Bath Rd Car Park)	O		2	3	60.0	Inf	-	-	-	-	-	-
3/1 (Bath Rd)	U	E	2	3	60.0	User	1900	-	-	-	-	-
3/2 (Bath Rd)	U	E	2	3	2.6	User	3800	-	-	-	-	-
4/1 (A4 Avenue La Fleche)	U	H	2	3	19.1	User	1900	-	-	-	-	-
4/2 (A4 Avenue La Fleche)	U	H	2	3	19.1	User	1900	-	-	-	-	-
4/3 (A4 Avenue La Fleche)	U	H	2	3	3.5	User	1900	-	-	-	-	-
5/1 (A4 Bath Rd)	U	K	2	3	60.0	User	1900	-	-	-	-	-
5/2 (A4 Bath Rd)	U	K	2	3	10.4	User	1900	-	-	-	-	-
6/1 (Ivy Rd)	O		2	3	60.0	User	1900	-	-	-	-	-
7/1 (The Bridge Centre Car Park)	O		2	3	60.0	User	1900	-	-	-	-	-
8/1 (Ivy Lane Circ)	U	O	2	3	8.9	User	1900	-	-	-	-	-
8/2 (Ivy Lane Circ)	U	O	2	3	8.0	User	1900	-	-	-	-	-
9/1 (Car Park Circ)	U		2	3	7.8	User	1900	-	-	-	-	-
9/2 (Car Park Circ)	U		2	3	7.8	User	1900	-	-	-	-	-
9/3 (Car Park Circ)	U		2	3	7.8	User	1900	-	-	-	-	-

Full Input Data And Results

10/1 (Bath Rd Circ)	U	C	2	3	9.4	User	1900	-	-	-	-	-
10/2 (Bath Rd Circ)	U	C	2	3	9.4	User	1900	-	-	-	-	-
10/3 (Bath Rd Circ)	U	C	2	3	9.4	User	1900	-	-	-	-	-
11/1 (A4 ALF Circ)	U	G	2	3	7.8	User	1900	-	-	-	-	-
11/2 (A4 ALF Circ)	U	G	2	3	7.8	User	1900	-	-	-	-	-
11/3 (A4 ALF Circ)	U	G	2	3	7.8	User	1900	-	-	-	-	-
12/1 (A4 BR Circ)	U	I	2	3	6.4	User	1900	-	-	-	-	-
12/2 (A4 BR Circ)	U	I	2	3	6.4	User	1900	-	-	-	-	-
12/3 (A4 BR Circ)	U	I	2	3	6.4	Geom	-	3.40	0.00	Y	Arm 13 Right	22.00
13/1 (Ivy Rd Circ)	U		2	3	9.0	User	1900	-	-	-	-	-
13/2 (Ivy Rd Circ)	U		2	3	9.0	User	1900	-	-	-	-	-
13/3 (Ivy Rd Circ)	U		2	3	9.0	User	1900	-	-	-	-	-
14/1 (Ivy Lane Exit Peds)	U	M	2	3	8.5	User	1900	-	-	-	-	-
14/2 (Ivy Lane Exit Peds)	U	M	2	3	8.5	User	1900	-	-	-	-	-
15/1 (Ivy Lane Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
16/1 (Bath Rd Car Park Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
17/1 (Bath Rd Exit Peds)	U	A	2	3	8.2	User	1900	-	-	-	-	-
18/1 (Avenue La Fleche)	U		2	3	8.3	User	1900	-	-	-	-	-
18/2 (Avenue La Fleche)	U		2	3	8.3	User	1900	-	-	-	-	-
19/1 (A4 Bath Rd)	U		2	3	60.0	Inf	-	-	-	-	-	-
20/1 (Ivy Rd Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

21/1 (Bridge Centre Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
22/1 (Bath Rd Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
3: '2036 Base + Committed + Development + Cumulative AM'	07:30	08:30	01:00	
4: '2036 Base + Committed + Development + Cumulative PM'	16:45	17:45	01:00	

Scenario 3: '2036 Base + Committed + Development + Cumulative AM' (FG3: '2036 Base + Committed + Development + Cumulative AM', Plan 1: 'Network Plan')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	0	1	529	188	8	0	726
	B	1	0	5	1	4	0	0	11
	C	96	2	0	70	149	1	0	318
	D	892	21	63	0	793	7	0	1776
	E	211	24	181	807	12	9	0	1244
	F	11	0	0	5	1	0	0	17
	G	0	0	0	0	0	0	0	0
	Tot.	1211	47	250	1412	1147	25	0	4092

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 3: 2036 Base + Committed + Development + Cumulative AM
Junction: A4 / Bridge Centre Gyratory	
1/1 (short)	278
1/2 (with short)	530(In) 252(Out)
1/3	196
2/1	11
3/1 (with short)	318(In) 70(Out)
3/2 (short)	248
4/1	793
4/2 (with short)	983(In) 407(Out)
4/3 (short)	576
5/1 (with short)	1244(In) 629(Out)
5/2 (short)	615
6/1	17
7/1	0
8/1	495
8/2	621
9/1	726
9/2	860
9/3	209
10/1	482
10/2	860
10/3	214
11/1	354
11/2	102
11/3	6
12/1	509
12/2	582
12/3	0
13/1	534
13/2	1186
13/3	615
14/1	520
14/2	691
15/1	1211
16/1	47
17/1	250

Full Input Data And Results

18/1	520
18/2	892
19/1	1147
20/1	25
21/1	0
22/1	250

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A4 / Bridge Centre Gyratory								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A420 Ivy Lane Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A420 Ivy Lane Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A420 Ivy Lane Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Bath Rd Car Park Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Bath Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (Bath Rd Lane 2)	This lane uses a directly entered Saturation Flow						3800	3800
4/1 (A4 Avenue La Fleche Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A4 Avenue La Fleche Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A4 Avenue La Fleche Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (A4 Bath Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (A4 Bath Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (Ivy Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (The Bridge Centre Car Park Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (Ivy Lane Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (Ivy Lane Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (Car Park Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (Car Park Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/3 (Car Park Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (Bath Rd Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
10/2 (Bath Rd Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/3 (Bath Rd Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
11/1 (A4 ALF Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
11/2 (A4 ALF Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
11/3 (A4 ALF Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900

Full Input Data And Results

12/1 (A4 BR Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
12/2 (A4 BR Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
12/3 (A4 BR Circ)	3.40	0.00	Y	Arm 13 Right	22.00	0.0 %	1955	1955
13/1 (Ivy Rd Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
13/2 (Ivy Rd Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
13/3 (Ivy Rd Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
14/1 (Ivy Lane Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
14/2 (Ivy Lane Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
15/1 (Ivy Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
16/1 (Bath Rd Car Park Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
17/1 (Bath Rd Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
18/1 (Avenue La Fleche Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
18/2 (Avenue La Fleche Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
19/1 (A4 Bath Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
20/1 (Ivy Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
21/1 (Bridge Centre Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
22/1 (Bath Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2036 Base + Committed + Development + Cumulative PM' (FG4: '2036 Base + Committed + Development + Cumulative PM', Plan 1: 'Network Plan')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	0	0	634	177	3	0	814
	B	31	0	7	17	23	0	0	78
	C	26	0	1	253	206	2	0	488
	D	764	9	136	0	654	7	0	1570
	E	168	22	197	1005	0	14	0	1406
	F	6	0	0	6	2	0	0	14
	G	0	0	0	0	0	0	0	0
	Tot.	995	31	341	1915	1062	26	0	4370

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 4: 2036 Base + Committed + Development + Cumulative PM
Junction: A4 / Bridge Centre Gyratory	
1/1 (short)	431
1/2 (with short)	634(In) 203(Out)
1/3	180
2/1	78
3/1 (with short)	488(In) 253(Out)
3/2 (short)	235
4/1	654
4/2 (with short)	916(In) 416(Out)
4/3 (short)	500
5/1 (with short)	1406(In) 701(Out)
5/2 (short)	705
6/1	14
7/1	0
8/1	668
8/2	710
9/1	1068
9/2	911
9/3	182
10/1	743
10/2	919
10/3	236
11/1	408
11/2	62
11/3	1
12/1	478
12/2	501
12/3	0
13/1	626
13/2	1054
13/3	705
14/1	606
14/2	389
15/1	995
16/1	31
17/1	341

Full Input Data And Results

18/1	884
18/2	1031
19/1	1062
20/1	26
21/1	0
22/1	341

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A4 / Bridge Centre Gyratory								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A420 Ivy Lane Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A420 Ivy Lane Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A420 Ivy Lane Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Bath Rd Car Park Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Bath Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (Bath Rd Lane 2)	This lane uses a directly entered Saturation Flow						3800	3800
4/1 (A4 Avenue La Fleche Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A4 Avenue La Fleche Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A4 Avenue La Fleche Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (A4 Bath Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (A4 Bath Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (Ivy Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (The Bridge Centre Car Park Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (Ivy Lane Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (Ivy Lane Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (Car Park Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (Car Park Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/3 (Car Park Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (Bath Rd Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
10/2 (Bath Rd Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/3 (Bath Rd Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
11/1 (A4 ALF Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
11/2 (A4 ALF Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
11/3 (A4 ALF Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900

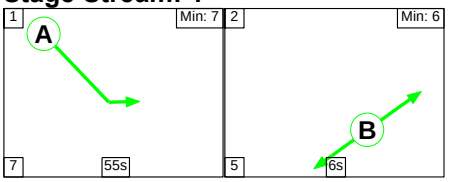
Full Input Data And Results

12/1 (A4 BR Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
12/2 (A4 BR Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
12/3 (A4 BR Circ)	3.40	0.00	Y	Arm 13 Right	22.00	0.0 %	1955	1955
13/1 (Ivy Rd Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
13/2 (Ivy Rd Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
13/3 (Ivy Rd Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
14/1 (Ivy Lane Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
14/2 (Ivy Lane Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
15/1 (Ivy Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
16/1 (Bath Rd Car Park Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
17/1 (Bath Rd Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
18/1 (Avenue La Fleche Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
18/2 (Avenue La Fleche Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
19/1 (A4 Bath Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
20/1 (Ivy Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
21/1 (Bridge Centre Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
22/1 (Bath Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

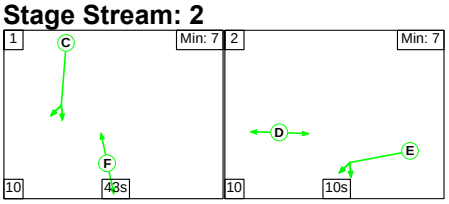
Scenario 3: '2036 Base + Committed + Development + Cumulative AM' (FG3: '2036 Base + Committed + Development + Cumulative AM', Plan 1: 'Network Plan')

Stage Sequence Diagram

Stage Stream: 1

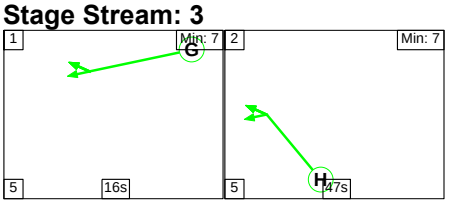


Stage Stream: 2

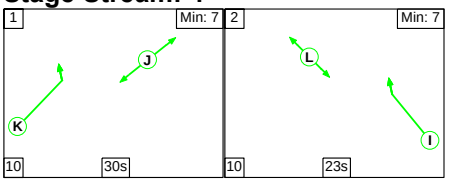


Full Input Data And Results

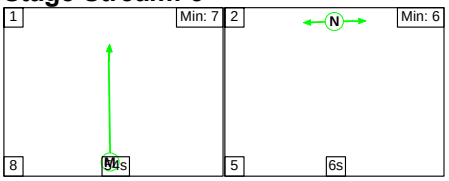
Stage Stream: 3



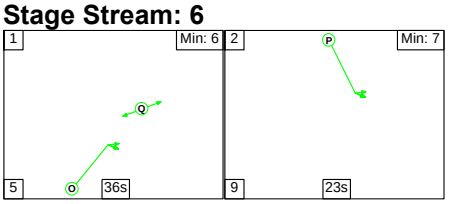
Stage Stream: 4



Stage Stream: 5



Stage Stream: 6



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	55	6
Change Point	72	61

Stage Stream: 2

Stage	1	2
Duration	43	10
Change Point	70	50

Stage Stream: 3

Stage	1	2
Duration	16	47
Change Point	0	21

Stage Stream: 4

Stage	1	2
Duration	30	23
Change Point	64	31

Full Input Data And Results

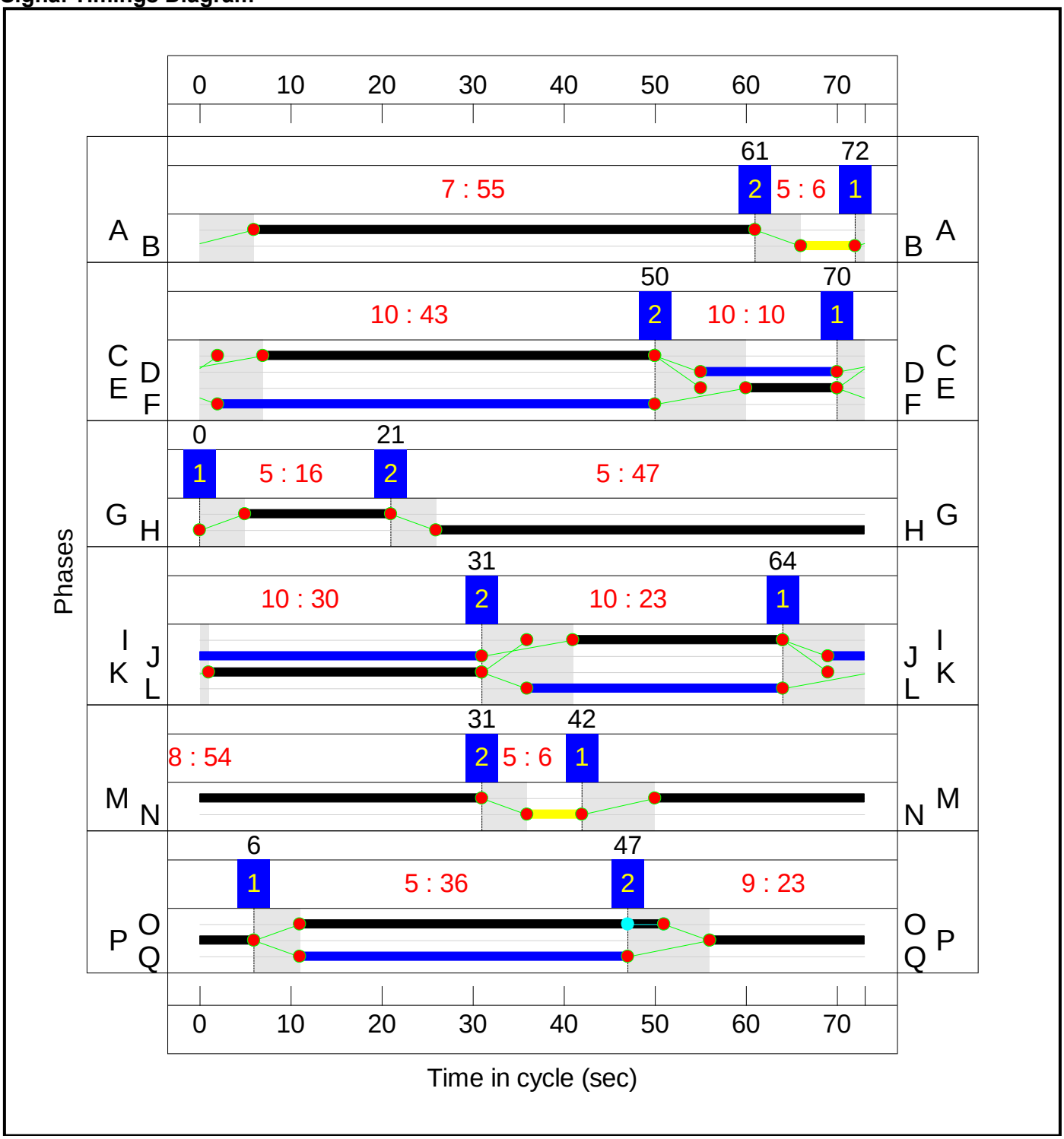
Stage Stream: 5

Stage	1	2
Duration	54	6
Change Point	42	31

Stage Stream: 6

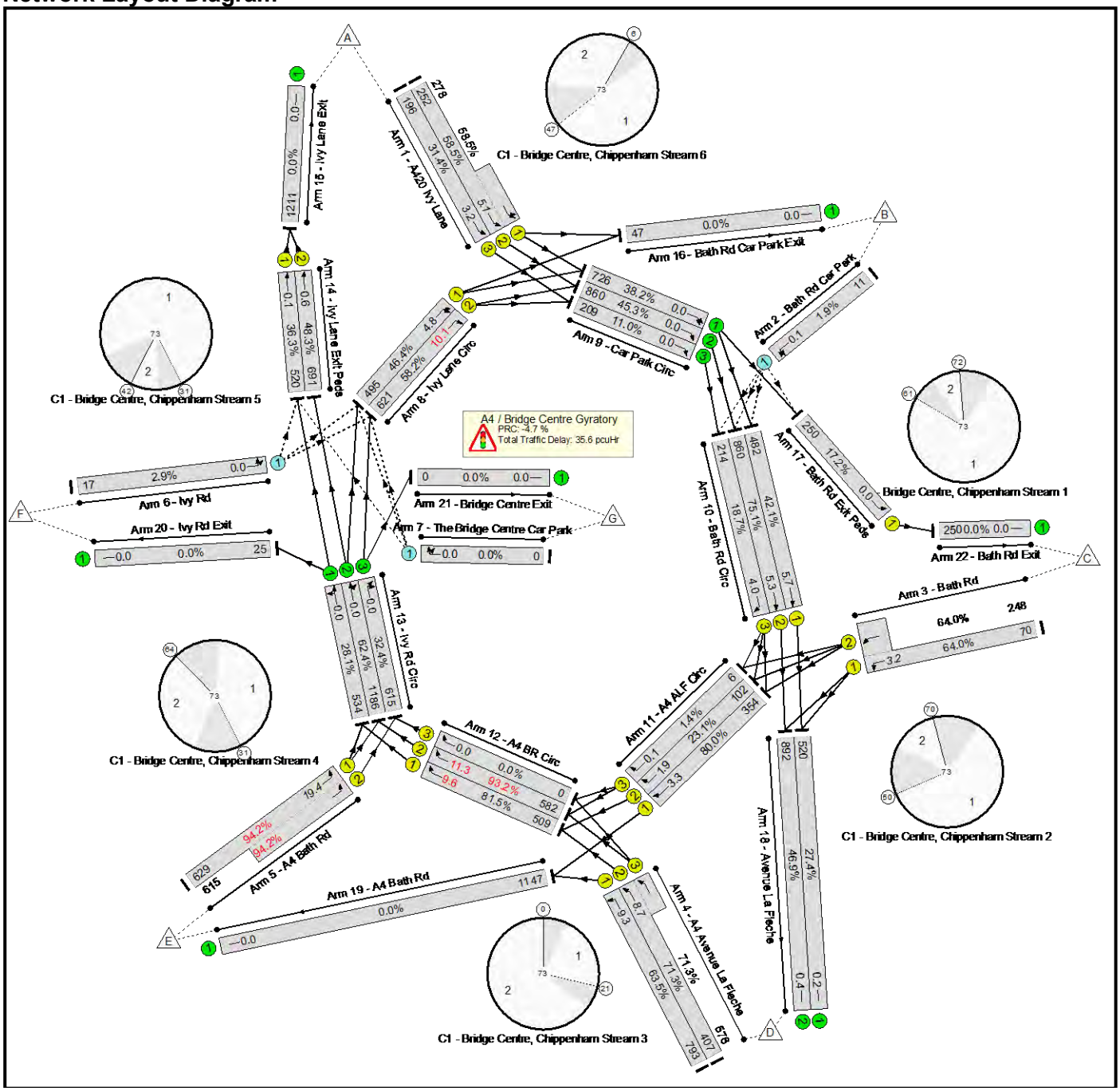
Stage	1	2
Duration	36	23
Change Point	6	47

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: The Bridge Centre Gyratory	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.2%**
A4 / Bridge Centre Gyratory	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.2%**
1/2+1/1	A420 Ivy Lane Ahead Left	U	6	N/A	P		1	23	-	530	1900:1900	431+475	58.5 : 58.5%
1/3	A420 Ivy Lane Ahead	U	6	N/A	P		1	23	-	196	1900	625	31.4%
2/1	Bath Rd Car Park Left Left2	O	N/A	N/A	-		-	-	-	11	Inf	568	1.9%
3/1+3/2	Bath Rd Ahead Left	U	2	N/A	E		1	10	-	318	1900:3800	109+388	64.0 : 64.0%
4/1	A4 Avenue La Fleche Left	U	3	N/A	H		1	47	-	793	1900	1249	63.5%
4/2+4/3	A4 Avenue La Fleche Ahead	U	3	N/A	H		1	47	-	983	1900:1900	571+808	71.3 : 71.3%
5/1+5/2	A4 Bath Rd Left	U	4	N/A	K		1	30	-	1244	1900:1900	667+653	94.2 : 94.2%
6/1	Ivy Rd Ahead Left	O	N/A	N/A	-		-	-	-	17	1900	580	2.9%
7/1	The Bridge Centre Car Park Right Right2	O	N/A	N/A	-		-	-	-	0	1900	437	0.0%
8/1	Ivy Lane Circ Right Ahead	U	6	N/A	O		1	40	-	495	1900	1067	46.4%
8/2	Ivy Lane Circ Right	U	6	N/A	O		1	40	-	621	1900	1067	58.2%
9/1	Car Park Circ Right Ahead	U	N/A	N/A	-		-	-	-	726	1900	1900	38.2%
9/2	Car Park Circ Right	U	N/A	N/A	-		-	-	-	860	1900	1900	45.3%
9/3	Car Park Circ Right	U	N/A	N/A	-		-	-	-	209	1900	1900	11.0%
10/1	Bath Rd Circ Ahead	U	2	N/A	C		1	43	-	482	1900	1145	42.1%

Full Input Data And Results

10/2	Bath Rd Circ Ahead	U	2	N/A	C		1	43	-	860	1900	1145	75.1%
10/3	Bath Rd Circ Right	U	2	N/A	C		1	43	-	214	1900	1145	18.7%
11/1	A4 ALF Circ Ahead	U	3	N/A	G		1	16	-	354	1900	442	80.0%
11/2	A4 ALF Circ Right	U	3	N/A	G		1	16	-	102	1900	442	23.1%
11/3	A4 ALF Circ Right	U	3	N/A	G		1	16	-	6	1900	442	1.4%
12/1	A4 BR Circ Right	U	4	N/A	I		1	23	-	509	1900	625	81.5%
12/2	A4 BR Circ Right	U	4	N/A	I		1	23	-	582	1900	625	93.2%
12/3	A4 BR Circ Right	U	4	N/A	I		1	23	-	0	1955	643	0.0%
13/1	Ivy Rd Circ Ahead Left	U	N/A	N/A	-		-	-	-	534	1900	1900	28.1%
13/2	Ivy Rd Circ Right Ahead	U	N/A	N/A	-		-	-	-	1186	1900	1900	62.4%
13/3	Ivy Rd Circ Right Right2	U	N/A	N/A	-		-	-	-	615	1900	1900	32.4%
14/1	Ivy Lane Exit Peds Ahead	U	5	N/A	M		1	54	-	520	1900	1432	36.3%
14/2	Ivy Lane Exit Peds Ahead	U	5	N/A	M		1	54	-	691	1900	1432	48.3%
15/1	Ivy Lane Exit	U	N/A	N/A	-		-	-	-	1211	Inf	Inf	0.0%
16/1	Bath Rd Car Park Exit	U	N/A	N/A	-		-	-	-	47	Inf	Inf	0.0%
17/1	Bath Rd Exit Peds Left	U	1	N/A	A		1	55	-	250	1900	1458	17.2%
18/1	Avenue La Fleche	U	N/A	N/A	-		-	-	-	520	1900	1900	27.4%
18/2	Avenue La Fleche	U	N/A	N/A	-		-	-	-	892	1900	1900	46.9%
19/1	A4 Bath Rd	U	N/A	N/A	-		-	-	-	1147	Inf	Inf	0.0%
20/1	Ivy Rd Exit	U	N/A	N/A	-		-	-	-	25	Inf	Inf	0.0%
21/1	Bridge Centre Exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%

Full Input Data And Results

22/1	Bath Rd Exit	U	N/A	N/A	-		-	-	-	250	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: The Bridge Centre Gyratory	**-**	**-**	**28**	**0**	**0**	**26.1**	**9.5**	**0.0**	**35.6**	**-**	**-**	**-**	**-**
A4 / Bridge Centre Gyratory	**-**	**-**	**28**	**0**	**0**	**26.1**	**9.5**	**0.0**	**35.6**	**-**	**-**	**-**	**-**
1/2+1/1	530	530	-	-	-	2.8	0.7	-	3.5 (1.7+1.9)	23.9 (23.7:24.0)	4.4	0.7	5.1
1/3	196	196	-	-	-	1.0	0.2	-	1.2	22.5	2.9	0.2	3.2
2/1	11	11	11	0	0	0.0	0.0	-	0.0	6.1	0.1	0.0	0.1
3/1+3/2	318	318	-	-	-	2.5	0.9	-	3.4 (0.7+2.6)	38.0 (37.3:38.1)	2.3	0.9	3.2
4/1	793	793	-	-	-	1.6	0.0	-	1.6	7.3	9.3	0.0	9.3
4/2+4/3	983	983	-	-	-	1.7	0.0	-	1.7 (0.7+1.0)	6.4 (6.2:6.5)	8.7	0.0	8.7
5/1+5/2	1244	1244	-	-	-	6.2	6.9	-	13.1 (6.7+6.5)	38.0 (38.1:37.9)	12.5	6.9	19.4
6/1	17	17	17	0	0	0.0	0.0	-	0.0	3.2	0.0	0.0	0.0
7/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	495	495	-	-	-	0.6	0.0	-	0.6	4.3	4.8	0.0	4.8
8/2	621	621	-	-	-	0.0	0.0	-	0.0	0.2	10.1	0.0	10.1
9/1	726	726	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	860	860	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/3	209	209	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	482	482	-	-	-	1.0	0.0	-	1.0	7.5	5.7	0.0	5.7
10/2	860	860	-	-	-	1.0	0.0	-	1.0	4.0	5.3	0.0	5.3
10/3	214	214	-	-	-	0.7	0.1	-	0.8	13.1	3.9	0.1	4.0
11/1	354	354	-	-	-	0.7	0.0	-	0.7	7.4	3.3	0.0	3.3
11/2	102	102	-	-	-	0.3	0.0	-	0.3	11.2	1.9	0.0	1.9
11/3	6	6	-	-	-	0.0	0.0	-	0.0	14.9	0.1	0.0	0.1

Full Input Data And Results

12/1	509	509	-	-	-	2.9	0.0	-	2.9	20.9	9.6	0.0	9.6
12/2	582	582	-	-	-	2.8	0.0	-	2.8	17.5	11.3	0.0	11.3
12/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	534	534	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	1186	1186	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/3	615	615	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	520	520	-	-	-	0.0	0.0	-	0.0	0.1	0.1	0.0	0.1
14/2	691	691	-	-	-	0.1	0.0	-	0.1	0.6	0.6	0.0	0.6
15/1	1211	1211	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	47	47	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
17/1	250	250	-	-	-	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0
18/1	520	520	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
18/2	892	892	-	-	-	0.0	0.4	-	0.4	1.8	0.0	0.4	0.4
19/1	1147	1147	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/1	25	25	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
21/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
22/1	250	250	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

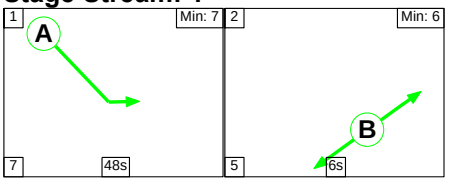
C1 - Bridge Centre, Chippenham	Stream: 1 PRC for Signalled Lanes (%):	424.7	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 73
C1 - Bridge Centre, Chippenham	Stream: 2 PRC for Signalled Lanes (%):	19.8	Total Delay for Signalled Lanes (pcuHr):	6.10	Cycle Time (s): 73
C1 - Bridge Centre, Chippenham	Stream: 3 PRC for Signalled Lanes (%):	12.5	Total Delay for Signalled Lanes (pcuHr):	4.43	Cycle Time (s): 73
C1 - Bridge Centre, Chippenham	Stream: 4 PRC for Signalled Lanes (%):	-4.7	Total Delay for Signalled Lanes (pcuHr):	18.91	Cycle Time (s): 73
C1 - Bridge Centre, Chippenham	Stream: 5 PRC for Signalled Lanes (%):	86.4	Total Delay for Signalled Lanes (pcuHr):	0.13	Cycle Time (s): 73
C1 - Bridge Centre, Chippenham	Stream: 6 PRC for Signalled Lanes (%):	53.8	Total Delay for Signalled Lanes (pcuHr):	5.37	Cycle Time (s): 73
	PRC Over All Lanes (%):	-4.7	Total Delay Over All Lanes(pcuHr):	35.60	

Full Input Data And Results

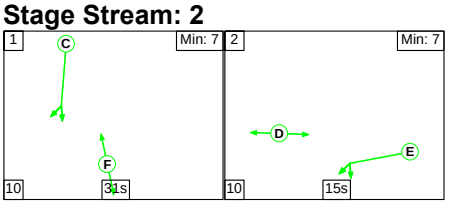
Scenario 4: '2036 Base + Committed + Development + Cumulative PM' (FG4: '2036 Base + Committed + Development + Cumulative PM', Plan 1: 'Network Plan')

Stage Sequence Diagram

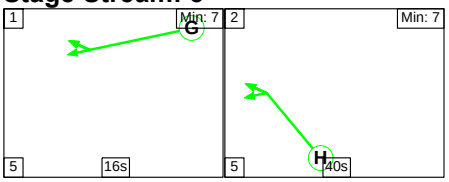
Stage Stream: 1



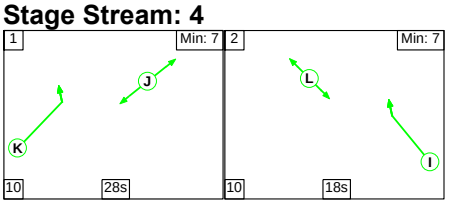
Stage Stream: 2



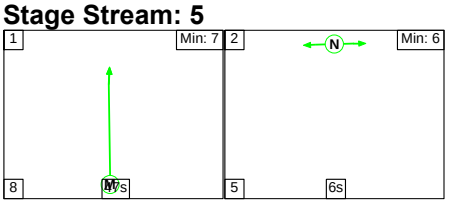
Stage Stream: 3



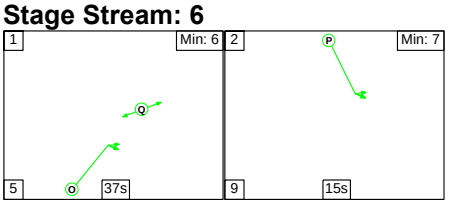
Stage Stream: 4



Stage Stream: 5



Stage Stream: 6



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	48	6
Change Point	37	26

Stage Stream: 2

Stage	1	2
Duration	31	15
Change Point	26	1

Full Input Data And Results

Stage Stream: 3

Stage	1	2
Duration	16	40
Change Point	28	49

Stage Stream: 4

Stage	1	2
Duration	28	18
Change Point	18	56

Stage Stream: 5

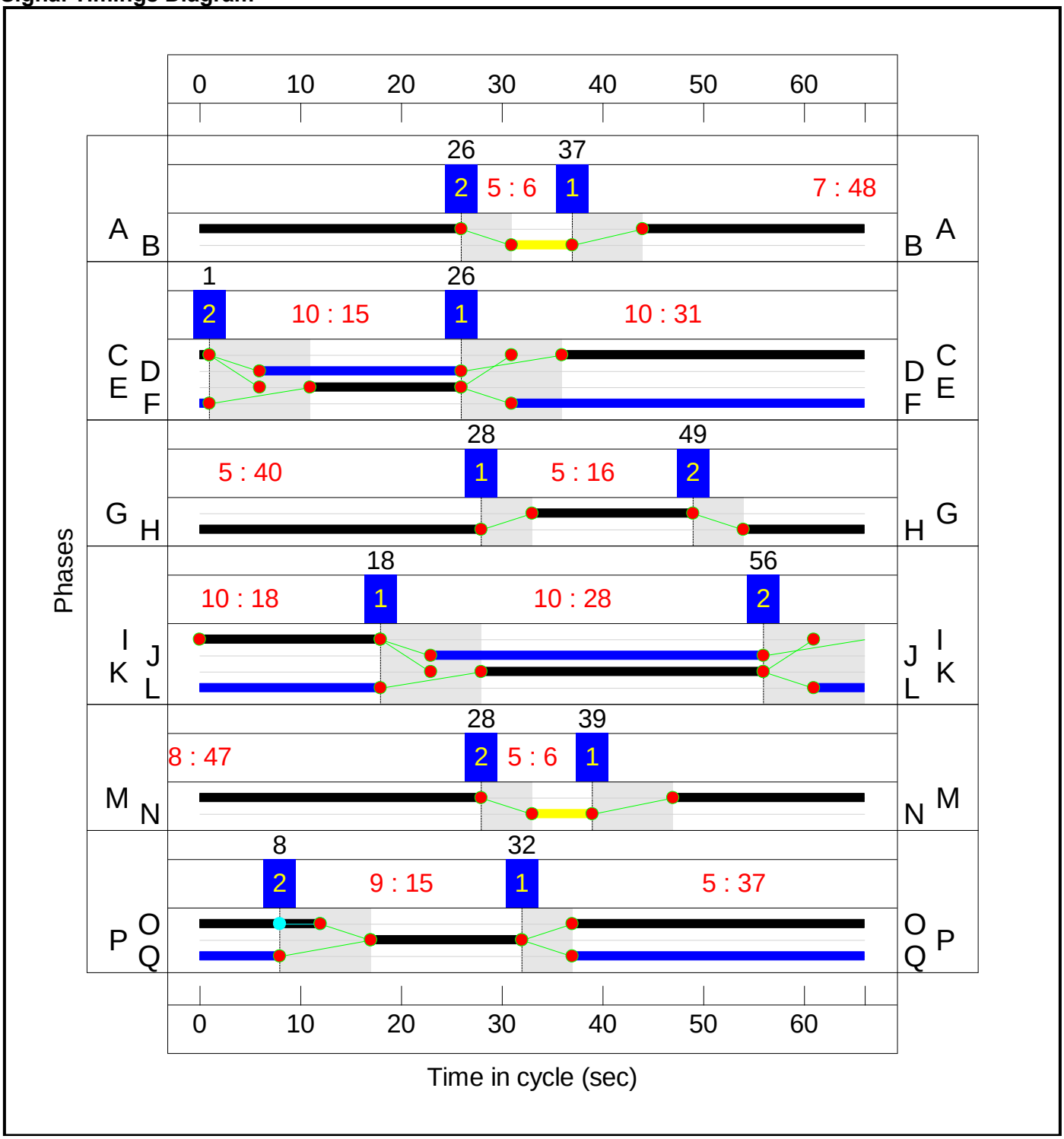
Stage	1	2
Duration	47	6
Change Point	39	28

Stage Stream: 6

Stage	1	2
Duration	37	15
Change Point	32	8

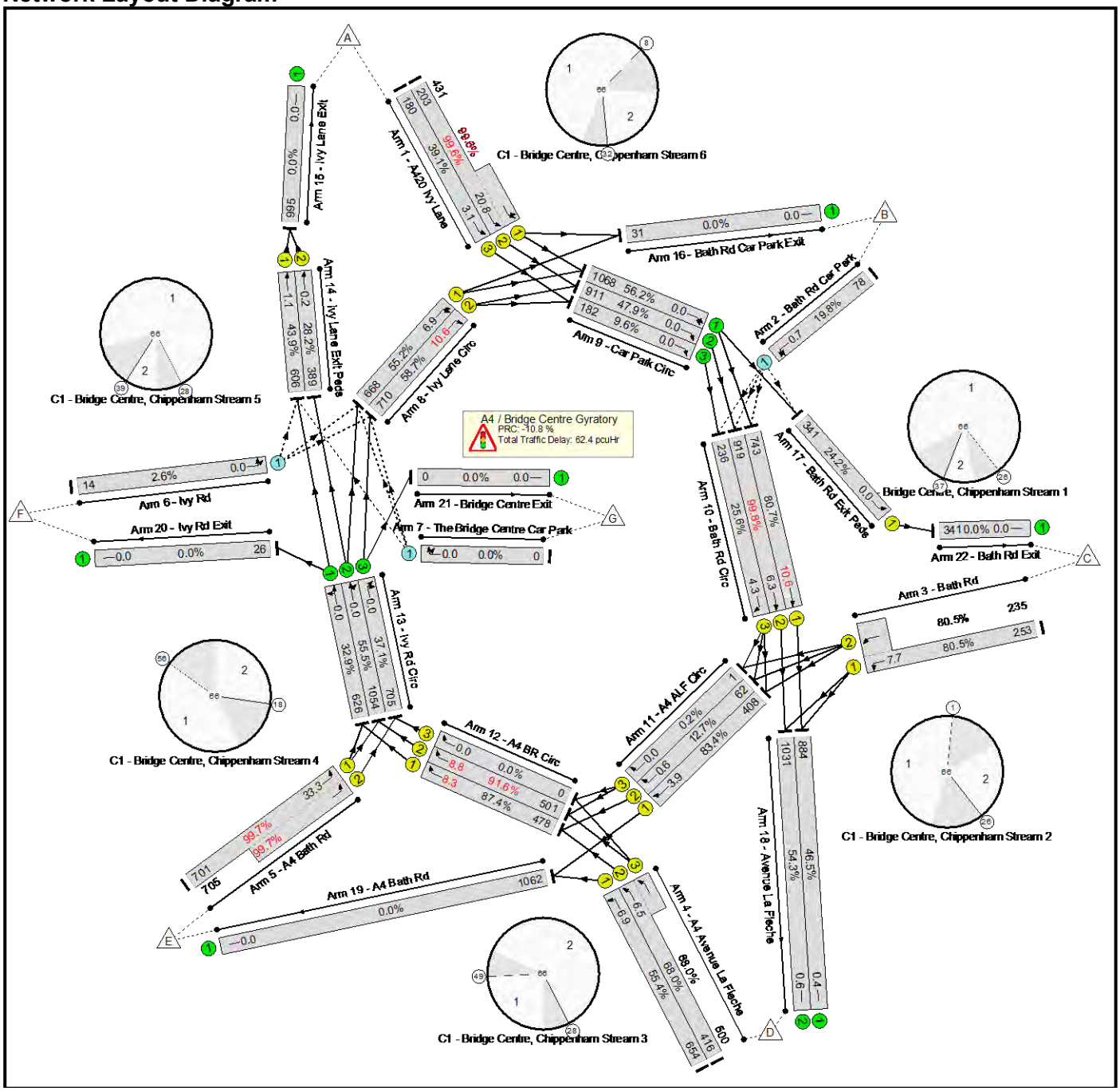
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: The Bridge Centre Gyratory	-	-	**N/A**	-	-		-	-	-	-	-	-	**99.8%**
A4 / Bridge Centre Gyratory	-	-	**N/A**	-	-		-	-	-	-	-	-	**99.8%**
1/2+1/1	A420 Ivy Lane Ahead Left	U	6	N/A	P		1	15	-	634	1900:1900	204+433	99.6 : 99.6%
1/3	A420 Ivy Lane Ahead	U	6	N/A	P		1	15	-	180	1900	461	39.1%
2/1	Bath Rd Car Park Left Left2	O	N/A	N/A	-		-	-	-	78	Inf	394	19.8%
3/1+3/2	Bath Rd Ahead Left	U	2	N/A	E		1	15	-	488	1900:3800	314+292	80.5 : 80.5%
4/1	A4 Avenue La Fleche Left	U	3	N/A	H		1	40	-	654	1900	1180	55.4%
4/2+4/3	A4 Avenue La Fleche Ahead	U	3	N/A	H		1	40	-	916	1900:1900	612+735	68.0 : 68.0%
5/1+5/2	A4 Bath Rd Left	U	4	N/A	K		1	28	-	1406	1900:1900	703+707	99.7 : 99.7%
6/1	Ivy Rd Ahead Left	O	N/A	N/A	-		-	-	-	14	1900	544	2.6%
7/1	The Bridge Centre Car Park Right Right2	O	N/A	N/A	-		-	-	-	0	1900	484	0.0%
8/1	Ivy Lane Circ Right Ahead	U	6	N/A	O		1	41	-	668	1900	1209	55.2%
8/2	Ivy Lane Circ Right	U	6	N/A	O		1	41	-	710	1900	1209	58.7%
9/1	Car Park Circ Right Ahead	U	N/A	N/A	-		-	-	-	1068	1900	1900	56.2%
9/2	Car Park Circ Right	U	N/A	N/A	-		-	-	-	911	1900	1900	47.9%
9/3	Car Park Circ Right	U	N/A	N/A	-		-	-	-	182	1900	1900	9.6%
10/1	Bath Rd Circ Ahead	U	2	N/A	C		1	31	-	743	1900	921	80.7%

Full Input Data And Results

10/2	Bath Rd Circ Ahead	U	2	N/A	C		1	31	-	919	1900	921	99.8%
10/3	Bath Rd Circ Right	U	2	N/A	C		1	31	-	236	1900	921	25.6%
11/1	A4 ALF Circ Ahead	U	3	N/A	G		1	16	-	408	1900	489	83.4%
11/2	A4 ALF Circ Right	U	3	N/A	G		1	16	-	62	1900	489	12.7%
11/3	A4 ALF Circ Right	U	3	N/A	G		1	16	-	1	1900	489	0.2%
12/1	A4 BR Circ Right	U	4	N/A	I		1	18	-	478	1900	547	87.4%
12/2	A4 BR Circ Right	U	4	N/A	I		1	18	-	501	1900	547	91.6%
12/3	A4 BR Circ Right	U	4	N/A	I		1	18	-	0	1955	563	0.0%
13/1	Ivy Rd Circ Ahead Left	U	N/A	N/A	-		-	-	-	626	1900	1900	32.9%
13/2	Ivy Rd Circ Right Ahead	U	N/A	N/A	-		-	-	-	1054	1900	1900	55.5%
13/3	Ivy Rd Circ Right Right2	U	N/A	N/A	-		-	-	-	705	1900	1900	37.1%
14/1	Ivy Lane Exit Peds Ahead	U	5	N/A	M		1	47	-	606	1900	1382	43.9%
14/2	Ivy Lane Exit Peds Ahead	U	5	N/A	M		1	47	-	389	1900	1382	28.2%
15/1	Ivy Lane Exit	U	N/A	N/A	-		-	-	-	995	Inf	Inf	0.0%
16/1	Bath Rd Car Park Exit	U	N/A	N/A	-		-	-	-	31	Inf	Inf	0.0%
17/1	Bath Rd Exit Peds Left	U	1	N/A	A		1	48	-	341	1900	1411	24.2%
18/1	Avenue La Fleche	U	N/A	N/A	-		-	-	-	884	1900	1900	46.5%
18/2	Avenue La Fleche	U	N/A	N/A	-		-	-	-	1031	1900	1900	54.3%
19/1	A4 Bath Rd	U	N/A	N/A	-		-	-	-	1062	Inf	Inf	0.0%
20/1	Ivy Rd Exit	U	N/A	N/A	-		-	-	-	26	Inf	Inf	0.0%
21/1	Bridge Centre Exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%

Full Input Data And Results

22/1	Bath Rd Exit	U	N/A	N/A	-		-	-	-	341	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: The Bridge Centre Gyratory	**-**	**-**	**92**	**0**	**0**	**28.9**	**33.5**	**0.0**	**62.4**	**-**	**-**	**-**	**-**
A4 / Bridge Centre Gyratory	**-**	**-**	**92**	**0**	**0**	**28.9**	**33.5**	**0.0**	**62.4**	**-**	**-**	**-**	**-**
1/2+1/1	634	634	-	-	-	4.2	12.0	-	16.2 (5.1+11.1)	92.2 (90.8:92.8)	8.8	12.0	20.8
1/3	180	180	-	-	-	1.0	0.3	-	1.4	27.3	2.8	0.3	3.1
2/1	78	78	78	0	0	0.1	0.1	-	0.2	10.4	0.5	0.1	0.7
3/1+3/2	488	488	-	-	-	3.0	2.0	-	4.9 (2.6+2.4)	36.5 (36.9:36.1)	5.7	2.0	7.7
4/1	654	654	-	-	-	1.3	0.0	-	1.3	7.2	6.9	0.0	6.9
4/2+4/3	916	916	-	-	-	1.6	0.0	-	1.6 (0.7+0.9)	6.5 (6.3:6.6)	6.5	0.0	6.5
5/1+5/2	1406	1406	-	-	-	6.5	17.8	-	24.3 (12.1+12.2)	62.2 (62.2:62.2)	15.5	17.8	33.3
6/1	14	14	14	0	0	0.0	0.0	-	0.0	3.4	0.0	0.0	0.0
7/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	668	668	-	-	-	0.8	0.0	-	0.8	4.1	6.9	0.0	6.9
8/2	710	710	-	-	-	0.0	0.0	-	0.0	0.1	10.6	0.0	10.6
9/1	1068	1068	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	911	911	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/3	182	182	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	743	743	-	-	-	1.9	0.0	-	1.9	9.0	10.6	0.0	10.6
10/2	919	919	-	-	-	1.9	0.0	-	1.9	7.4	6.3	0.0	6.3
10/3	236	236	-	-	-	0.7	0.2	-	0.9	13.8	4.1	0.2	4.3
11/1	408	408	-	-	-	1.0	0.0	-	1.0	8.8	3.9	0.0	3.9
11/2	62	62	-	-	-	0.2	0.0	-	0.2	9.3	0.6	0.0	0.6
11/3	1	1	-	-	-	0.0	0.0	-	0.0	16.8	0.0	0.0	0.0

Full Input Data And Results

12/1	478	478	-	-	-	2.4	0.0	-	2.4	18.1	8.3	0.0	8.3
12/2	501	501	-	-	-	2.3	0.0	-	2.3	16.2	8.8	0.0	8.8
12/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	626	626	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	1054	1054	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/3	705	705	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	606	606	-	-	-	0.1	0.0	-	0.1	0.5	1.1	0.0	1.1
14/2	389	389	-	-	-	0.0	0.0	-	0.0	0.2	0.2	0.0	0.2
15/1	995	995	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	31	31	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
17/1	341	341	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/1	884	884	-	-	-	0.0	0.4	-	0.4	1.8	0.0	0.4	0.4
18/2	1031	1031	-	-	-	0.0	0.6	-	0.6	2.1	0.0	0.6	0.6
19/1	1062	1062	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/1	26	26	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
21/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
22/1	341	341	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Bridge Centre, Chippenham	Stream: 1 PRC for Signalled Lanes (%):	272.3	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s): 66
C1 - Bridge Centre, Chippenham	Stream: 2 PRC for Signalled Lanes (%):	-10.8	Total Delay for Signalled Lanes (pcuHr):	9.60	Cycle Time (s): 66
C1 - Bridge Centre, Chippenham	Stream: 3 PRC for Signalled Lanes (%):	8.0	Total Delay for Signalled Lanes (pcuHr):	4.11	Cycle Time (s): 66
C1 - Bridge Centre, Chippenham	Stream: 4 PRC for Signalled Lanes (%):	-10.8	Total Delay for Signalled Lanes (pcuHr):	28.96	Cycle Time (s): 66
C1 - Bridge Centre, Chippenham	Stream: 5 PRC for Signalled Lanes (%):	105.2	Total Delay for Signalled Lanes (pcuHr):	0.10	Cycle Time (s): 66
C1 - Bridge Centre, Chippenham	Stream: 6 PRC for Signalled Lanes (%):	-10.7	Total Delay for Signalled Lanes (pcuHr):	18.37	Cycle Time (s): 66
	PRC Over All Lanes (%):	-10.8	Total Delay Over All Lanes(pcuHr):	62.41	

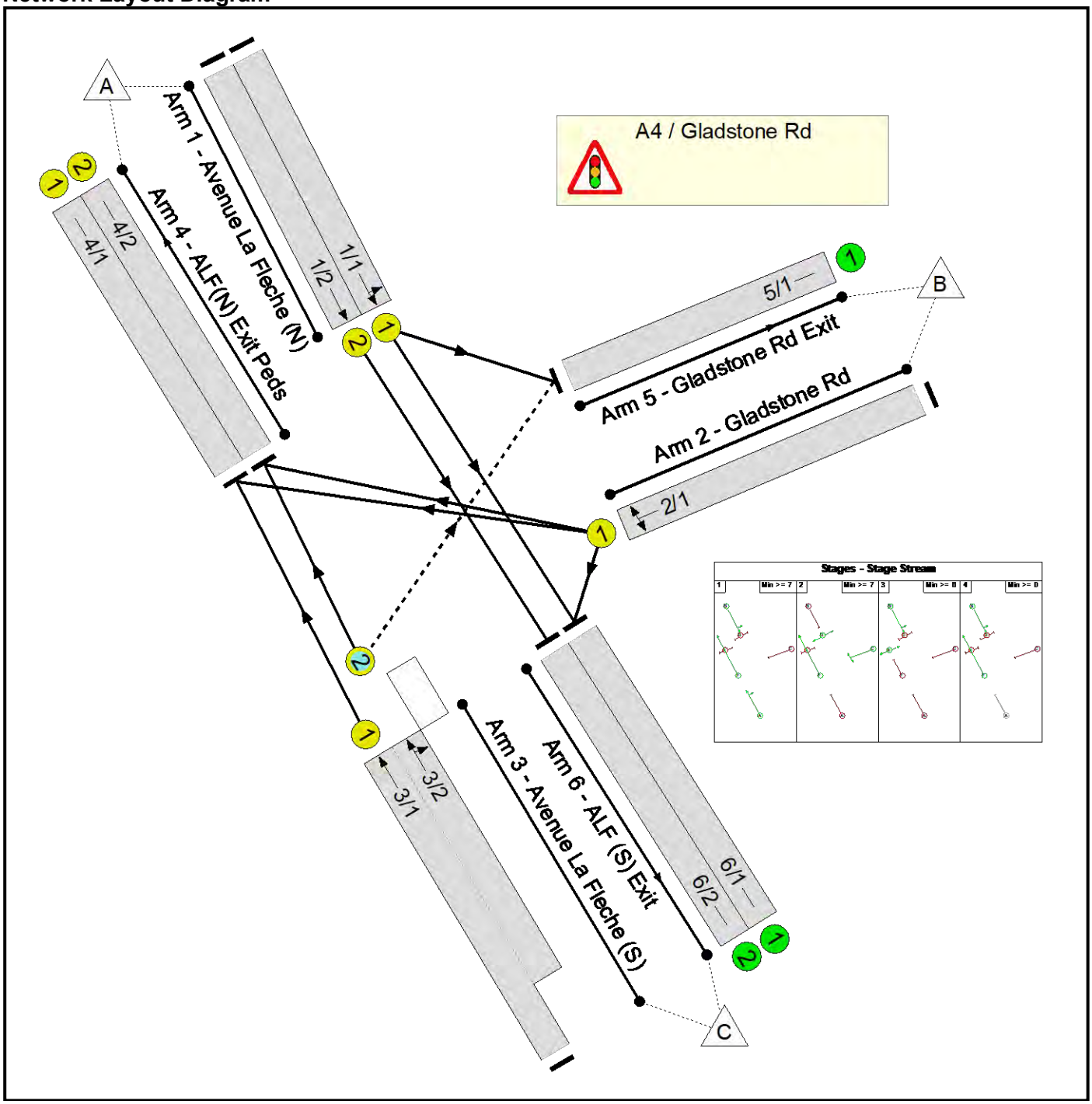
Full Input Data And Results

User and Project Details

Project:	**ITB19912 Forest Farm Chippenham**
Title:	**Avenue La Fleche/Gladstone Road**
Location:	Chippenham, Wilts
Date Started:	25.06.2026
Model Purpose:	Existing Layout
Model Assumptions:	Signal Specs (W141)
Additional detail:	
File name:	Gladstone Road.lsg3x
Author:	Jon Wilkinson
Company:	iTransport
Address:	Manchester

Full Input Data And Results

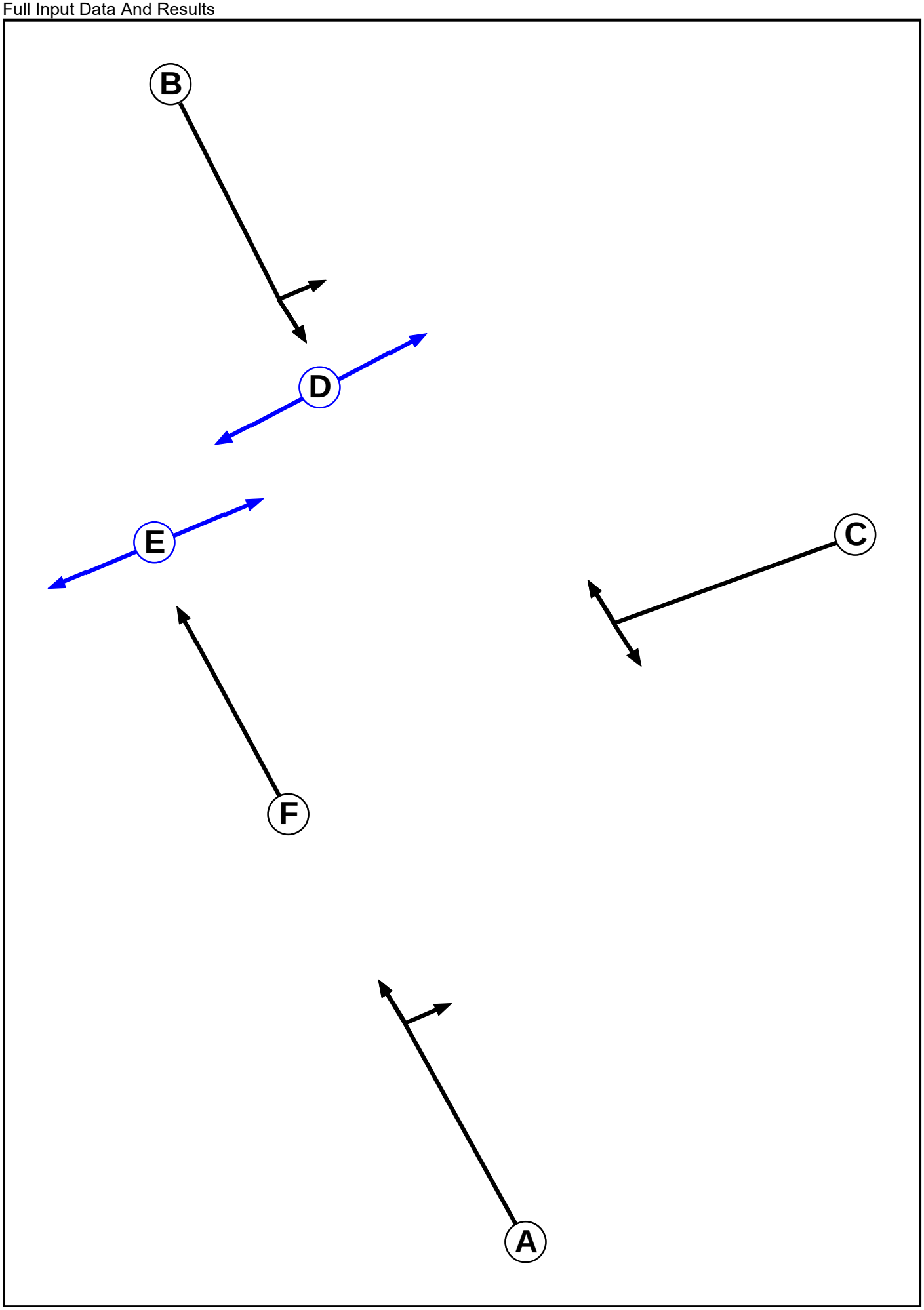
Network Layout Diagram



Full Input Data And Results

Phase Diagram

Full Input Data And Results



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	1		7	7
D	Pedestrian	1		6	6
E	Pedestrian	1		6	6
F	Traffic	1		7	7

Phase Intergreens Matrix

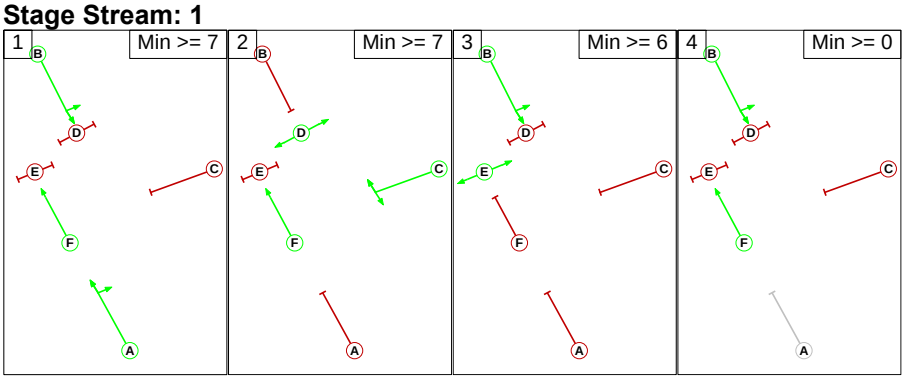
		Starting Phase					
		A	B	C	D	E	F
Terminating Phase	A		-	7	-	9	-
	B	-		7	5	-	-
	C	5	5		-	9	-
	D	-	5	-		-	-
	E	5	-	5	-		5
	F	-	-	-	-	6	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	A B F
1	2	C D F
1	3	B E
1	4	B F

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	3	F	Losing	4	4
2	3	F	Losing	4	4

Full Input Data And Results

Prohibited Stage Change

Stage Stream: 1

		To Stage			
		1	2	3	4
From Stage	1		7	10	0
	2	5		10	5
	3	5	7		5
	4	2	7	6	

Full Input Data And Results

Give-Way Lane Input Data

Junction: A4 / Gladstone Rd											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
3/2 (Avenue La Fleche (S))	5/1 (Right)	1439	0	1/1	1.09	All	3.00	3.00	0.50	3	3.00
				1/2	1.09	All					

Full Input Data And Results

Lane Input Data

Junction: A4 / Gladstone Rd												
Lane	**Lane Type**	**Phases**	**Start Disp. (s)**	**End Disp. (s)**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Avenue La Fleche (N))	U	B	2	3	17.4	User	1900	-	-	-	-	-
1/2 (Avenue La Fleche (N))	U	B	2	3	17.4	User	1900	-	-	-	-	-
2/1 (Gladstone Rd)	U	C	2	3	60.0	User	1900	-	-	-	-	-
3/1 (Avenue La Fleche (S))	U	A	2	3	60.0	User	1900	-	-	-	-	-
3/2 (Avenue La Fleche (S))	O	A	2	3	26.1	User	1900	-	-	-	-	-
4/1 (ALF(N) Exit Peds)	U	F	2	3	7.1	Geom	-	3.25	0.00	Y		
4/2 (ALF(N) Exit Peds)	U	F	2	3	7.1	Geom	-	3.25	0.00	Y		
5/1 (Gladstone Rd Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (ALF (S) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2 (ALF (S) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2024 Surveys AM'	07:30	08:30	01:00	
2: '2024 Surveys PM'	16:45	17:45	01:00	
5: '2029 Base + Committed AM'	07:30	08:30	01:00	
6: '2029 Base + Committed PM'	16:45	17:45	01:00	
7: '2029 Base + Committed + Development AM'	07:30	08:30	01:00	
8: '2029 Base + Committed + Development PM'	16:45	17:45	01:00	
13: '2036 Base + Committed AM'	07:30	08:30	01:00	
14: '2036 Base + Committed PM'	16:45	17:45	01:00	
17: '2036 Base + Committed + Development + Cumulative AM'	07:30	08:30	01:00	
18: '2036 Base + Committed + Development + Cumulative PM'	16:45	17:45	01:00	

Scenario 1: '2024 Survey AM' (FG1: '2024 Surveys AM', Plan 1: 'Network Plan')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	175	925	1100
	B	199	0	5	204
	C	1190	6	0	1196
	Tot.	1389	181	930	2500

Traffic Lane Flows

Lane	Scenario 1: 2024 Survey AM
Junction: A4 / Gladstone Rd	
1/1	550
1/2	550
2/1	204
3/1 (with short)	1196(In) 598(Out)
3/2 (short)	598
4/1	695
4/2	694
5/1	181
6/1	380
6/2	550

Full Input Data And Results

Lane Saturation Flows

Junction: A4 / Gladstone Rd								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Avenue La Fleche (N) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (Avenue La Fleche (N) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Gladstone Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Avenue La Fleche (S) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (Avenue La Fleche (S) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (ALF(N) Exit Peds)	3.25	0.00	Y				1940	1940
4/2 (ALF(N) Exit Peds)	3.25	0.00	Y				1940	1940
5/1 (Gladstone Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (ALF (S) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (ALF (S) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2024 Survey PM' (FG2: '2024 Surveys PM', Plan 1: 'Network Plan')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	305	1255	1560
	B	358	0	19	377
	C	963	9	0	972
	Tot.	1321	314	1274	2909

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2024 Survey PM
Junction: A4 / Gladstone Rd	
1/1	780
1/2	780
2/1	377
3/1 (with short)	972(In) 486(Out)
3/2 (short)	486
4/1	661
4/2	660
5/1	314
6/1	494
6/2	780

Lane Saturation Flows

Junction: A4 / Gladstone Rd								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Avenue La Fleche (N) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (Avenue La Fleche (N) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Gladstone Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Avenue La Fleche (S) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (Avenue La Fleche (S) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (ALF(N) Exit Peds)	3.25	0.00	Y				1940	1940
4/2 (ALF(N) Exit Peds)	3.25	0.00	Y				1940	1940
5/1 (Gladstone Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (ALF (S) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (ALF (S) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: '2029 Base + Committed AM' (FG5: '2029 Base + Committed AM', Plan 1: 'Network Plan')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	179	1046	1225
	B	203	0	5	208
	C	1337	6	0	1343
	Tot.	1540	185	1051	2776

Traffic Lane Flows

Lane	Scenario 5: 2029 Base + Committed AM
Junction: A4 / Gladstone Rd	
1/1	612
1/2	613
2/1	208
3/1 (with short)	1343(In) 671(Out)
3/2 (short)	672
4/1	770
4/2	770
5/1	185
6/1	438
6/2	613

Full Input Data And Results

Lane Saturation Flows

Junction: A4 / Gladstone Rd								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Avenue La Fleche (N) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (Avenue La Fleche (N) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Gladstone Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Avenue La Fleche (S) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (Avenue La Fleche (S) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (ALF(N) Exit Peds)	3.25	0.00	Y				1940	1940
4/2 (ALF(N) Exit Peds)	3.25	0.00	Y				1940	1940
5/1 (Gladstone Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (ALF (S) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (ALF (S) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2029 Base + Committed PM' (FG6: '2029 Base + Committed PM', Plan 1: 'Network Plan')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	312	1422	1734
	B	365	0	19	384
	C	1071	9	0	1080
	Tot.	1436	321	1441	3198

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2029 Base + Committed PM
Junction: A4 / Gladstone Rd	
1/1	867
1/2	867
2/1	384
3/1 (with short)	1080(In) 540(Out)
3/2 (short)	540
4/1	718
4/2	718
5/1	321
6/1	574
6/2	867

Lane Saturation Flows

Junction: A4 / Gladstone Rd								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Avenue La Fleche (N) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (Avenue La Fleche (N) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Gladstone Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Avenue La Fleche (S) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (Avenue La Fleche (S) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (ALF(N) Exit Peds)	3.25	0.00	Y				1940	1940
4/2 (ALF(N) Exit Peds)	3.25	0.00	Y				1940	1940
5/1 (Gladstone Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (ALF (S) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (ALF (S) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2029 Base + Committed + Development AM' (FG7: '2029 Base + Committed + Development AM', Plan

Full Input Data And Results
1: 'Network Plan')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	179	1071	1250
	B	203	0	5	208
	C	1435	6	0	1441
	Tot.	1638	185	1076	2899

Traffic Lane Flows

Lane	Scenario 7: 2029 Base + Committed + Development AM
Junction: A4 / Gladstone Rd	
1/1	625
1/2	625
2/1	208
3/1 (with short)	1441(In) 720(Out)
3/2 (short)	721
4/1	819
4/2	819
5/1	185
6/1	451
6/2	625

Full Input Data And Results

Lane Saturation Flows

Junction: A4 / Gladstone Rd								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Avenue La Fleche (N) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (Avenue La Fleche (N) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Gladstone Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Avenue La Fleche (S) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (Avenue La Fleche (S) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (ALF(N) Exit Peds)	3.25	0.00	Y				1940	1940
4/2 (ALF(N) Exit Peds)	3.25	0.00	Y				1940	1940
5/1 (Gladstone Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (ALF (S) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (ALF (S) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2029 Base + Committed + Development PM' (FG8: '2029 Base + Committed + Development PM', Plan 1: 'Network Plan')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	312	1494	1806
	B	365	0	19	384
	C	1104	10	0	1114
	Tot.	1469	322	1513	3304

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2029 Base + Committed + Development PM
Junction: A4 / Gladstone Rd	
1/1	903
1/2	903
2/1	384
3/1 (with short)	1114(In) 557(Out)
3/2 (short)	557
4/1	735
4/2	734
5/1	322
6/1	610
6/2	903

Lane Saturation Flows

Junction: A4 / Gladstone Rd								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Avenue La Fleche (N) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (Avenue La Fleche (N) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Gladstone Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Avenue La Fleche (S) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (Avenue La Fleche (S) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (ALF(N) Exit Peds)	3.25	0.00	Y				1940	1940
4/2 (ALF(N) Exit Peds)	3.25	0.00	Y				1940	1940
5/1 (Gladstone Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (ALF (S) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (ALF (S) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 13: '2036 Base + Committed AM' (FG13: '2036 Base + Committed AM', Plan 1: 'Network Plan')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	184	1075	1259
	B	210	0	6	216
	C	1375	6	0	1381
	Tot.	1585	190	1081	2856

Traffic Lane Flows

Lane	Scenario 13: 2036 Base + Committed AM
Junction: A4 / Gladstone Rd	
1/1	629
1/2	630
2/1	216
3/1 (with short)	1381(In) 690(Out)
3/2 (short)	691
4/1	792
4/2	793
5/1	190
6/1	451
6/2	630

Full Input Data And Results

Lane Saturation Flows

Junction: A4 / Gladstone Rd								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Avenue La Fleche (N) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (Avenue La Fleche (N) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Gladstone Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Avenue La Fleche (S) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (Avenue La Fleche (S) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (ALF(N) Exit Peds)	3.25	0.00	Y				1940	1940
4/2 (ALF(N) Exit Peds)	3.25	0.00	Y				1940	1940
5/1 (Gladstone Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (ALF (S) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (ALF (S) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 14: '2036 Base + Committed PM' (FG14: '2036 Base + Committed PM', Plan 1: 'Network Plan')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	321	1462	1783
	B	377	0	20	397
	C	1102	10	0	1112
	Tot.	1479	331	1482	3292

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: 2036 Base + Committed PM
Junction: A4 / Gladstone Rd	
1/1	892
1/2	891
2/1	397
3/1 (with short)	1112(In) 556(Out)
3/2 (short)	556
4/1	740
4/2	739
5/1	331
6/1	591
6/2	891

Lane Saturation Flows

Junction: A4 / Gladstone Rd								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Avenue La Fleche (N) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (Avenue La Fleche (N) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Gladstone Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Avenue La Fleche (S) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (Avenue La Fleche (S) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (ALF(N) Exit Peds)	3.25	0.00	Y				1940	1940
4/2 (ALF(N) Exit Peds)	3.25	0.00	Y				1940	1940
5/1 (Gladstone Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (ALF (S) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (ALF (S) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 17: '2036 Base + Committed + Development + Cumulative AM' (FG17: '2036 Base + Committed +

Full Input Data And Results
Development + Cumulative AM', Plan 1: 'Network Plan')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	196	1145	1341
	B	230	0	6	236
	C	1553	10	0	1563
	Tot.	1783	206	1151	3140

Traffic Lane Flows

Lane	Scenario 17: 2036 Base + Committed + Development + Cumulative AM
Junction: A4 / Gladstone Rd	
1/1	671
1/2	670
2/1	236
3/1 (with short)	1563(In) 781(Out)
3/2 (short)	782
4/1	891
4/2	892
5/1	206
6/1	481
6/2	670

Lane Saturation Flows

Junction: A4 / Gladstone Rd								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Avenue La Fleche (N) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (Avenue La Fleche (N) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Gladstone Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Avenue La Fleche (S) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (Avenue La Fleche (S) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (ALF(N) Exit Peds)	3.25	0.00	Y				1940	1940
4/2 (ALF(N) Exit Peds)	3.25	0.00	Y				1940	1940
5/1 (Gladstone Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (ALF (S) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (ALF (S) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 18: '2036 Base + Committed + Development + Cumulative PM' (FG18: '2036 Base + Committed + Development + Cumulative PM', Plan 1: 'Network Plan')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	324	1597	1921
	B	393	0	20	413
	C	1105	10	0	1115
	Tot.	1498	334	1617	3449

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 18: 2036 Base + Committed + Development + Cumulative PM
Junction: A4 / Gladstone Rd	
1/1	960
1/2	961
2/1	413
3/1 (with short)	1115(In) 557(Out)
3/2 (short)	558
4/1	749
4/2	749
5/1	334
6/1	656
6/2	961

Lane Saturation Flows

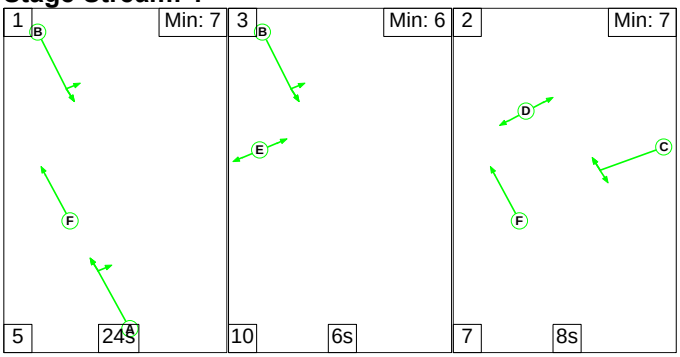
Junction: A4 / Gladstone Rd								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Avenue La Fleche (N) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (Avenue La Fleche (N) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Gladstone Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (Avenue La Fleche (S) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (Avenue La Fleche (S) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (ALF(N) Exit Peds)	3.25	0.00	Y				1940	1940
4/2 (ALF(N) Exit Peds)	3.25	0.00	Y				1940	1940
5/1 (Gladstone Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (ALF (S) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (ALF (S) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: '2024 Survey AM' (FG1: '2024 Surveys AM', Plan 1: 'Network Plan')

Stage Sequence Diagram

Stage Stream: 1

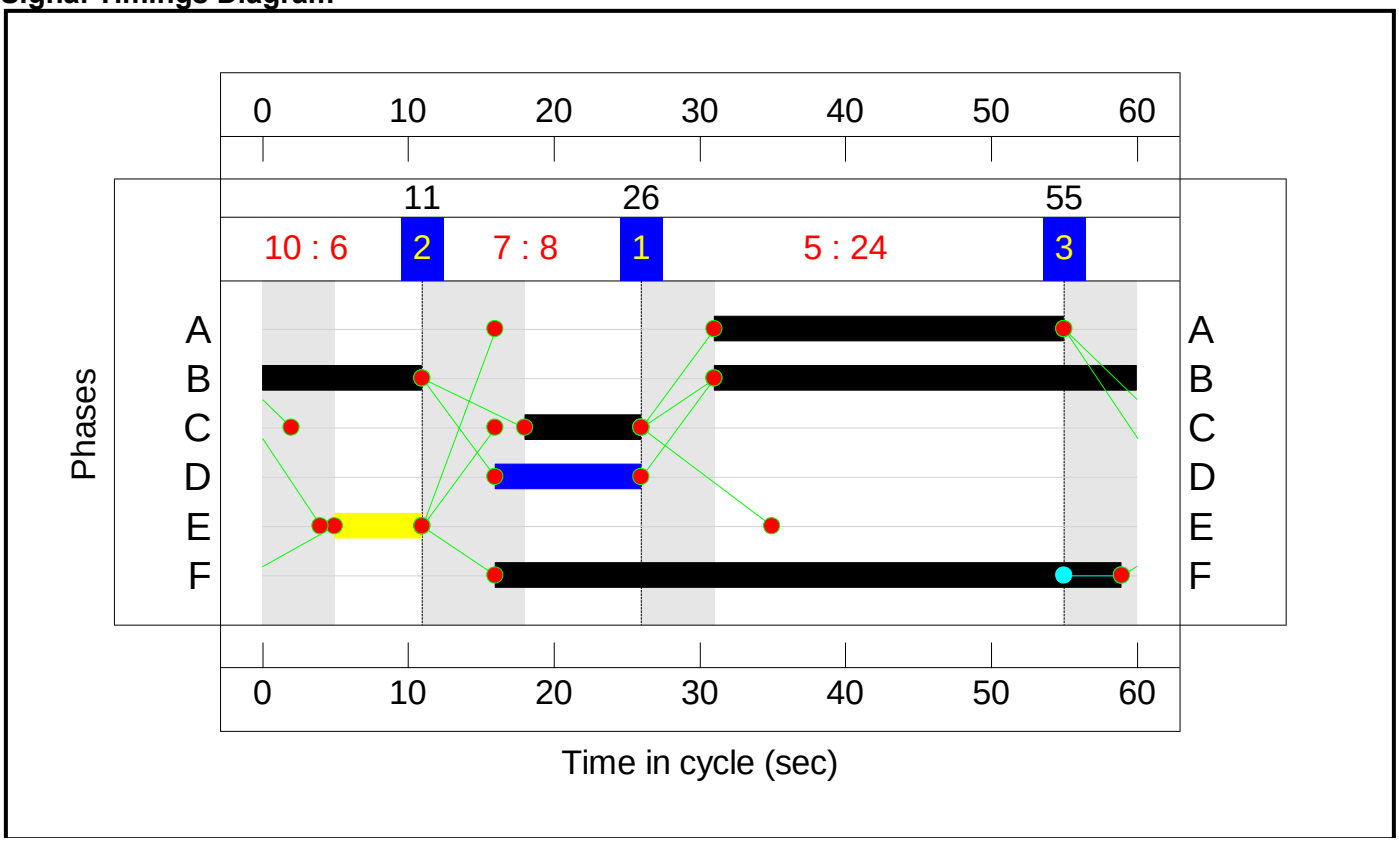


Stage Timings

Stage Stream: 1

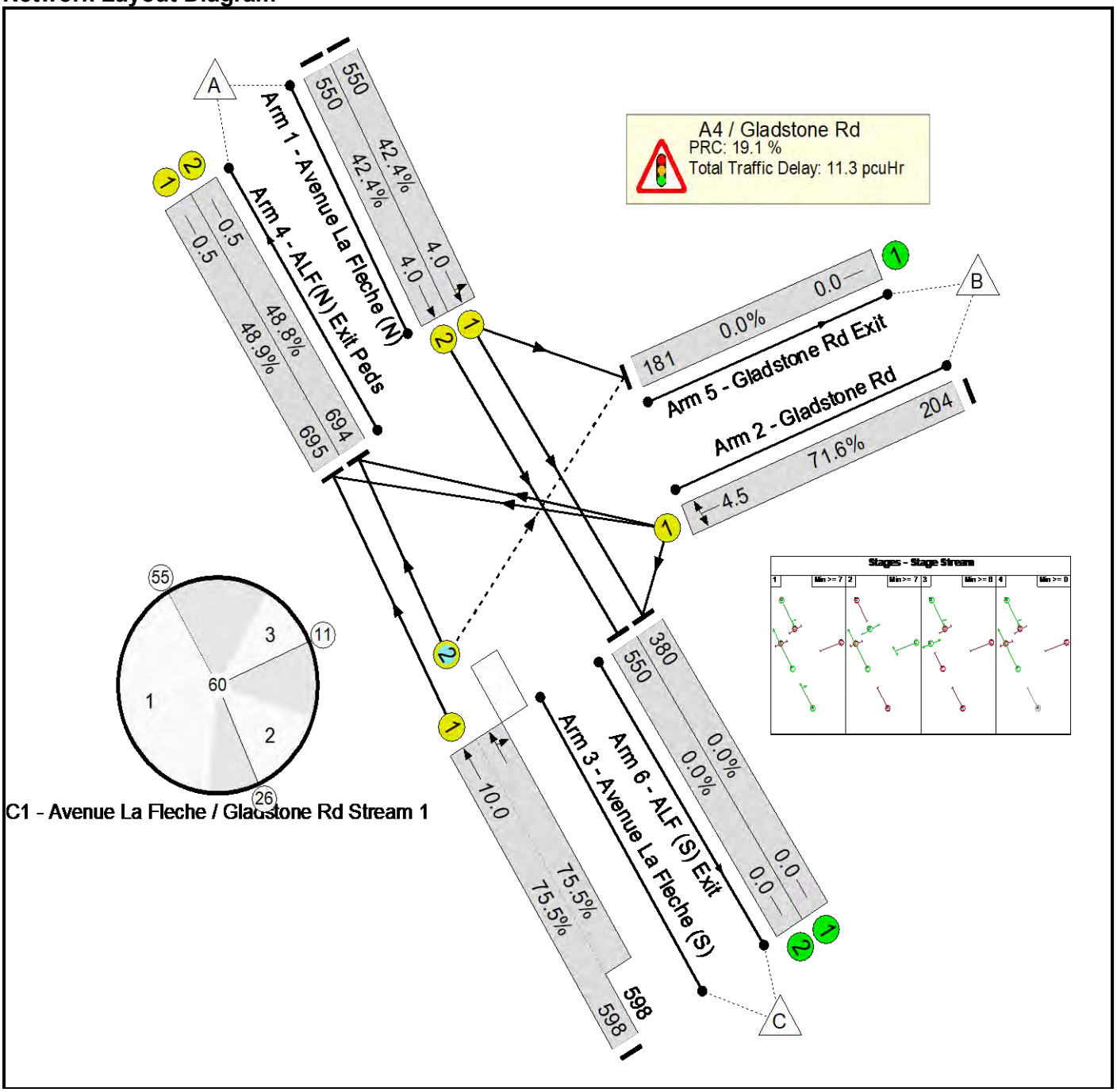
Stage	1	3	2
Duration	24	6	8
Change Point	26	55	11

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Avenue La Fleche/Gladstone Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**75.5%**
A4 / Gladstone Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**75.5%**
1/1	Avenue La Fleche (N) Left Ahead	U	1	N/A	B		1	40	-	550	1900	1298	42.4%
1/2	Avenue La Fleche (N) Ahead	U	1	N/A	B		1	40	-	550	1900	1298	42.4%
2/1	Gladstone Rd Right Left	U	1	N/A	C		1	8	-	204	1900	285	71.6%
3/1+3/2	Avenue La Fleche (S) Ahead Right	U+O	1	N/A	A		1	24	-	1196	1900:1900	792+792	75.5 : 75.5%
4/1	ALF(N) Exit Peds	U	1	N/A	F		1	43	-	695	1940	1423	48.9%
4/2	ALF(N) Exit Peds	U	1	N/A	F		1	43	-	694	1940	1423	48.8%
5/1	Gladstone Rd Exit	U	N/A	N/A	-		-	-	-	181	Inf	Inf	0.0%
6/1	ALF (S) Exit	U	N/A	N/A	-		-	-	-	380	Inf	Inf	0.0%
6/2	ALF (S) Exit	U	N/A	N/A	-		-	-	-	550	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Avenue La Fleche/Gladstone Road	**-**	**-**	**6**	**0**	**0**	**7.6**	**3.7**	**0.0**	**11.3**	**-**	**-**	**-**	**-**
A4 / Gladstone Rd	**-**	**-**	**6**	**0**	**0**	**7.6**	**3.7**	**0.0**	**11.3**	**-**	**-**	**-**	**-**
1/1	550	550	-	-	-	0.6	0.0	-	0.6	4.2	4.0	0.0	4.0
1/2	550	550	-	-	-	0.6	0.0	-	0.6	4.2	4.0	0.0	4.0
2/1	204	204	-	-	-	1.4	1.2	-	2.6	45.9	3.2	1.2	4.5
3/1+3/2	1196	1196	6	0	0	4.9	1.5	0.0	6.5 (3.2+3.2)	19.5 (19.5:19.5)	8.5	1.5	10.0
4/1	695	695	-	-	-	0.0	0.5	-	0.5	2.5	0.0	0.5	0.5
4/2	694	694	-	-	-	0.0	0.5	-	0.5	2.5	0.0	0.5	0.5
5/1	181	181	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	380	380	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	550	550	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

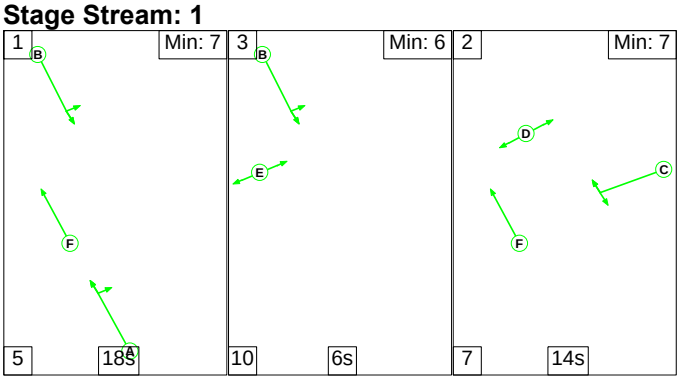
C1 - Avenue La Fleche / Gladstone Rd Stream: 1 PRC for Signalled Lanes (%): 19.1 Total Delay for Signalled Lanes (pcuHr): 11.33 Cycle Time (s): 60
PRC Over All Lanes (%): 19.1 Total Delay Over All Lanes(pcuHr): 11.33

Full Input Data And Results

Scenario 2: '2024 Survey PM' (FG2: '2024 Surveys PM', Plan 1: 'Network Plan')

Stage Sequence Diagram

Stage Stream: 1

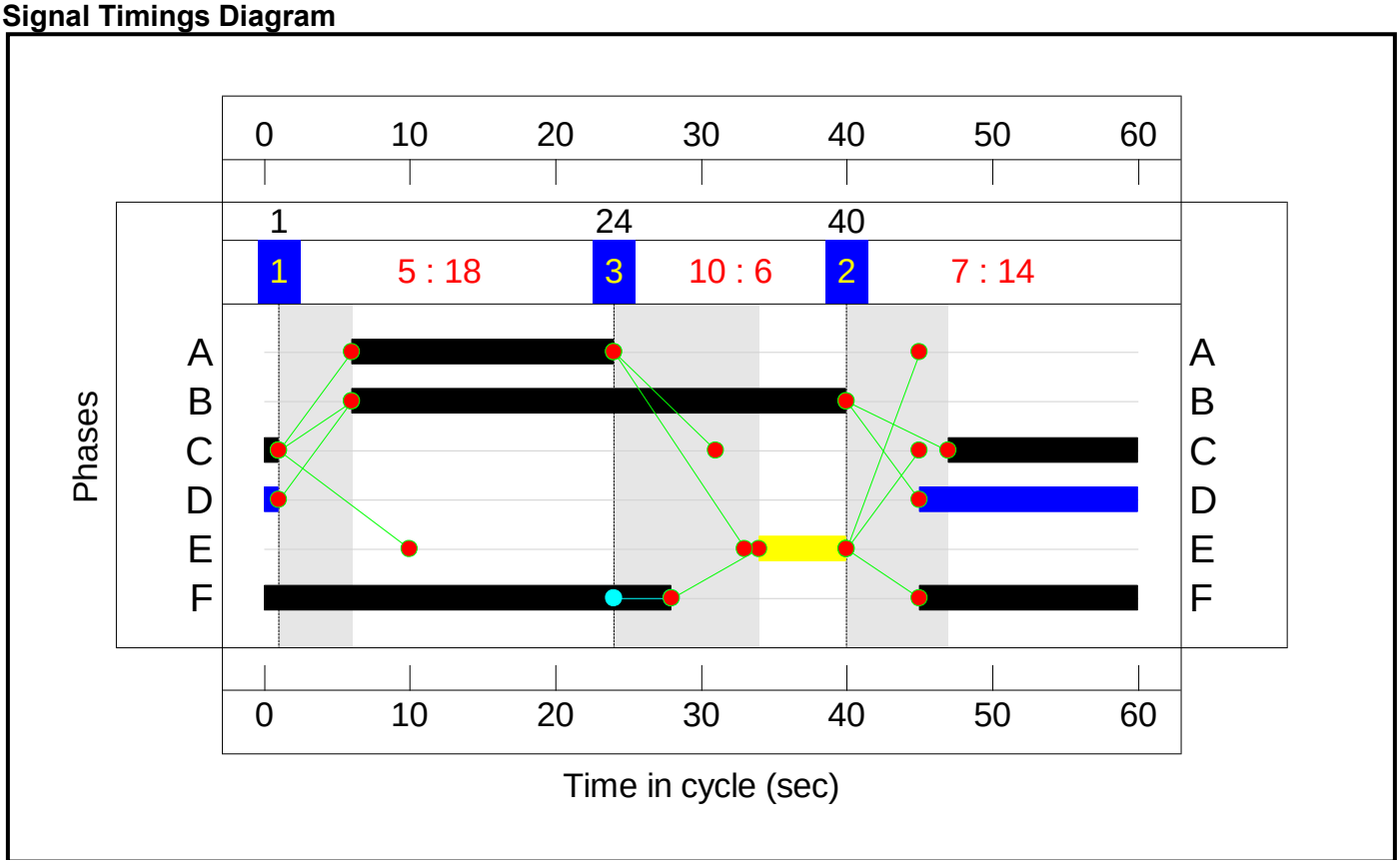


Stage Timings

Stage Stream: 1

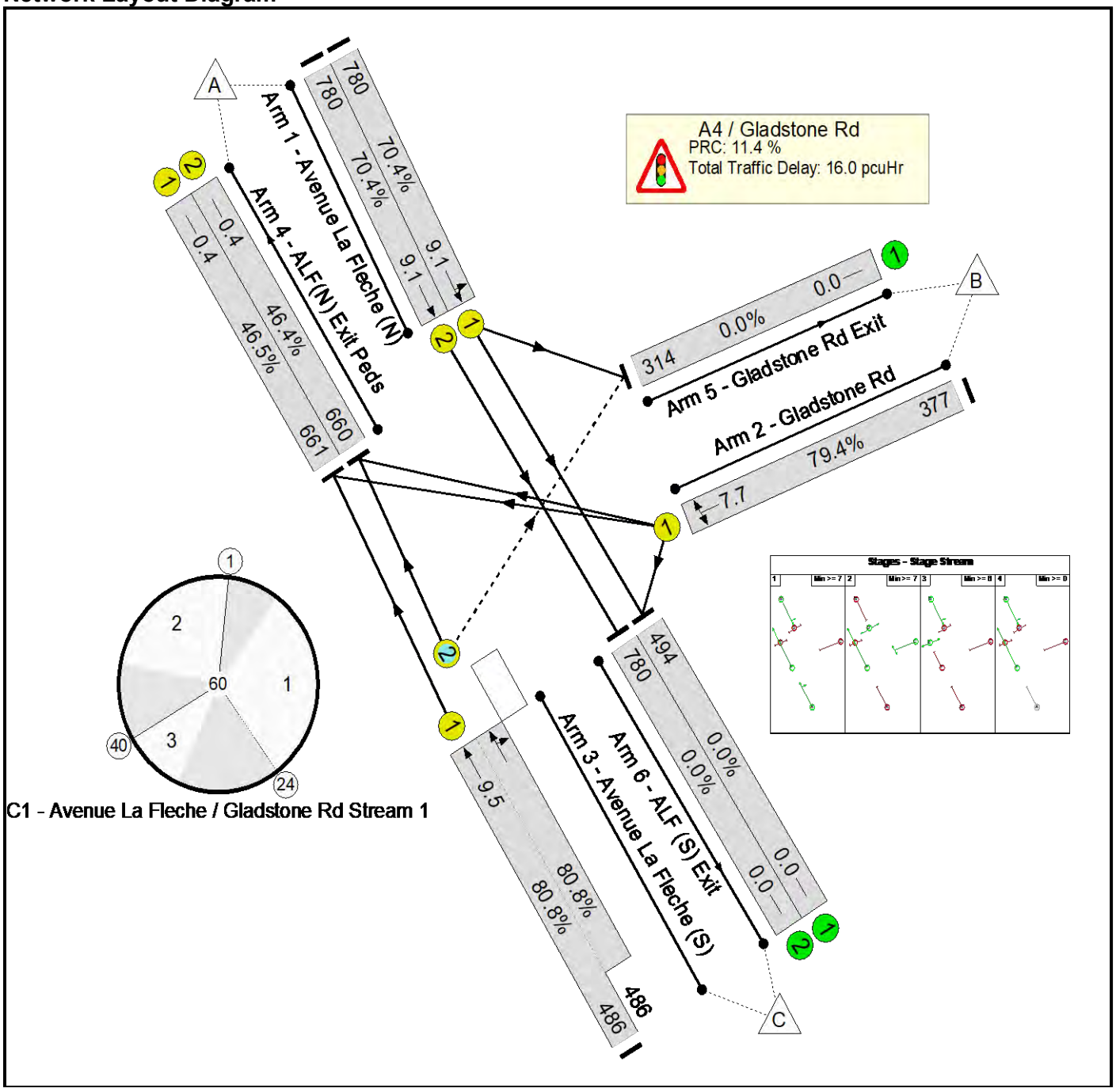
Stage	1	3	2
Duration	18	6	14
Change Point	1	24	40

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Avenue La Fleche/Gladstone Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.8%**
A4 / Gladstone Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.8%**
1/1	Avenue La Fleche (N) Left Ahead	U	1	N/A	B		1	34	-	780	1900	1108	70.4%
1/2	Avenue La Fleche (N) Ahead	U	1	N/A	B		1	34	-	780	1900	1108	70.4%
2/1	Gladstone Rd Right Left	U	1	N/A	C		1	14	-	377	1900	475	79.4%
3/1+3/2	Avenue La Fleche (S) Ahead Right	U+O	1	N/A	A		1	18	-	972	1900:1900	602+602	80.8 : 80.8%
4/1	ALF(N) Exit Peds	U	1	N/A	F		1	43	-	661	1940	1423	46.5%
4/2	ALF(N) Exit Peds	U	1	N/A	F		1	43	-	660	1940	1423	46.4%
5/1	Gladstone Rd Exit	U	N/A	N/A	-		-	-	-	314	Inf	Inf	0.0%
6/1	ALF (S) Exit	U	N/A	N/A	-		-	-	-	494	Inf	Inf	0.0%
6/2	ALF (S) Exit	U	N/A	N/A	-		-	-	-	780	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Avenue La Fleche/Gladstone Road	**-**	**-**	**0**	**0**	**9**	**11.1**	**4.8**	**0.1**	**16.0**	**-**	**-**	**-**	**-**
A4 / Gladstone Rd	**-**	**-**	**0**	**0**	**9**	**11.1**	**4.8**	**0.1**	**16.0**	**-**	**-**	**-**	**-**
1/1	780	780	-	-	-	1.9	0.0	-	1.9	8.8	9.1	0.0	9.1
1/2	780	780	-	-	-	1.9	0.0	-	1.9	8.8	9.1	0.0	9.1
2/1	377	377	-	-	-	2.2	1.9	-	4.1	38.8	5.9	1.9	7.7
3/1+3/2	972	972	0	0	9	5.1	2.1	0.1	7.2 (3.6+3.6)	26.7 (26.5:27.0)	7.4	2.1	9.5
4/1	661	661	-	-	-	0.0	0.4	-	0.4	2.4	0.0	0.4	0.4
4/2	660	660	-	-	-	0.0	0.4	-	0.4	2.4	0.0	0.4	0.4
5/1	314	314	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	494	494	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	780	780	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

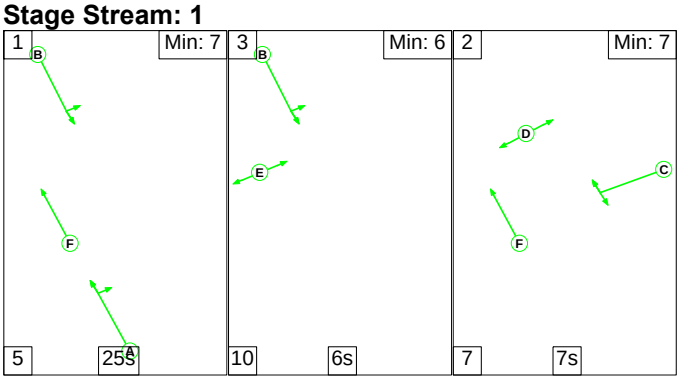
C1 - Avenue La Fleche / Gladstone Rd Stream: 1 PRC for Signalled Lanes (%): 11.4 Total Delay for Signalled Lanes (pcuHr): 15.97 Cycle Time (s): 60
PRC Over All Lanes (%): 11.4 Total Delay Over All Lanes(pcuHr): 15.97

Full Input Data And Results

Scenario 5: '2029 Base + Committed AM' (FG5: '2029 Base + Committed AM', Plan 1: 'Network Plan')

Stage Sequence Diagram

Stage Stream: 1

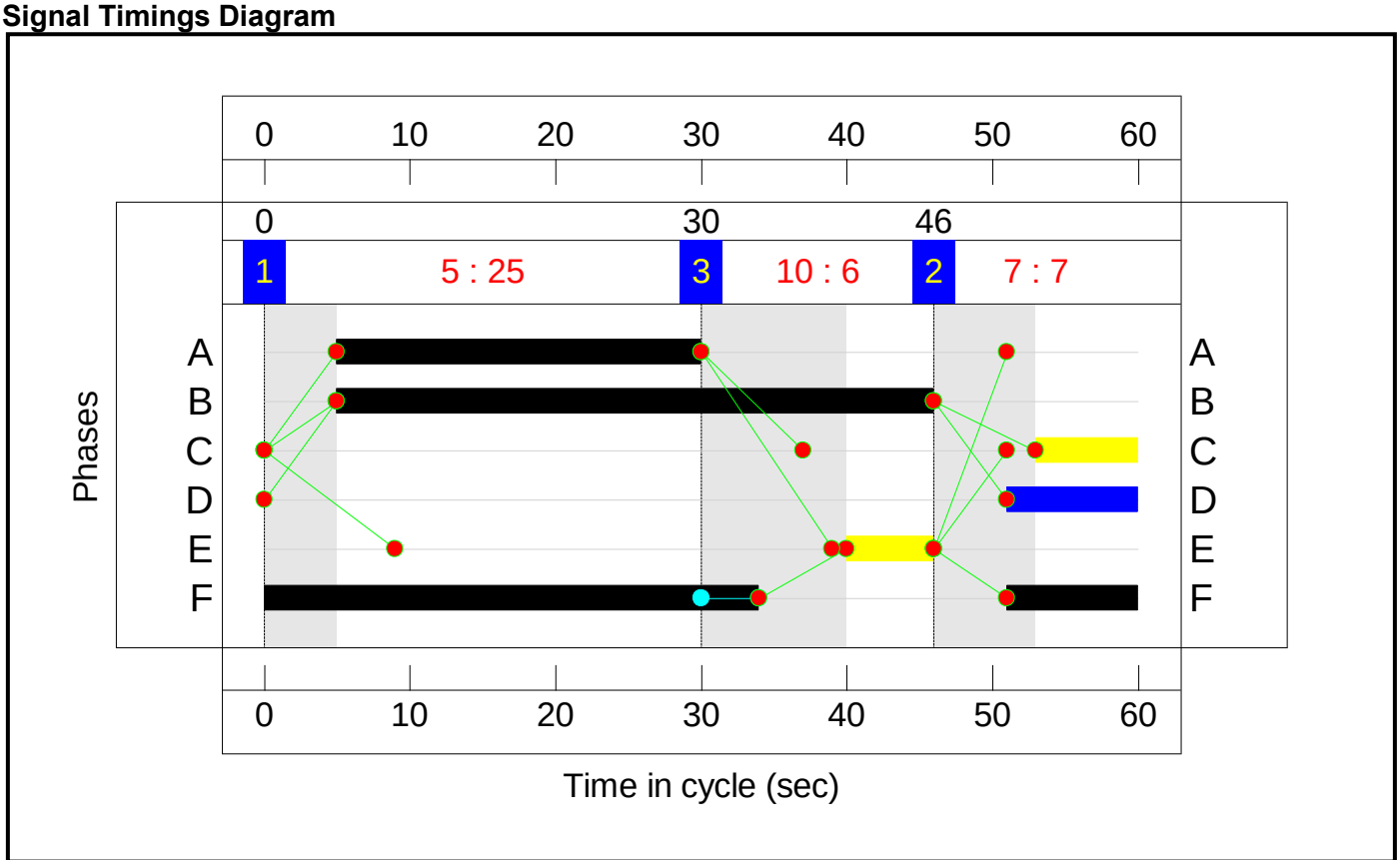


Stage Timings

Stage Stream: 1

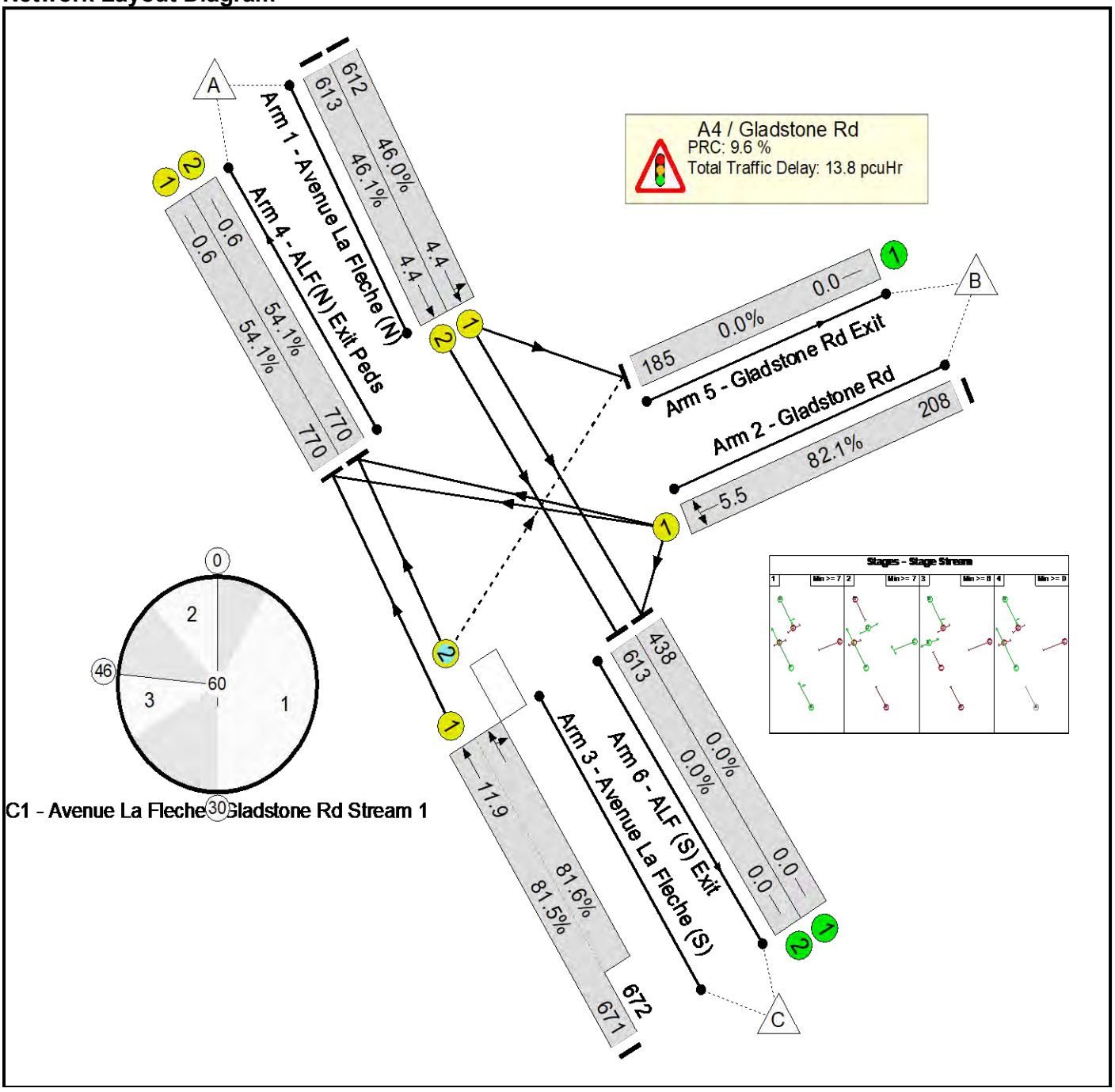
Stage	1	3	2
Duration	25	6	7
Change Point	0	30	46

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Avenue La Fleche/Gladstone Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**82.1%**
A4 / Gladstone Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**82.1%**
1/1	Avenue La Fleche (N) Left Ahead	U	1	N/A	B		1	41	-	612	1900	1330	46.0%
1/2	Avenue La Fleche (N) Ahead	U	1	N/A	B		1	41	-	613	1900	1330	46.1%
2/1	Gladstone Rd Right Left	U	1	N/A	C		1	7	-	208	1900	253	82.1%
3/1+3/2	Avenue La Fleche (S) Ahead Right	U+O	1	N/A	A		1	25	-	1343	1900:1900	823+823	81.5 : 81.6%
4/1	ALF(N) Exit Peds	U	1	N/A	F		1	43	-	770	1940	1423	54.1%
4/2	ALF(N) Exit Peds	U	1	N/A	F		1	43	-	770	1940	1423	54.1%
5/1	Gladstone Rd Exit	U	N/A	N/A	-		-	-	-	185	Inf	Inf	0.0%
6/1	ALF (S) Exit	U	N/A	N/A	-		-	-	-	438	Inf	Inf	0.0%
6/2	ALF (S) Exit	U	N/A	N/A	-		-	-	-	613	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Avenue La Fleche/Gladstone Road	**-**	**-**	**6**	**0**	**0**	**8.4**	**5.5**	**0.0**	**13.8**	**-**	**-**	**-**	**-**
A4 / Gladstone Rd	**-**	**-**	**6**	**0**	**0**	**8.4**	**5.5**	**0.0**	**13.8**	**-**	**-**	**-**	**-**
1/1	612	612	-	-	-	0.7	0.0	-	0.7	4.0	4.4	0.0	4.4
1/2	613	613	-	-	-	0.7	0.0	-	0.7	4.0	4.4	0.0	4.4
2/1	208	208	-	-	-	1.5	2.1	-	3.6	61.7	3.4	2.1	5.5
3/1+3/2	1343	1343	6	0	0	5.6	2.2	0.0	7.7 (3.9+3.9)	20.8 (20.7:20.8)	9.7	2.2	11.9
4/1	770	770	-	-	-	0.0	0.6	-	0.6	2.8	0.0	0.6	0.6
4/2	770	770	-	-	-	0.0	0.6	-	0.6	2.8	0.0	0.6	0.6
5/1	185	185	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	438	438	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	613	613	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

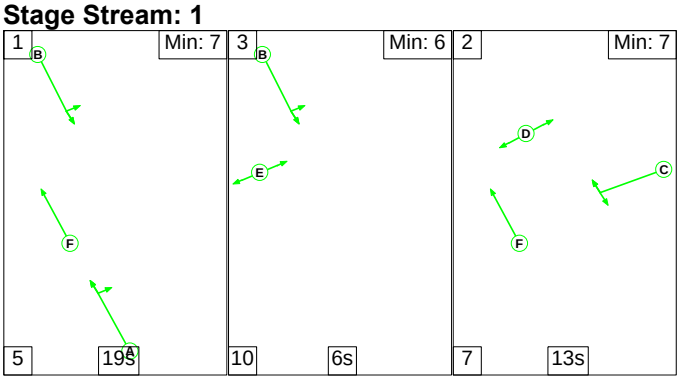
C1 - Avenue La Fleche / Gladstone Rd Stream: 1 PRC for Signalled Lanes (%): 9.6 Total Delay for Signalled Lanes (pcuHr): 13.84 Cycle Time (s): 60
PRC Over All Lanes (%): 9.6 Total Delay Over All Lanes(pcuHr): 13.84

Full Input Data And Results

Scenario 6: '2029 Base + Committed PM' (FG6: '2029 Base + Committed PM', Plan 1: 'Network Plan')

Stage Sequence Diagram

Stage Stream: 1

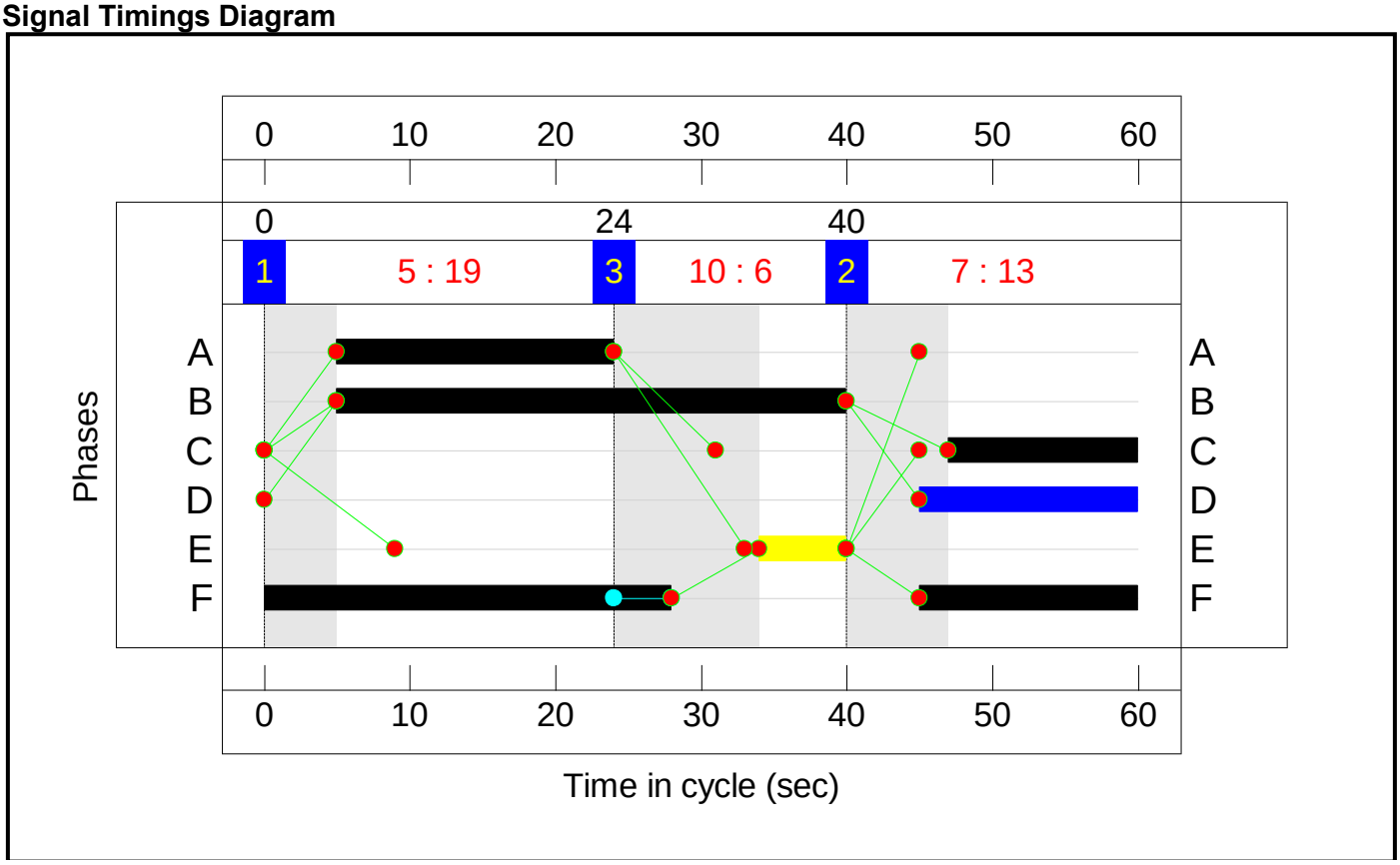


Stage Timings

Stage Stream: 1

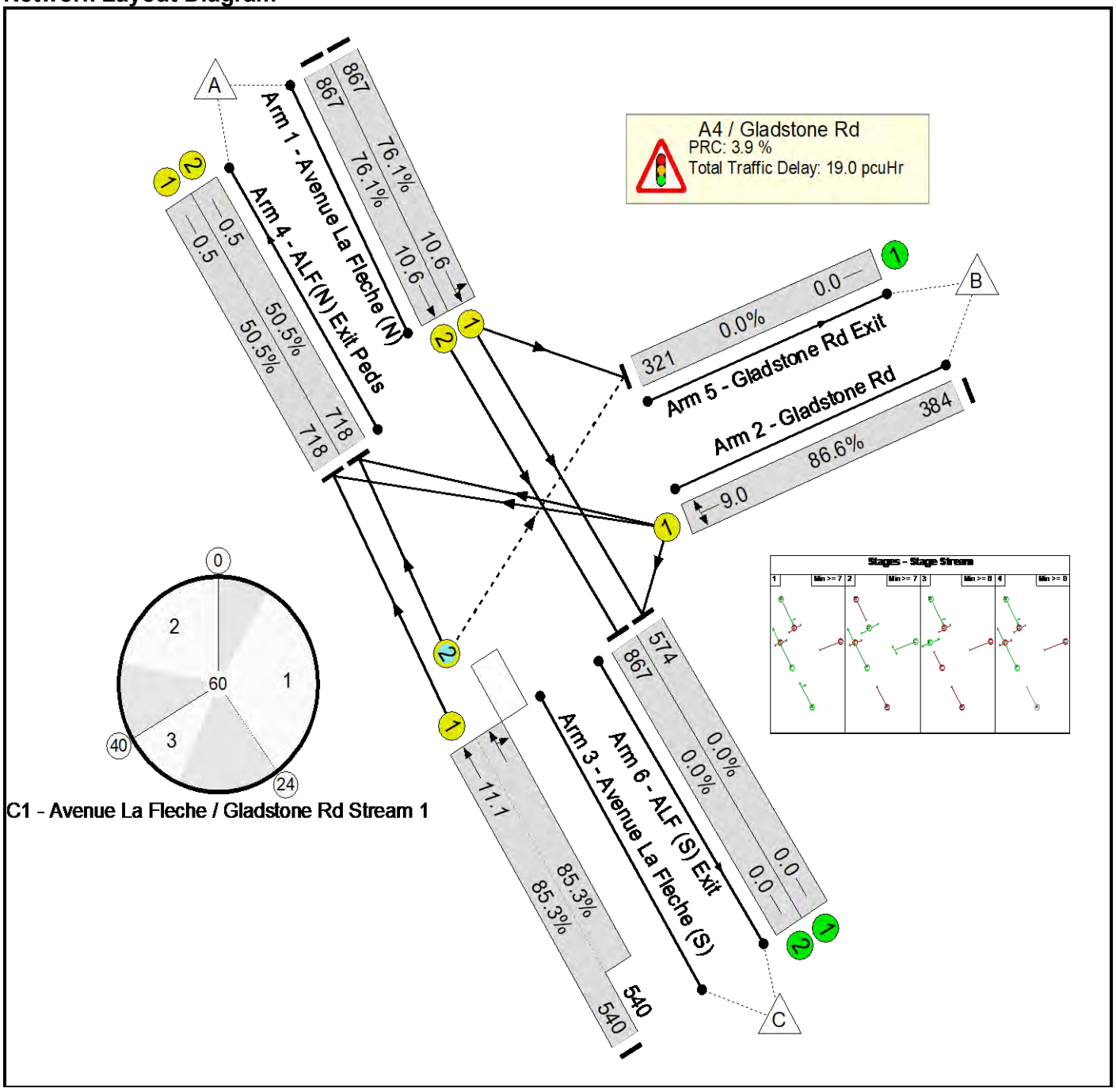
Stage	1	3	2
Duration	19	6	13
Change Point	0	24	40

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Avenue La Fleche/Gladstone Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.6%**
A4 / Gladstone Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.6%**
1/1	Avenue La Fleche (N) Left Ahead	U	1	N/A	B		1	35	-	867	1900	1140	76.1%
1/2	Avenue La Fleche (N) Ahead	U	1	N/A	B		1	35	-	867	1900	1140	76.1%
2/1	Gladstone Rd Right Left	U	1	N/A	C		1	13	-	384	1900	443	86.6%
3/1+3/2	Avenue La Fleche (S) Ahead Right	U+O	1	N/A	A		1	19	-	1080	1900:1900	633+633	85.3 : 85.3%
4/1	ALF(N) Exit Peds	U	1	N/A	F		1	43	-	718	1940	1423	50.5%
4/2	ALF(N) Exit Peds	U	1	N/A	F		1	43	-	718	1940	1423	50.5%
5/1	Gladstone Rd Exit	U	N/A	N/A	-		-	-	-	321	Inf	Inf	0.0%
6/1	ALF (S) Exit	U	N/A	N/A	-		-	-	-	574	Inf	Inf	0.0%
6/2	ALF (S) Exit	U	N/A	N/A	-		-	-	-	867	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Avenue La Fleche/Gladstone Road	**-**	**-**	**0**	**0**	**9**	**12.2**	**6.8**	**0.1**	**19.0**	**-**	**-**	**-**	**-**
A4 / Gladstone Rd	**-**	**-**	**0**	**0**	**9**	**12.2**	**6.8**	**0.1**	**19.0**	**-**	**-**	**-**	**-**
1/1	867	867	-	-	-	2.1	0.0	-	2.1	8.8	10.6	0.0	10.6
1/2	867	867	-	-	-	2.1	0.0	-	2.1	8.8	10.6	0.0	10.6
2/1	384	384	-	-	-	2.4	2.9	-	5.3	49.7	6.1	2.9	9.0
3/1+3/2	1080	1080	0	0	9	5.6	2.8	0.1	8.5 (4.2+4.3)	28.2 (28.0:28.4)	8.2	2.8	11.1
4/1	718	718	-	-	-	0.0	0.5	-	0.5	2.6	0.0	0.5	0.5
4/2	718	718	-	-	-	0.0	0.5	-	0.5	2.6	0.0	0.5	0.5
5/1	321	321	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	574	574	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	867	867	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

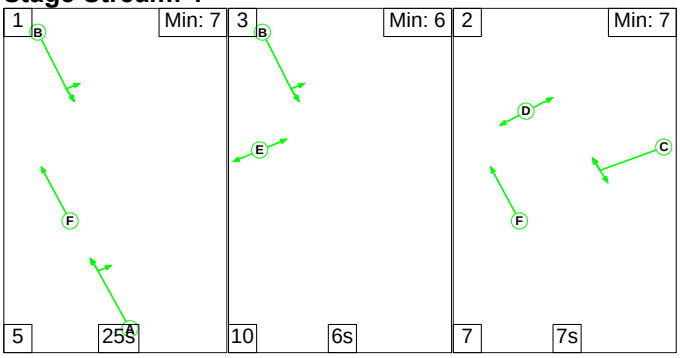
C1 - Avenue La Fleche / Gladstone Rd Stream: 1 PRC for Signalled Lanes (%): 3.9 Total Delay for Signalled Lanes (pcuHr): 19.04 Cycle Time (s): 60
PRC Over All Lanes (%): 3.9 Total Delay Over All Lanes(pcuHr): 19.04

Full Input Data And Results

Scenario 7: '2029 Base + Committed + Development AM' (FG7: '2029 Base + Committed + Development AM', Plan 1: 'Network Plan')

Stage Sequence Diagram

Stage Stream: 1

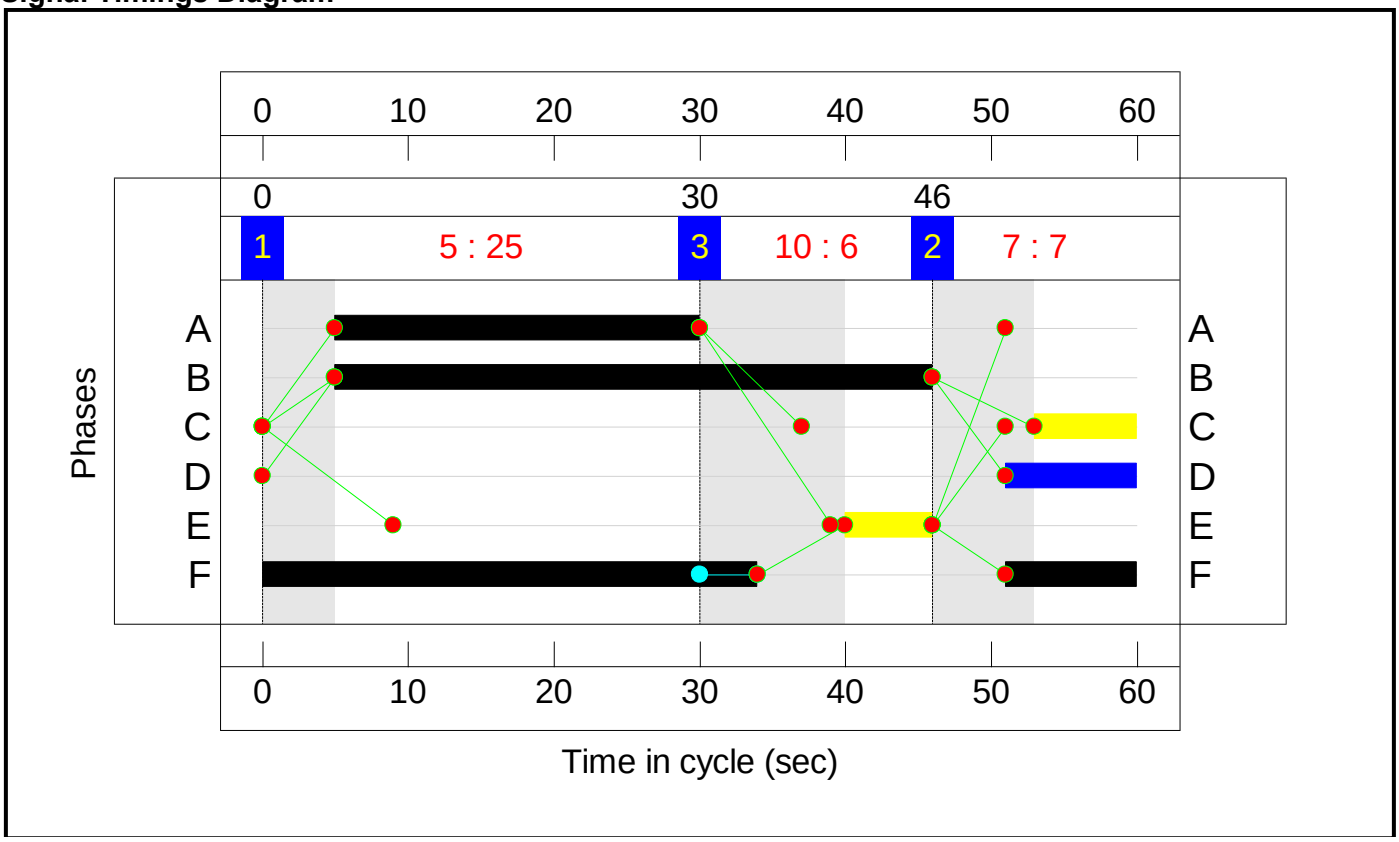


Stage Timings

Stage Stream: 1

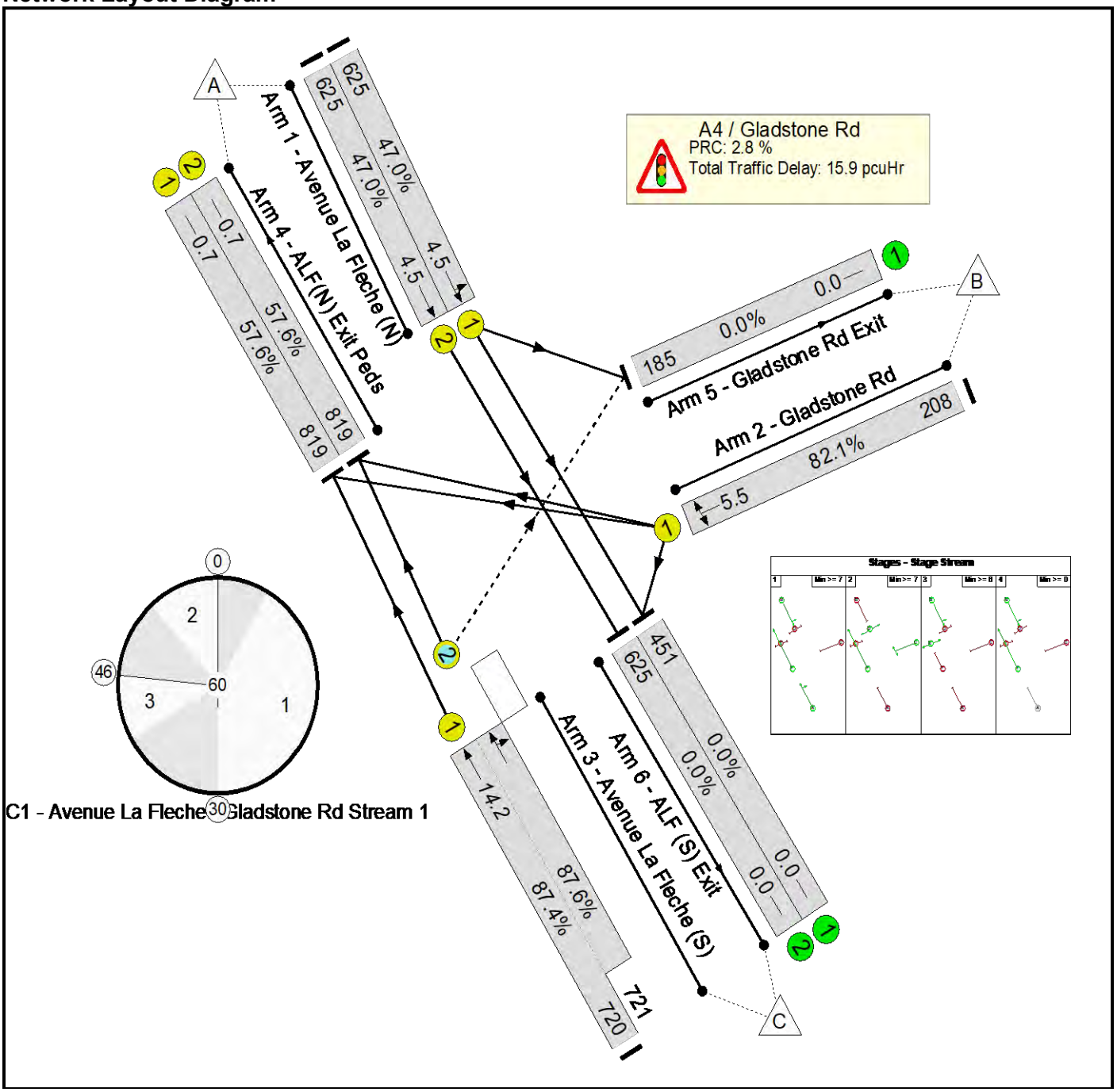
Stage	1	3	2
Duration	25	6	7
Change Point	0	30	46

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Avenue La Fleche/Gladstone Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.6%**
A4 / Gladstone Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.6%**
1/1	Avenue La Fleche (N) Left Ahead	U	1	N/A	B		1	41	-	625	1900	1330	47.0%
1/2	Avenue La Fleche (N) Ahead	U	1	N/A	B		1	41	-	625	1900	1330	47.0%
2/1	Gladstone Rd Right Left	U	1	N/A	C		1	7	-	208	1900	253	82.1%
3/1+3/2	Avenue La Fleche (S) Ahead Right	U+O	1	N/A	A		1	25	-	1441	1900:1900	823+823	87.4 : 87.6%
4/1	ALF(N) Exit Peds	U	1	N/A	F		1	43	-	819	1940	1423	57.6%
4/2	ALF(N) Exit Peds	U	1	N/A	F		1	43	-	819	1940	1423	57.6%
5/1	Gladstone Rd Exit	U	N/A	N/A	-		-	-	-	185	Inf	Inf	0.0%
6/1	ALF (S) Exit	U	N/A	N/A	-		-	-	-	451	Inf	Inf	0.0%
6/2	ALF (S) Exit	U	N/A	N/A	-		-	-	-	625	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Avenue La Fleche/Gladstone Road	**-**	**-**	**6**	**0**	**0**	**9.1**	**6.8**	**0.0**	**15.9**	**-**	**-**	**-**	**-**
A4 / Gladstone Rd	**-**	**-**	**6**	**0**	**0**	**9.1**	**6.8**	**0.0**	**15.9**	**-**	**-**	**-**	**-**
1/1	625	625	-	-	-	0.7	0.0	-	0.7	4.0	4.5	0.0	4.5
1/2	625	625	-	-	-	0.7	0.0	-	0.7	4.0	4.5	0.0	4.5
2/1	208	208	-	-	-	1.5	2.1	-	3.6	61.7	3.4	2.1	5.5
3/1+3/2	1441	1441	6	0	0	6.2	3.4	0.0	9.6 (4.8+4.8)	24.0 (24.0:24.0)	10.8	3.4	14.2
4/1	819	819	-	-	-	0.0	0.7	-	0.7	3.0	0.0	0.7	0.7
4/2	819	819	-	-	-	0.0	0.7	-	0.7	3.0	0.0	0.7	0.7
5/1	185	185	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	451	451	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	625	625	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

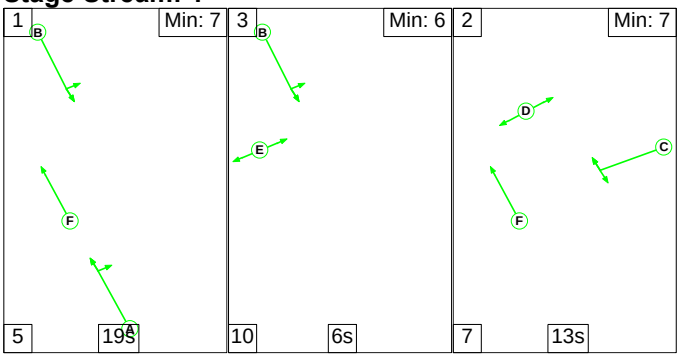
C1 - Avenue La Fleche / Gladstone Rd Stream: 1 PRC for Signalled Lanes (%): 2.8 Total Delay for Signalled Lanes (pcuHr): 15.92 Cycle Time (s): 60
PRC Over All Lanes (%): 2.8 Total Delay Over All Lanes(pcuHr): 15.92

Full Input Data And Results

Scenario 8: '2029 Base + Committed + Development PM' (FG8: '2029 Base + Committed + Development PM', Plan 1: 'Network Plan')

Stage Sequence Diagram

Stage Stream: 1

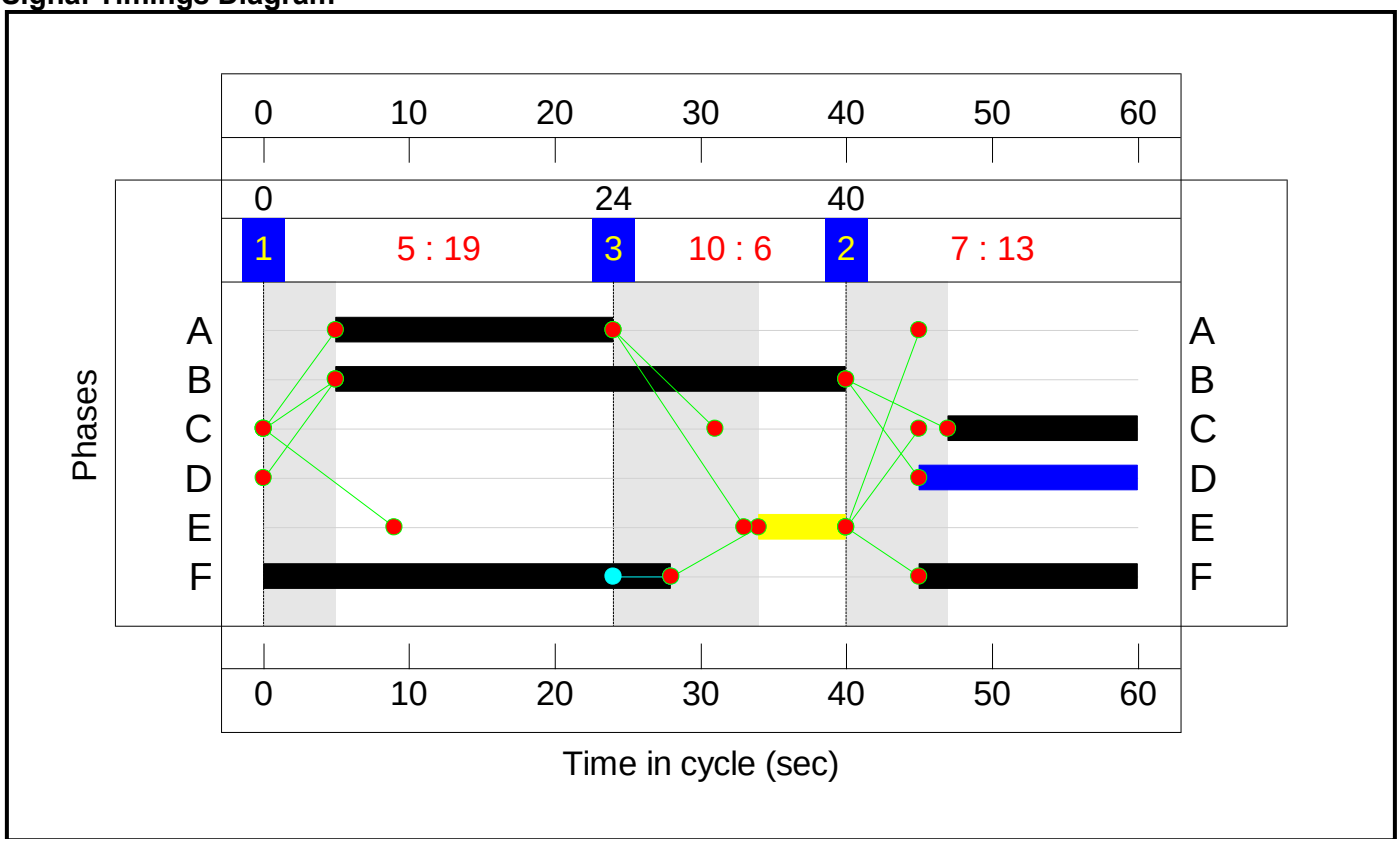


Stage Timings

Stage Stream: 1

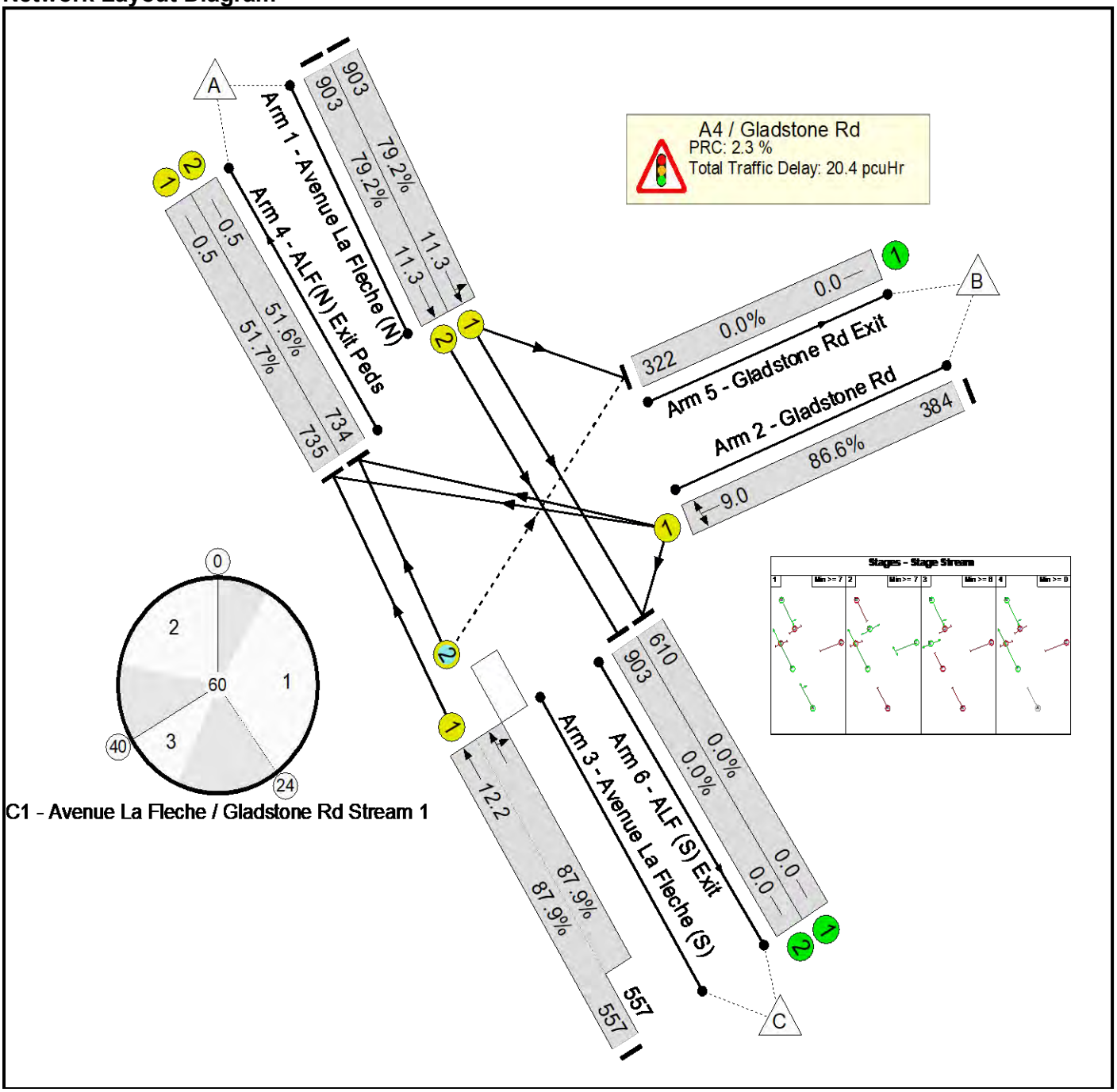
Stage	1	3	2
Duration	19	6	13
Change Point	0	24	40

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Avenue La Fleche/Gladstone Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.9%**
A4 / Gladstone Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.9%**
1/1	Avenue La Fleche (N) Left Ahead	U	1	N/A	B		1	35	-	903	1900	1140	79.2%
1/2	Avenue La Fleche (N) Ahead	U	1	N/A	B		1	35	-	903	1900	1140	79.2%
2/1	Gladstone Rd Right Left	U	1	N/A	C		1	13	-	384	1900	443	86.6%
3/1+3/2	Avenue La Fleche (S) Ahead Right	U+O	1	N/A	A		1	19	-	1114	1900:1900	633+633	87.9 : 87.9%
4/1	ALF(N) Exit Peds	U	1	N/A	F		1	43	-	735	1940	1423	51.7%
4/2	ALF(N) Exit Peds	U	1	N/A	F		1	43	-	734	1940	1423	51.6%
5/1	Gladstone Rd Exit	U	N/A	N/A	-		-	-	-	322	Inf	Inf	0.0%
6/1	ALF (S) Exit	U	N/A	N/A	-		-	-	-	610	Inf	Inf	0.0%
6/2	ALF (S) Exit	U	N/A	N/A	-		-	-	-	903	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Avenue La Fleche/Gladstone Road	**-**	**-**	**0**	**0**	**10**	**12.8**	**7.5**	**0.1**	**20.4**	**-**	**-**	**-**	**-**
A4 / Gladstone Rd	**-**	**-**	**0**	**0**	**10**	**12.8**	**7.5**	**0.1**	**20.4**	**-**	**-**	**-**	**-**
1/1	903	903	-	-	-	2.3	0.0	-	2.3	9.1	11.3	0.0	11.3
1/2	903	903	-	-	-	2.3	0.0	-	2.3	9.1	11.3	0.0	11.3
2/1	384	384	-	-	-	2.4	2.9	-	5.3	49.7	6.1	2.9	9.0
3/1+3/2	1114	1114	0	0	10	5.8	3.5	0.1	9.4 (4.7+4.7)	30.4 (30.1:30.6)	8.7	3.5	12.2
4/1	735	735	-	-	-	0.0	0.5	-	0.5	2.6	0.0	0.5	0.5
4/2	734	734	-	-	-	0.0	0.5	-	0.5	2.6	0.0	0.5	0.5
5/1	322	322	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	610	610	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	903	903	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

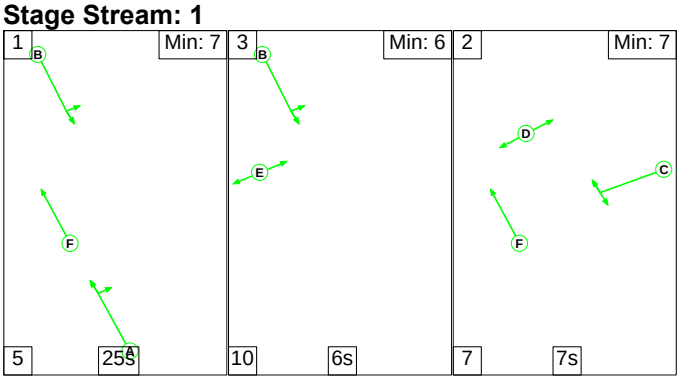
C1 - Avenue La Fleche / Gladstone Rd Stream: 1 PRC for Signalled Lanes (%): 2.3 Total Delay for Signalled Lanes (pcuHr): 20.36 Cycle Time (s): 60
PRC Over All Lanes (%): 2.3 Total Delay Over All Lanes(pcuHr): 20.36

Full Input Data And Results

Scenario 13: '2036 Base + Committed AM' (FG13: '2036 Base + Committed AM', Plan 1: 'Network Plan')

Stage Sequence Diagram

Stage Stream: 1

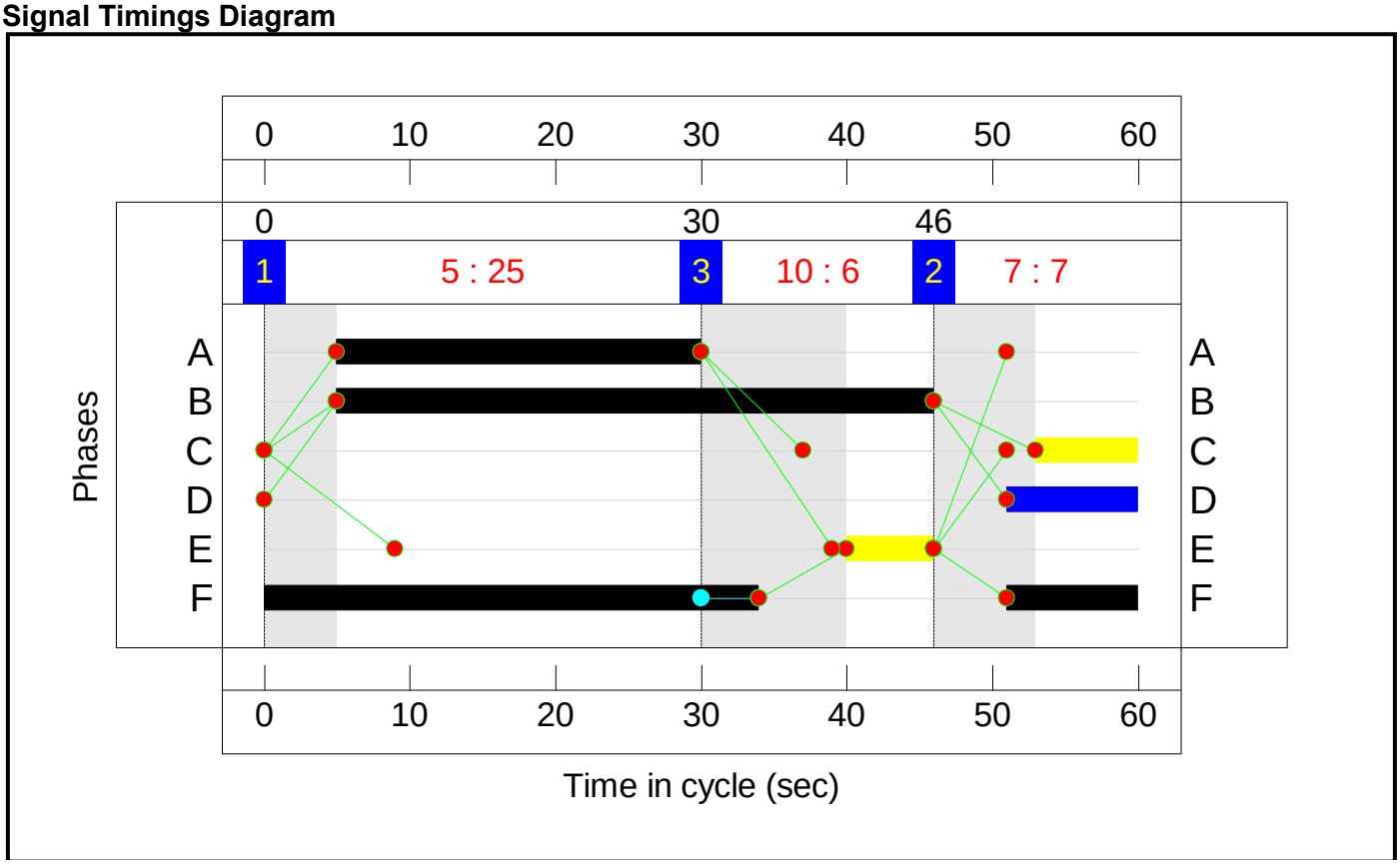


Stage Timings

Stage Stream: 1

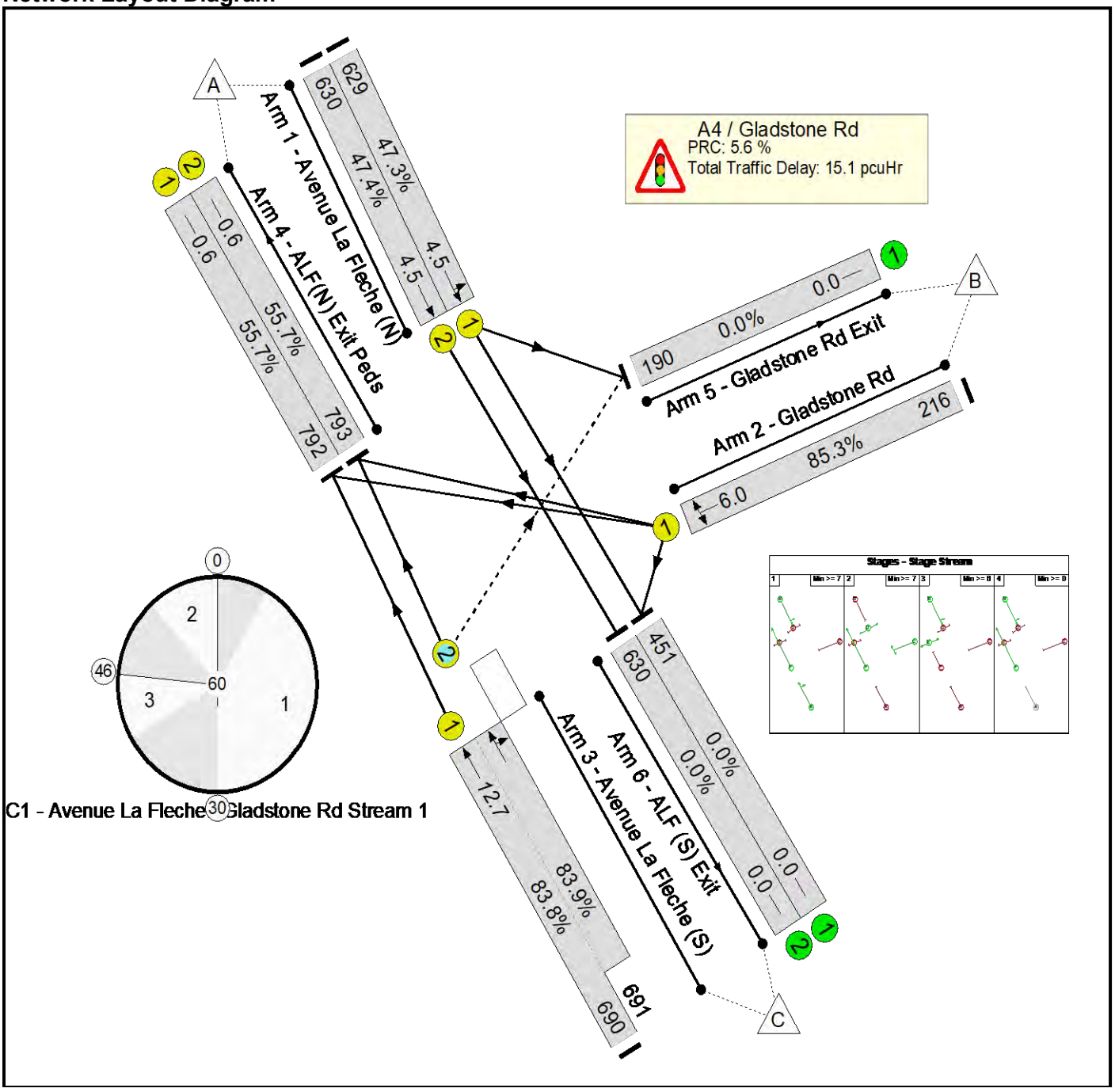
Stage	1	3	2
Duration	25	6	7
Change Point	0	30	46

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Avenue La Fleche/Gladstone Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.3%**
A4 / Gladstone Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.3%**
1/1	Avenue La Fleche (N) Left Ahead	U	1	N/A	B		1	41	-	629	1900	1330	47.3%
1/2	Avenue La Fleche (N) Ahead	U	1	N/A	B		1	41	-	630	1900	1330	47.4%
2/1	Gladstone Rd Right Left	U	1	N/A	C		1	7	-	216	1900	253	85.3%
3/1+3/2	Avenue La Fleche (S) Ahead Right	U+O	1	N/A	A		1	25	-	1381	1900:1900	823+823	83.8 : 83.9%
4/1	ALF(N) Exit Peds	U	1	N/A	F		1	43	-	792	1940	1423	55.7%
4/2	ALF(N) Exit Peds	U	1	N/A	F		1	43	-	793	1940	1423	55.7%
5/1	Gladstone Rd Exit	U	N/A	N/A	-		-	-	-	190	Inf	Inf	0.0%
6/1	ALF (S) Exit	U	N/A	N/A	-		-	-	-	451	Inf	Inf	0.0%
6/2	ALF (S) Exit	U	N/A	N/A	-		-	-	-	630	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Avenue La Fleche/Gladstone Road	**-**	**-**	**6**	**0**	**0**	**8.7**	**6.4**	**0.0**	**15.1**	**-**	**-**	**-**	**-**
A4 / Gladstone Rd	**-**	**-**	**6**	**0**	**0**	**8.7**	**6.4**	**0.0**	**15.1**	**-**	**-**	**-**	**-**
1/1	629	629	-	-	-	0.7	0.0	-	0.7	4.0	4.5	0.0	4.5
1/2	630	630	-	-	-	0.7	0.0	-	0.7	4.0	4.5	0.0	4.5
2/1	216	216	-	-	-	1.5	2.5	-	4.1	67.9	3.5	2.5	6.0
3/1+3/2	1381	1381	6	0	0	5.8	2.6	0.0	8.4 (4.2+4.2)	21.8 (21.8:21.8)	10.2	2.6	12.7
4/1	792	792	-	-	-	0.0	0.6	-	0.6	2.8	0.0	0.6	0.6
4/2	793	793	-	-	-	0.0	0.6	-	0.6	2.9	0.0	0.6	0.6
5/1	190	190	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	451	451	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	630	630	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

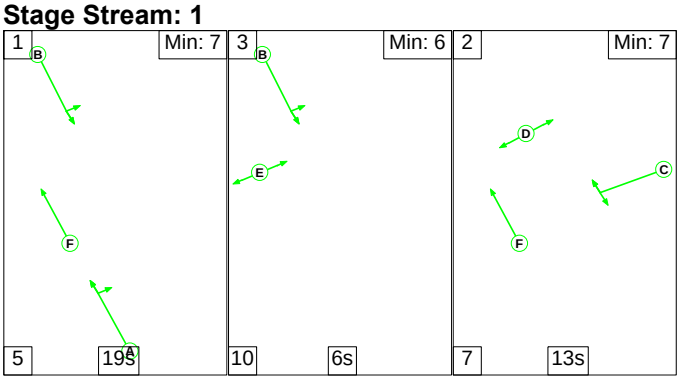
C1 - Avenue La Fleche / Gladstone Rd Stream: 1 PRC for Signalled Lanes (%): 5.6 Total Delay for Signalled Lanes (pcuHr): 15.10 Cycle Time (s): 60
PRC Over All Lanes (%): 5.6 Total Delay Over All Lanes(pcuHr): 15.10

Full Input Data And Results

Scenario 14: '2036 Base + Committed PM' (FG14: '2036 Base + Committed PM', Plan 1: 'Network Plan')

Stage Sequence Diagram

Stage Stream: 1

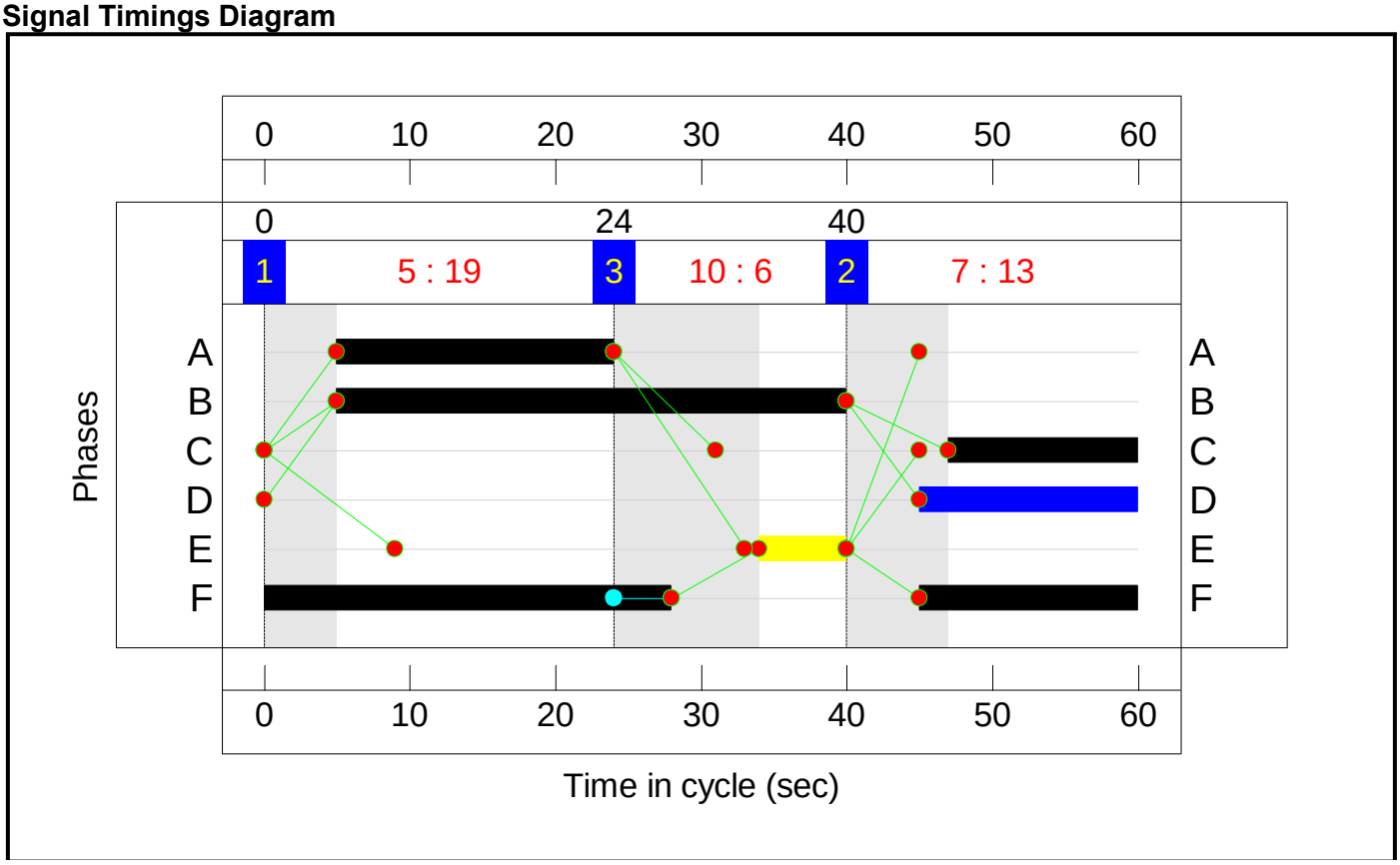


Stage Timings

Stage Stream: 1

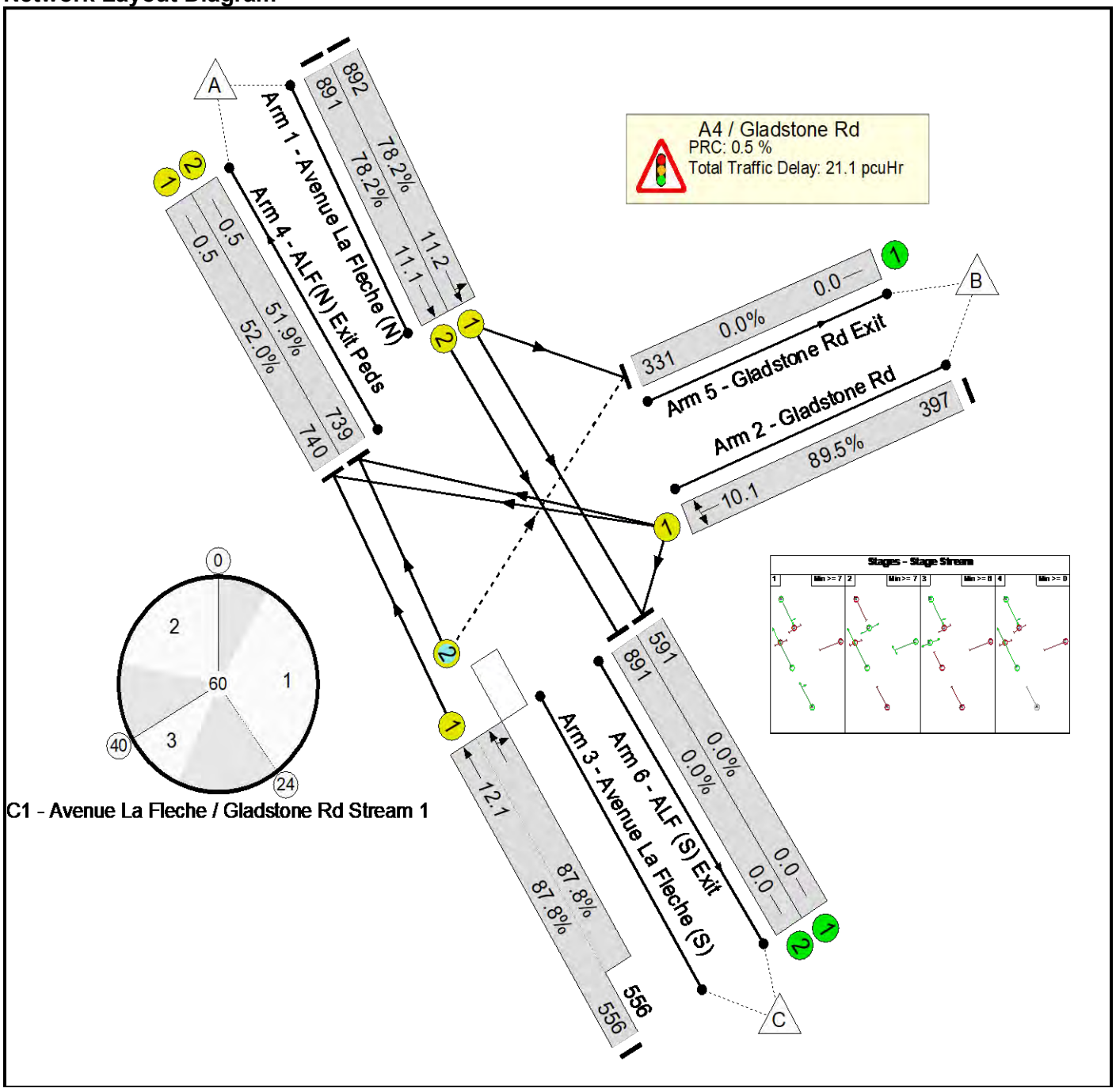
Stage	1	3	2
Duration	19	6	13
Change Point	0	24	40

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Avenue La Fleche/Gladstone Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.5%**
A4 / Gladstone Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.5%**
1/1	Avenue La Fleche (N) Left Ahead	U	1	N/A	B		1	35	-	892	1900	1140	78.2%
1/2	Avenue La Fleche (N) Ahead	U	1	N/A	B		1	35	-	891	1900	1140	78.2%
2/1	Gladstone Rd Right Left	U	1	N/A	C		1	13	-	397	1900	443	89.5%
3/1+3/2	Avenue La Fleche (S) Ahead Right	U+O	1	N/A	A		1	19	-	1112	1900:1900	633+633	87.8 : 87.8%
4/1	ALF(N) Exit Peds	U	1	N/A	F		1	43	-	740	1940	1423	52.0%
4/2	ALF(N) Exit Peds	U	1	N/A	F		1	43	-	739	1940	1423	51.9%
5/1	Gladstone Rd Exit	U	N/A	N/A	-		-	-	-	331	Inf	Inf	0.0%
6/1	ALF (S) Exit	U	N/A	N/A	-		-	-	-	591	Inf	Inf	0.0%
6/2	ALF (S) Exit	U	N/A	N/A	-		-	-	-	891	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Avenue La Fleche/Gladstone Road	**-**	**-**	**0**	**0**	**10**	**12.8**	**8.2**	**0.1**	**21.1**	**-**	**-**	**-**	**-**
A4 / Gladstone Rd	**-**	**-**	**0**	**0**	**10**	**12.8**	**8.2**	**0.1**	**21.1**	**-**	**-**	**-**	**-**
1/1	892	892	-	-	-	2.2	0.0	-	2.2	9.0	11.2	0.0	11.2
1/2	891	891	-	-	-	2.2	0.0	-	2.2	9.0	11.1	0.0	11.1
2/1	397	397	-	-	-	2.5	3.7	-	6.2	55.8	6.4	3.7	10.1
3/1+3/2	1112	1112	0	0	10	5.8	3.4	0.1	9.3 (4.6+4.7)	30.2 (30.0:30.5)	8.6	3.4	12.1
4/1	740	740	-	-	-	0.0	0.5	-	0.5	2.6	0.0	0.5	0.5
4/2	739	739	-	-	-	0.0	0.5	-	0.5	2.6	0.0	0.5	0.5
5/1	331	331	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	591	591	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	891	891	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

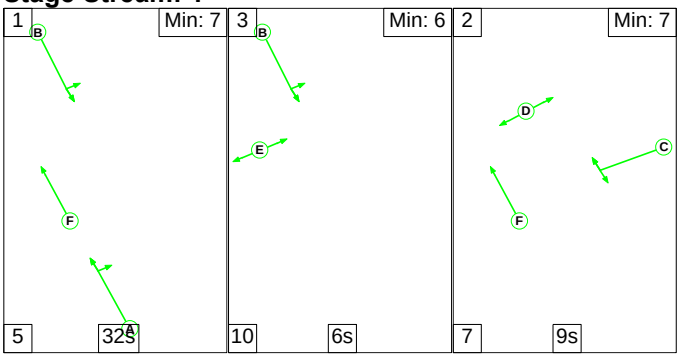
C1 - Avenue La Fleche / Gladstone Rd Stream: 1 PRC for Signalled Lanes (%): 0.5 Total Delay for Signalled Lanes (pcuHr): 21.05 Cycle Time (s): 60
PRC Over All Lanes (%): 0.5 Total Delay Over All Lanes(pcuHr): 21.05

Full Input Data And Results

Scenario 17: '2036 Base + Committed + Development + Cumulative AM' (FG17: '2036 Base + Committed + Development + Cumulative AM', Plan 1: 'Network Plan')

Stage Sequence Diagram

Stage Stream: 1

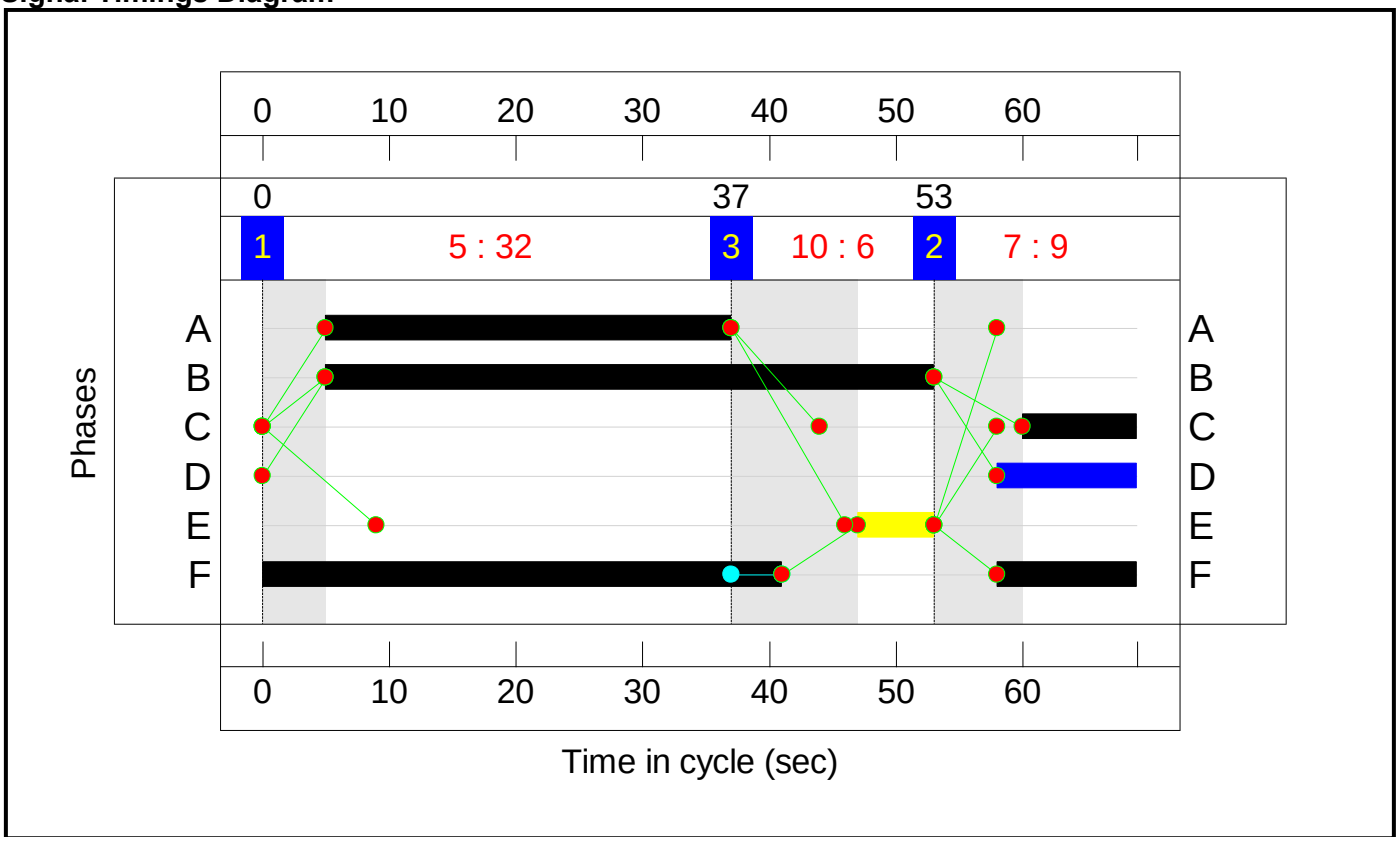


Stage Timings

Stage Stream: 1

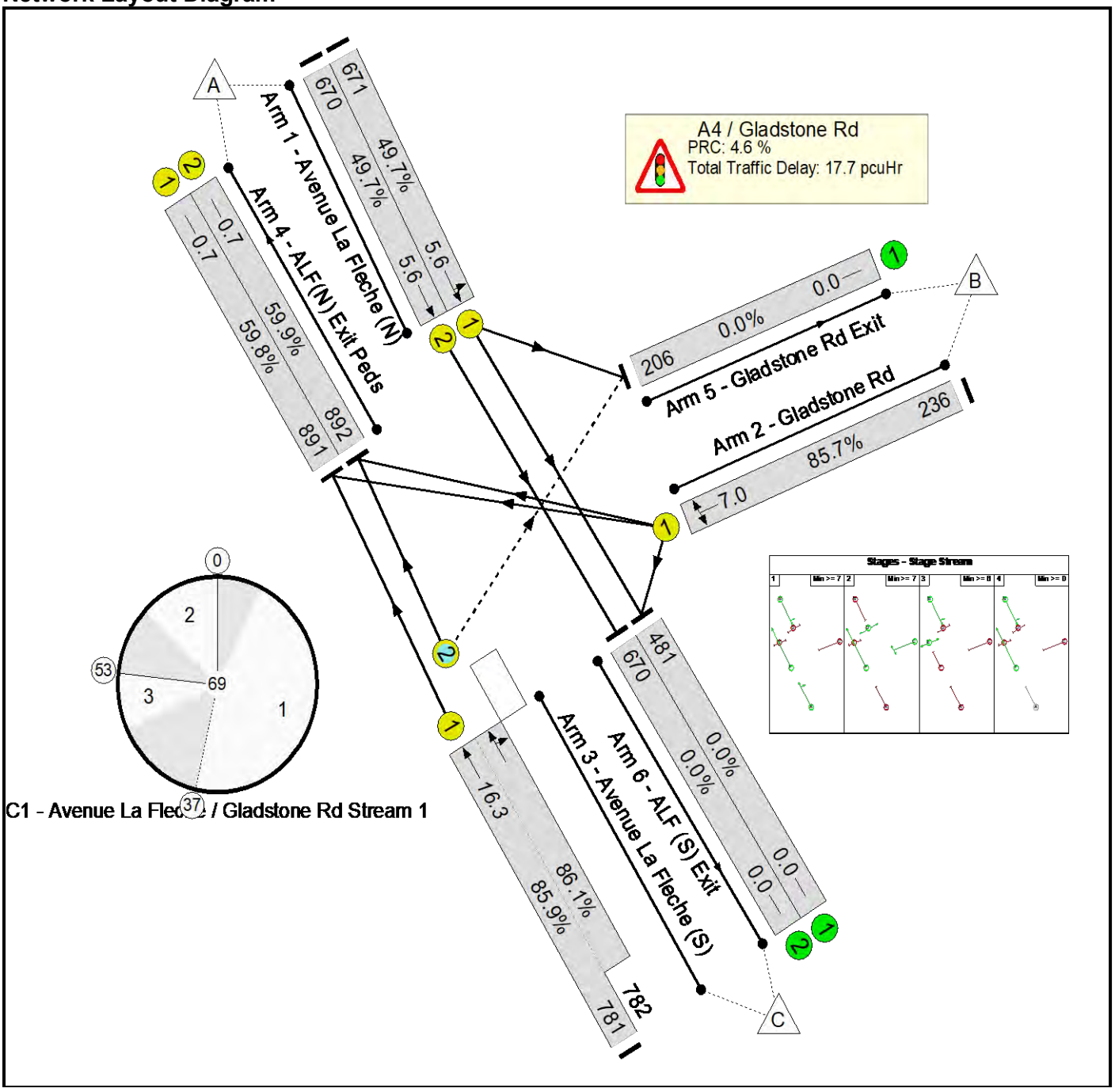
Stage	1	3	2
Duration	32	6	9
Change Point	0	37	53

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Avenue La Fleche/Gladstone Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.1%**
A4 / Gladstone Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.1%**
1/1	Avenue La Fleche (N) Left Ahead	U	1	N/A	B		1	48	-	671	1900	1349	49.7%
1/2	Avenue La Fleche (N) Ahead	U	1	N/A	B		1	48	-	670	1900	1349	49.7%
2/1	Gladstone Rd Right Left	U	1	N/A	C		1	9	-	236	1900	275	85.7%
3/1+3/2	Avenue La Fleche (S) Ahead Right	U+O	1	N/A	A		1	32	-	1563	1900:1900	909+909	85.9 : 86.1%
4/1	ALF(N) Exit Peds	U	1	N/A	F		1	52	-	891	1940	1490	59.8%
4/2	ALF(N) Exit Peds	U	1	N/A	F		1	52	-	892	1940	1490	59.9%
5/1	Gladstone Rd Exit	U	N/A	N/A	-		-	-	-	206	Inf	Inf	0.0%
6/1	ALF (S) Exit	U	N/A	N/A	-		-	-	-	481	Inf	Inf	0.0%
6/2	ALF (S) Exit	U	N/A	N/A	-		-	-	-	670	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Avenue La Fleche/Gladstone Road	**-**	**-**	**0**	**0**	**10**	**10.5**	**7.1**	**0.1**	**17.7**	**-**	**-**	**-**	**-**
A4 / Gladstone Rd	**-**	**-**	**0**	**0**	**10**	**10.5**	**7.1**	**0.1**	**17.7**	**-**	**-**	**-**	**-**
1/1	671	671	-	-	-	0.8	0.0	-	0.8	4.5	5.6	0.0	5.6
1/2	670	670	-	-	-	0.8	0.0	-	0.8	4.5	5.6	0.0	5.6
2/1	236	236	-	-	-	1.9	2.6	-	4.5	69.1	4.4	2.6	7.0
3/1+3/2	1563	1563	0	0	10	6.9	3.0	0.1	10.0 (5.0+5.1)	23.1 (22.9:23.3)	13.3	3.0	16.3
4/1	891	891	-	-	-	0.0	0.7	-	0.7	3.0	0.0	0.7	0.7
4/2	892	892	-	-	-	0.0	0.7	-	0.7	3.0	0.0	0.7	0.7
5/1	206	206	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	481	481	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	670	670	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

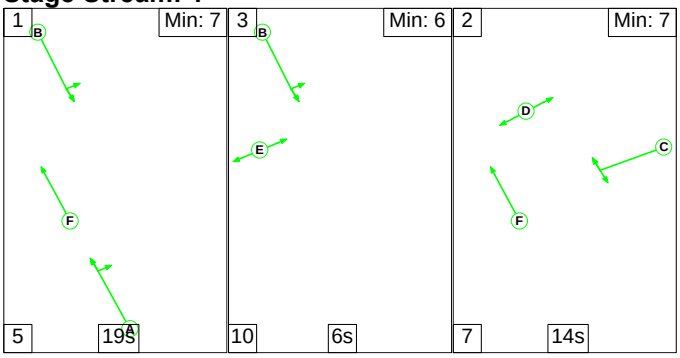
C1 - Avenue La Fleche / Gladstone Rd Stream: 1 PRC for Signalled Lanes (%): 4.6 Total Delay for Signalled Lanes (pcuHr): 17.71 Cycle Time (s): 69
PRC Over All Lanes (%): 4.6 Total Delay Over All Lanes(pcuHr): 17.71

Full Input Data And Results

Scenario 18: '2036 Base + Committed + Development + Cumulative PM' (FG18: '2036 Base + Committed + Development + Cumulative PM', Plan 1: 'Network Plan')

Stage Sequence Diagram

Stage Stream: 1

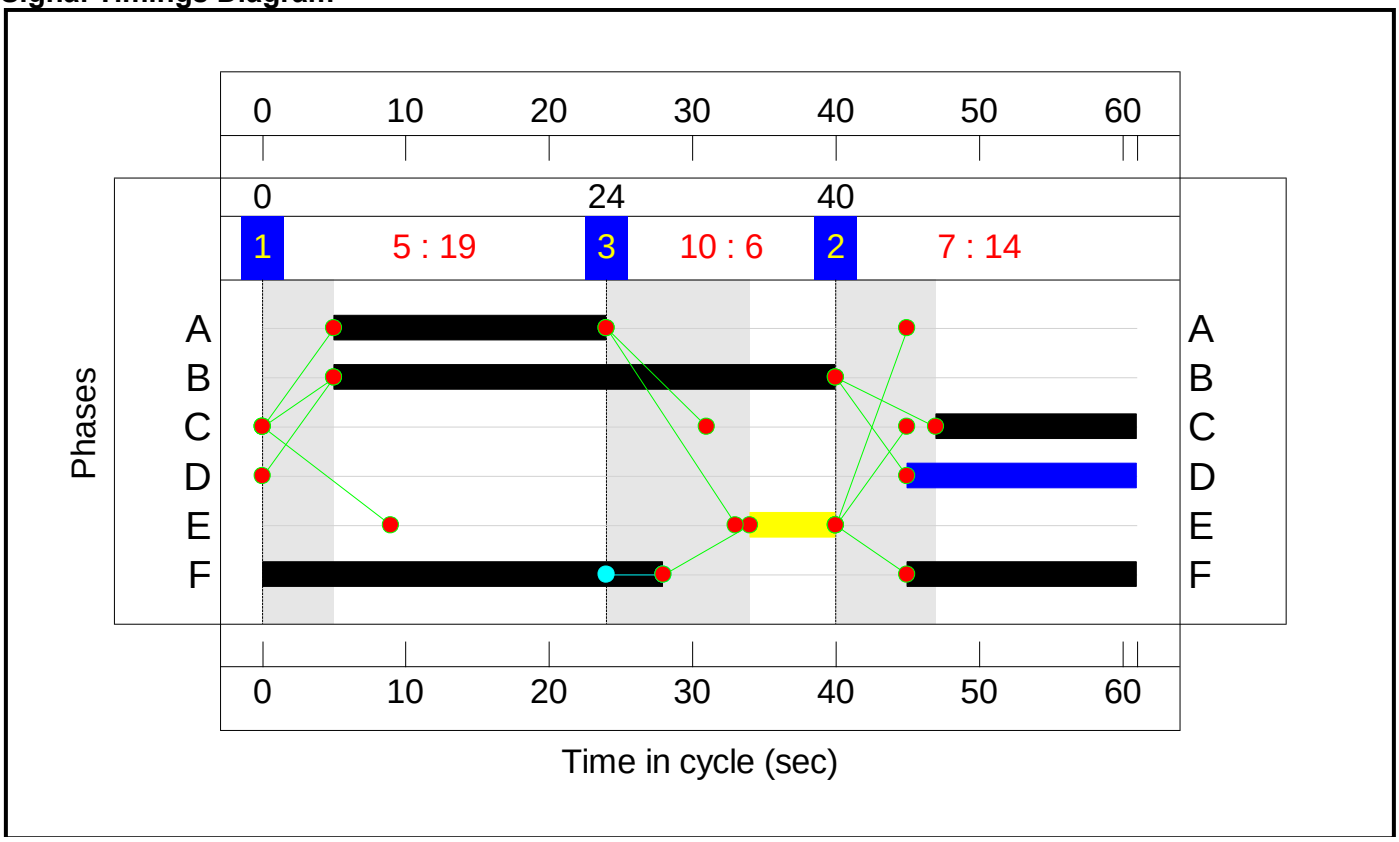


Stage Timings

Stage Stream: 1

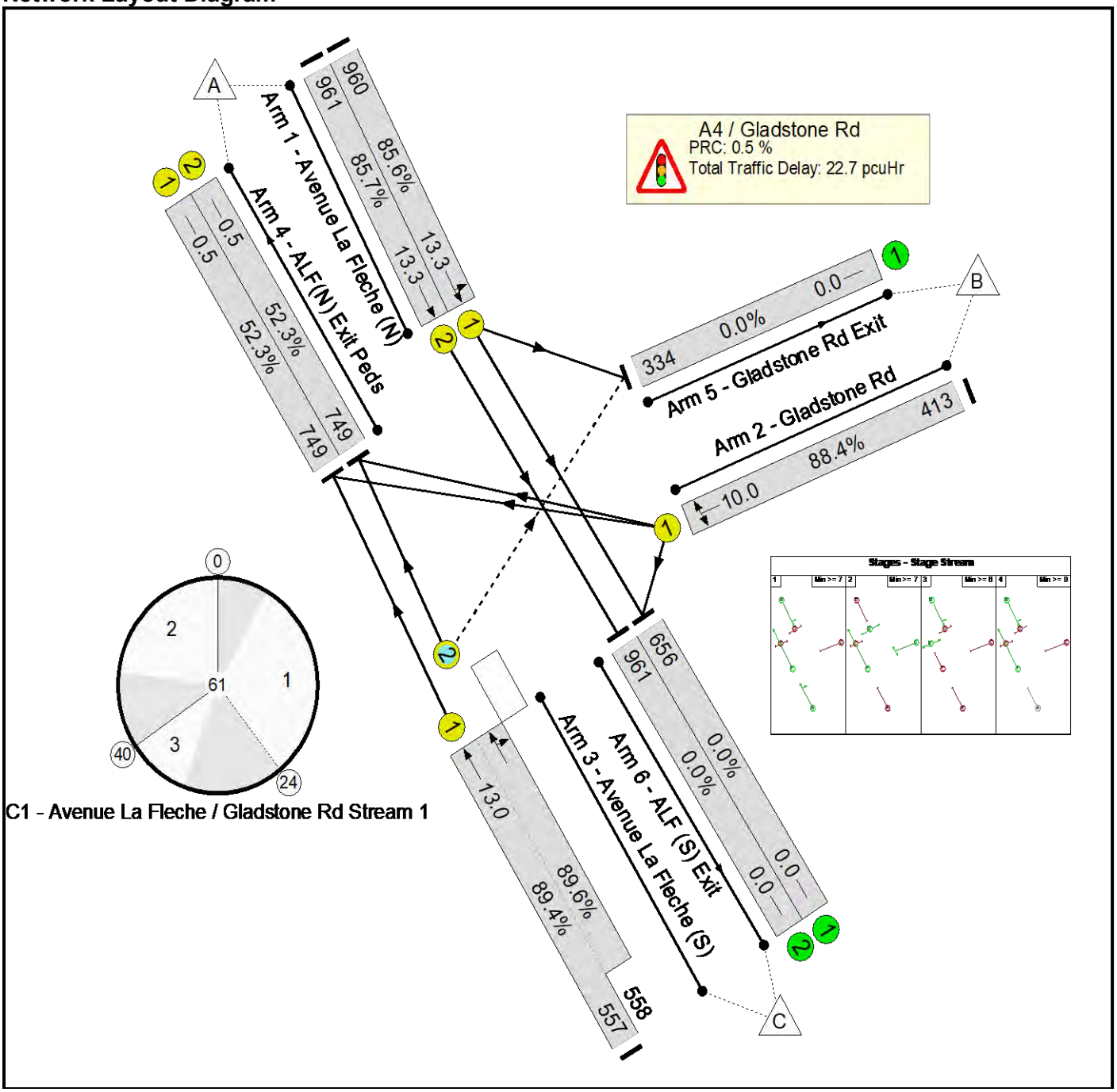
Stage	1	3	2
Duration	19	6	14
Change Point	0	24	40

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Avenue La Fleche/Gladstone Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.6%**
A4 / Gladstone Rd	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.6%**
1/1	Avenue La Fleche (N) Left Ahead	U	1	N/A	B		1	35	-	960	1900	1121	85.6%
1/2	Avenue La Fleche (N) Ahead	U	1	N/A	B		1	35	-	961	1900	1121	85.7%
2/1	Gladstone Rd Right Left	U	1	N/A	C		1	14	-	413	1900	467	88.4%
3/1+3/2	Avenue La Fleche (S) Ahead Right	U+O	1	N/A	A		1	19	-	1115	1900:1900	623+623	89.4 : 89.6%
4/1	ALF(N) Exit Peds	U	1	N/A	F		1	44	-	749	1940	1431	52.3%
4/2	ALF(N) Exit Peds	U	1	N/A	F		1	44	-	749	1940	1431	52.3%
5/1	Gladstone Rd Exit	U	N/A	N/A	-		-	-	-	334	Inf	Inf	0.0%
6/1	ALF (S) Exit	U	N/A	N/A	-		-	-	-	656	Inf	Inf	0.0%
6/2	ALF (S) Exit	U	N/A	N/A	-		-	-	-	961	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Avenue La Fleche/Gladstone Road	**-**	**-**	**0**	**0**	**10**	**14.1**	**8.5**	**0.1**	**22.7**	**-**	**-**	**-**	**-**
A4 / Gladstone Rd	**-**	**-**	**0**	**0**	**10**	**14.1**	**8.5**	**0.1**	**22.7**	**-**	**-**	**-**	**-**
1/1	960	960	-	-	-	2.8	0.0	-	2.8	10.4	13.3	0.0	13.3
1/2	961	961	-	-	-	2.8	0.0	-	2.8	10.4	13.3	0.0	13.3
2/1	413	413	-	-	-	2.5	3.4	-	5.9	51.7	6.7	3.4	10.0
3/1+3/2	1115	1115	0	0	10	6.0	4.0	0.1	10.1 (5.0+5.1)	32.7 (32.4:32.9)	9.0	4.0	13.0
4/1	749	749	-	-	-	0.0	0.5	-	0.5	2.6	0.0	0.5	0.5
4/2	749	749	-	-	-	0.0	0.5	-	0.5	2.6	0.0	0.5	0.5
5/1	334	334	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	656	656	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	961	961	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Avenue La Fleche / Gladstone Rd Stream: 1 PRC for Signalled Lanes (%): 0.5 Total Delay for Signalled Lanes (pcuHr): 22.68 Cycle Time (s): 61
PRC Over All Lanes (%): 0.5 Total Delay Over All Lanes(pcuHr): 22.68

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.1.1.2424
© Copyright TRL Software Limited, 2026

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

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Ave La Fleche A4 Rbt model.j11
Path: T:\Projects\19000 Series\19912ITB - Forest Farm, Chippenham\Tech\Junction Assessments\Arcady
Report generation date: 10/07/2026 10:37:44

»Existing - D1 - 2024 | Surveys | AM
»Existing - D2 - 2024 | Surveys | PM
»Existing - D5 - 2029 | Base + Committed | AM
»Existing - D6 - 2029 | Base + Committed | PM
»Existing - D7 - 2029 | Base + Committed + Development | AM
»Existing - D8 - 2029 | Base + Committed + Development | PM
»Existing - D13 - 2036 | Base + Committed | AM
»Existing - D14 - 2036 | Base + Committed | PM
»Existing - D17 - 2036 | Base + Committed + Development + Cumulative | AM
»Existing - D18 - 2036 | Base + Committed + Development + Cumulative | PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Existing - 2024 - Surveys							
1 - Avenue La Fleche North	0.2	3.00	0.20	A	0.6	4.55	0.37	A
2 - A4 Pewsham Way	2.0	6.15	0.66	A	1.1	4.37	0.51	A
3 - Avenue La Fleche West	1.0	3.62	0.49	A	1.9	5.15	0.66	A
	Existing - 2029 - Base + Committed							
1 - Avenue La Fleche North	0.3	3.34	0.24	A	0.7	5.47	0.43	A
2 - A4 Pewsham Way	2.9	8.27	0.74	A	1.4	5.07	0.58	A
3 - Avenue La Fleche West	1.3	4.19	0.56	A	3.0	7.00	0.75	A
	Existing - 2029 - Base + Committed + Development							
1 - Avenue La Fleche North	0.3	3.41	0.24	A	0.8	6.03	0.45	A
2 - A4 Pewsham Way	4.1	10.93	0.81	B	1.5	5.34	0.60	A
3 - Avenue La Fleche West	1.4	4.32	0.57	A	3.7	8.28	0.79	A
	Existing - 2036 - Base + Committed							
1 - Avenue La Fleche North	0.3	3.43	0.25	A	0.8	5.83	0.45	A
2 - A4 Pewsham Way	3.3	9.12	0.77	A	1.5	5.32	0.60	A
3 - Avenue La Fleche West	1.4	4.36	0.58	A	3.3	7.66	0.77	A
	Existing - 2036 - Base + Committed + Development + Cumulative							
1 - Avenue La Fleche North	0.4	3.69	0.26	A	1.0	7.14	0.50	A
2 - A4 Pewsham Way	7.3	18.04	0.88	C	1.8	6.07	0.65	A
3 - Avenue La Fleche West	1.7	4.93	0.63	A	5.3	11.19	0.84	B

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

File summary

File Description

Title	Forest Farm, Chippenham
Location	Avenue La Fleche / Pewsham Way
Site number	
Date	25/06/2026
Version	
Status	Existing
Identifier	
Client	Gleeson
Jobnumber	ITB19912
Enumerator	JW
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Surveys	AM	ONE HOUR	07:15	08:45	15	✓
D2	2024	Surveys	PM	ONE HOUR	16:30	18:00	15	✓
D3	2029	Base	AM	ONE HOUR	07:15	08:45	15	
D4	2029	Base	PM	ONE HOUR	16:30	18:00	15	
D5	2029	Base + Committed	AM	ONE HOUR	07:15	08:45	15	✓
D6	2029	Base + Committed	PM	ONE HOUR	16:30	18:00	15	✓
D7	2029	Base + Committed + Development	AM	ONE HOUR	07:15	08:45	15	✓
D8	2029	Base + Committed + Development	PM	ONE HOUR	16:30	18:00	15	✓
D9	2029	Base + Committed + Development + Cumulative	AM	ONE HOUR	07:15	08:45	15	
D10	2029	Base + Committed + Development + Cumulative	PM	ONE HOUR	16:30	18:00	15	
D11	2036	Base	AM	ONE HOUR	07:15	08:45	15	
D12	2036	Base	PM	ONE HOUR	16:30	18:00	15	
D13	2036	Base + Committed	AM	ONE HOUR	07:15	08:45	15	✓
D14	2036	Base + Committed	PM	ONE HOUR	16:30	18:00	15	✓
D15	2036	Base + Committed + Development	AM	ONE HOUR	07:15	08:45	15	
D16	2036	Base + Committed + Development	PM	ONE HOUR	16:30	18:00	15	
D17	2036	Base + Committed + Development + Cumulative	AM	ONE HOUR	07:15	08:45	15	✓
D18	2036	Base + Committed + Development + Cumulative	PM	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

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

Existing - D1 - 2024 | Surveys | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Avenue La Fleche / Pewsham Way	Standard Roundabout	1, 2, 3	4.73	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.73	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Avenue La Fleche North		
2	A4 Pewsham Way		
3	Avenue La Fleche West		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Avenue La Fleche North	4.00	8.90	12.6	61.2	32.4	14.0		
2 - A4 Pewsham Way	4.42	6.66	29.1	21.0	32.4	24.0		
3 - Avenue La Fleche West	6.62	7.30	0.4	37.9	32.4	22.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Avenue La Fleche North	0.752	2039
2 - A4 Pewsham Way	0.709	1928
3 - Avenue La Fleche West	0.760	2139

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Surveys	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Avenue La Fleche North		ONE HOUR	✓	266	100.000
2 - A4 Pewsham Way		ONE HOUR	✓	1022	100.000
3 - Avenue La Fleche West		ONE HOUR	✓	877	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Avenue La Fleche North	2 - A4 Pewsham Way	3 - Avenue La Fleche West
From	1 - Avenue La Fleche North	10	52	204
	2 - A4 Pewsham Way	99	8	915
	3 - Avenue La Fleche West	271	605	1

Vehicle Mix

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

Heavy Vehicle %

		To		
		1 - Avenue La Fleche North	2 - A4 Pewsham Way	3 - Avenue La Fleche West
From	1 - Avenue La Fleche North	0	0	1
	2 - A4 Pewsham Way	1	0	3
	3 - Avenue La Fleche West	2	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Avenue La Fleche North	0.20	3.00	0.2	A	246	369
2 - A4 Pewsham Way	0.66	6.15	2.0	A	964	1446
3 - Avenue La Fleche West	0.49	3.62	1.0	A	837	1256

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	202	50	484	1675	0.120	201	290	0.0	0.1	2.461	A
2 - A4 Pewsham Way	791	198	163	1812	0.436	788	522	0.0	0.8	3.602	A
3 - Avenue La Fleche West	687	172	88	2071	0.332	685	862	0.0	0.5	2.699	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	241	60	579	1604	0.150	241	347	0.1	0.2	2.661	A
2 - A4 Pewsham Way	944	236	195	1789	0.528	943	624	0.8	1.1	4.364	A
3 - Avenue La Fleche West	820	205	106	2058	0.399	820	1032	0.5	0.7	3.024	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	295	74	708	1506	0.196	295	425	0.2	0.2	2.994	A
2 - A4 Pewsham Way	1157	289	239	1758	0.658	1153	765	1.1	1.9	6.083	A
3 - Avenue La Fleche West	1005	251	130	2040	0.493	1004	1263	0.7	1.0	3.609	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	295	74	709	1505	0.196	295	425	0.2	0.2	2.996	A
2 - A4 Pewsham Way	1157	289	239	1758	0.658	1156	765	1.9	2.0	6.147	A
3 - Avenue La Fleche West	1005	251	130	2040	0.493	1005	1266	1.0	1.0	3.619	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	241	60	580	1603	0.150	241	348	0.2	0.2	2.666	A
2 - A4 Pewsham Way	944	236	195	1789	0.528	948	626	2.0	1.2	4.414	A
3 - Avenue La Fleche West	820	205	106	2058	0.399	822	1036	1.0	0.7	3.033	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	202	50	486	1674	0.121	202	291	0.2	0.1	2.466	A
2 - A4 Pewsham Way	791	198	164	1812	0.437	792	524	1.2	0.8	3.634	A
3 - Avenue La Fleche West	687	172	89	2071	0.332	688	867	0.7	0.5	2.709	A

Existing - D2 - 2024 | Surveys | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Avenue La Fleche / Pewsham Way	Standard Roundabout	1, 2, 3	4.80	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.80	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024	Surveys	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Avenue La Fleche North		ONE HOUR	✓	422	100.000
2 - A4 Pewsham Way		ONE HOUR	✓	792	100.000
3 - Avenue La Fleche West		ONE HOUR	✓	1234	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Avenue La Fleche North	2 - A4 Pewsham Way	3 - Avenue La Fleche West
From	1 - Avenue La Fleche North	16	164	242
	2 - A4 Pewsham Way	40	23	729
	3 - Avenue La Fleche West	319	915	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		1 - Avenue La Fleche North	2 - A4 Pewsham Way	3 - Avenue La Fleche West
From	1 - Avenue La Fleche North	0	0	0
	2 - A4 Pewsham Way	0	0	2
	3 - Avenue La Fleche West	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Avenue La Fleche North	0.37	4.55	0.6	A	387	581
2 - A4 Pewsham Way	0.51	4.37	1.1	A	740	1110
3 - Avenue La Fleche West	0.66	5.15	1.9	A	1141	1711

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	318	79	711	1505	0.211	317	281	0.0	0.3	3.027	A
2 - A4 Pewsham Way	607	152	194	1790	0.339	605	834	0.0	0.5	3.088	A
3 - Avenue La Fleche West	936	234	59	2093	0.447	933	739	0.0	0.8	3.115	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	379	95	850	1399	0.271	379	337	0.3	0.4	3.525	A
2 - A4 Pewsham Way	725	181	232	1763	0.411	724	998	0.5	0.7	3.527	A
3 - Avenue La Fleche West	1118	279	71	2085	0.536	1116	885	0.8	1.2	3.740	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	465	116	1040	1257	0.370	464	412	0.4	0.6	4.536	A
2 - A4 Pewsham Way	888	222	284	1727	0.514	887	1221	0.7	1.1	4.358	A
3 - Avenue La Fleche West	1369	342	87	2073	0.660	1366	1083	1.2	1.9	5.108	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	465	116	1043	1255	0.370	465	413	0.6	0.6	4.555	A
2 - A4 Pewsham Way	888	222	284	1726	0.514	888	1223	1.1	1.1	4.373	A
3 - Avenue La Fleche West	1369	342	87	2072	0.660	1369	1085	1.9	1.9	5.153	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	379	95	854	1397	0.272	380	338	0.6	0.4	3.545	A
2 - A4 Pewsham Way	725	181	232	1763	0.411	727	1002	1.1	0.7	3.544	A
3 - Avenue La Fleche West	1118	279	71	2084	0.536	1121	888	1.9	1.2	3.773	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	318	79	714	1502	0.212	318	283	0.4	0.3	3.041	A
2 - A4 Pewsham Way	607	152	194	1790	0.339	608	838	0.7	0.5	3.103	A
3 - Avenue La Fleche West	936	234	60	2093	0.447	937	743	1.2	0.8	3.140	A

Existing - D5 - 2029 | Base + Committed | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Avenue La Fleche / Pewsham Way	Standard Roundabout	1, 2, 3	5.98	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.98	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2029	Base + Committed	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Avenue La Fleche North		ONE HOUR	✓	303	100.000
2 - A4 Pewsham Way		ONE HOUR	✓	1133	100.000
3 - Avenue La Fleche West		ONE HOUR	✓	998	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Avenue La Fleche North	2 - A4 Pewsham Way	3 - Avenue La Fleche West
From	1 - Avenue La Fleche North	10	53	240
	2 - A4 Pewsham Way	101	8	1024
	3 - Avenue La Fleche West	295	702	1

Vehicle Mix

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

Heavy Vehicle %

		To		
		1 - Avenue La Fleche North	2 - A4 Pewsham Way	3 - Avenue La Fleche West
From	1 - Avenue La Fleche North	0	0	1
	2 - A4 Pewsham Way	1	0	3
	3 - Avenue La Fleche West	2	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Avenue La Fleche North	0.24	3.34	0.3	A	281	421
2 - A4 Pewsham Way	0.74	8.27	2.9	A	1069	1604
3 - Avenue La Fleche West	0.56	4.19	1.3	A	953	1430

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	230	58	560	1618	0.142	229	310	0.0	0.2	2.612	A
2 - A4 Pewsham Way	877	219	190	1793	0.489	873	599	0.0	1.0	4.009	A
3 - Avenue La Fleche West	782	196	90	2070	0.378	780	973	0.0	0.6	2.901	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	275	69	670	1535	0.179	275	371	0.2	0.2	2.879	A
2 - A4 Pewsham Way	1047	262	228	1766	0.593	1045	717	1.0	1.5	5.120	A
3 - Avenue La Fleche West	934	234	108	2056	0.454	933	1165	0.6	0.9	3.333	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	337	84	820	1422	0.237	336	454	0.2	0.3	3.342	A
2 - A4 Pewsham Way	1283	321	279	1730	0.742	1277	878	1.5	2.9	8.078	A
3 - Avenue La Fleche West	1144	286	132	2038	0.561	1142	1424	0.9	1.3	4.175	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	337	84	822	1421	0.237	337	455	0.3	0.3	3.345	A
2 - A4 Pewsham Way	1283	321	279	1730	0.742	1282	879	2.9	2.9	8.268	A
3 - Avenue La Fleche West	1144	286	133	2038	0.561	1144	1429	1.3	1.3	4.193	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	275	69	672	1533	0.179	275	373	0.3	0.2	2.884	A
2 - A4 Pewsham Way	1047	262	228	1766	0.593	1053	719	2.9	1.5	5.230	A
3 - Avenue La Fleche West	934	234	109	2056	0.454	936	1172	1.3	0.9	3.351	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	230	58	563	1616	0.142	230	312	0.2	0.2	2.619	A
2 - A4 Pewsham Way	877	219	191	1792	0.489	879	602	1.5	1.0	4.063	A
3 - Avenue La Fleche West	782	196	91	2069	0.378	783	979	0.9	0.6	2.917	A

Existing - D6 - 2029 | Base + Committed | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Avenue La Fleche / Pewsham Way	Standard Roundabout	1, 2, 3	6.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.13	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2029	Base + Committed	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Avenue La Fleche North		ONE HOUR	✓	446	100.000
2 - A4 Pewsham Way		ONE HOUR	✓	880	100.000
3 - Avenue La Fleche West		ONE HOUR	✓	1401	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Avenue La Fleche North	2 - A4 Pewsham Way	3 - Avenue La Fleche West
From	1 - Avenue La Fleche North	16	167	263
	2 - A4 Pewsham Way	41	23	816
	3 - Avenue La Fleche West	359	1042	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		1 - Avenue La Fleche North	2 - A4 Pewsham Way	3 - Avenue La Fleche West
From	1 - Avenue La Fleche North	0	0	0
	2 - A4 Pewsham Way	0	0	2
	3 - Avenue La Fleche West	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Avenue La Fleche North	0.43	5.47	0.7	A	409	614
2 - A4 Pewsham Way	0.58	5.07	1.4	A	823	1234
3 - Avenue La Fleche West	0.75	7.00	3.0	A	1295	1943

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	336	84	806	1432	0.234	335	312	0.0	0.3	3.276	A
2 - A4 Pewsham Way	675	169	209	1779	0.379	673	932	0.0	0.6	3.306	A
3 - Avenue La Fleche West	1063	266	60	2093	0.508	1058	822	0.0	1.0	3.492	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	401	100	965	1313	0.305	400	374	0.3	0.4	3.942	A
2 - A4 Pewsham Way	806	202	250	1750	0.461	805	1115	0.6	0.9	3.876	A
3 - Avenue La Fleche West	1269	317	72	2084	0.609	1267	983	1.0	1.5	4.427	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	491	123	1180	1152	0.426	490	457	0.4	0.7	5.428	A
2 - A4 Pewsham Way	987	247	306	1710	0.577	985	1363	0.9	1.4	5.042	A
3 - Avenue La Fleche West	1554	389	88	2072	0.750	1548	1203	1.5	2.9	6.862	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	491	123	1184	1149	0.427	491	458	0.7	0.7	5.472	A
2 - A4 Pewsham Way	987	247	307	1710	0.577	987	1368	1.4	1.4	5.073	A
3 - Avenue La Fleche West	1554	389	88	2071	0.750	1554	1206	2.9	3.0	7.001	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	401	100	971	1309	0.306	402	376	0.7	0.4	3.975	A
2 - A4 Pewsham Way	806	202	252	1749	0.461	808	1122	1.4	0.9	3.905	A
3 - Avenue La Fleche West	1269	317	72	2084	0.609	1274	987	3.0	1.6	4.512	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	336	84	811	1429	0.235	336	314	0.4	0.3	3.295	A
2 - A4 Pewsham Way	675	169	210	1778	0.380	676	937	0.9	0.6	3.330	A
3 - Avenue La Fleche West	1063	266	61	2093	0.508	1065	826	1.6	1.0	3.538	A

Existing - D7 - 2029 | Base + Committed + Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Avenue La Fleche / Pewsham Way	Standard Roundabout	1, 2, 3	7.39	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.39	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2029	Base + Committed + Development	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Avenue La Fleche North		ONE HOUR	✓	303	100.000
2 - A4 Pewsham Way		ONE HOUR	✓	1230	100.000
3 - Avenue La Fleche West		ONE HOUR	✓	1021	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Avenue La Fleche North	2 - A4 Pewsham Way	3 - Avenue La Fleche West
From	1 - Avenue La Fleche North	10	53	240
	2 - A4 Pewsham Way	101	8	1121
	3 - Avenue La Fleche West	295	725	1

Vehicle Mix

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

Heavy Vehicle %

		To		
		1 - Avenue La Fleche North	2 - A4 Pewsham Way	3 - Avenue La Fleche West
From	1 - Avenue La Fleche North	0	0	1
	2 - A4 Pewsham Way	1	0	3
	3 - Avenue La Fleche West	2	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Avenue La Fleche North	0.24	3.41	0.3	A	280	421
2 - A4 Pewsham Way	0.81	10.93	4.1	B	1161	1741
3 - Avenue La Fleche West	0.57	4.32	1.4	A	976	1463

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	230	58	578	1604	0.143	229	310	0.0	0.2	2.638	A
2 - A4 Pewsham Way	952	238	190	1793	0.531	948	617	0.0	1.2	4.357	A
3 - Avenue La Fleche West	800	200	90	2070	0.387	798	1048	0.0	0.7	2.940	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	275	69	692	1519	0.181	275	371	0.2	0.2	2.916	A
2 - A4 Pewsham Way	1137	284	228	1766	0.644	1134	739	1.2	1.8	5.835	A
3 - Avenue La Fleche West	956	239	108	2056	0.465	955	1254	0.7	0.9	3.399	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	337	84	847	1402	0.240	336	454	0.2	0.3	3.404	A
2 - A4 Pewsham Way	1393	348	279	1730	0.805	1384	904	1.8	4.0	10.441	B
3 - Avenue La Fleche West	1171	293	132	2038	0.574	1169	1531	0.9	1.4	4.300	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	337	84	848	1401	0.240	337	455	0.3	0.3	3.407	A
2 - A4 Pewsham Way	1393	348	279	1730	0.805	1392	906	4.0	4.1	10.929	B
3 - Avenue La Fleche West	1171	293	133	2038	0.574	1171	1539	1.4	1.4	4.322	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	275	69	694	1517	0.181	275	373	0.3	0.2	2.922	A
2 - A4 Pewsham Way	1137	284	228	1766	0.644	1146	741	4.1	1.9	6.055	A
3 - Avenue La Fleche West	956	239	109	2056	0.465	958	1265	1.4	0.9	3.419	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	230	58	581	1602	0.144	230	312	0.2	0.2	2.647	A
2 - A4 Pewsham Way	952	238	191	1792	0.531	955	620	1.9	1.2	4.438	A
3 - Avenue La Fleche West	800	200	91	2069	0.387	801	1055	0.9	0.7	2.960	A

Existing - D8 - 2029 | Base + Committed + Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Avenue La Fleche / Pewsham Way	Standard Roundabout	1, 2, 3	6.97	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.97	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2029	Base + Committed + Development	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Avenue La Fleche North		ONE HOUR	✓	447	100.000
2 - A4 Pewsham Way		ONE HOUR	✓	912	100.000
3 - Avenue La Fleche West		ONE HOUR	✓	1473	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Avenue La Fleche North	2 - A4 Pewsham Way	3 - Avenue La Fleche West
From	1 - Avenue La Fleche North	16	167	263
	2 - A4 Pewsham Way	41	23	848
	3 - Avenue La Fleche West	359	1114	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		1 - Avenue La Fleche North	2 - A4 Pewsham Way	3 - Avenue La Fleche West
From	1 - Avenue La Fleche North	0	0	0
	2 - A4 Pewsham Way	0	0	2
	3 - Avenue La Fleche West	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Avenue La Fleche North	0.45	6.03	0.8	A	410	615
2 - A4 Pewsham Way	0.60	5.34	1.5	A	853	1279
3 - Avenue La Fleche West	0.79	8.28	3.7	A	1362	2043

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	336	84	861	1391	0.242	335	312	0.0	0.3	3.403	A
2 - A4 Pewsham Way	700	175	210	1779	0.393	697	987	0.0	0.7	3.380	A
3 - Avenue La Fleche West	1117	279	60	2093	0.534	1113	846	0.0	1.1	3.686	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	402	100	1031	1264	0.318	401	373	0.3	0.5	4.169	A
2 - A4 Pewsham Way	835	209	251	1750	0.477	834	1181	0.7	0.9	4.000	A
3 - Avenue La Fleche West	1334	334	72	2084	0.640	1332	1013	1.1	1.8	4.808	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	492	123	1259	1092	0.450	490	456	0.5	0.8	5.968	A
2 - A4 Pewsham Way	1023	256	307	1710	0.598	1021	1443	0.9	1.5	5.301	A
3 - Avenue La Fleche West	1634	409	89	2071	0.789	1627	1239	1.8	3.6	8.028	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	492	123	1264	1088	0.452	492	458	0.8	0.8	6.034	A
2 - A4 Pewsham Way	1023	256	308	1710	0.598	1023	1449	1.5	1.5	5.341	A
3 - Avenue La Fleche West	1634	409	89	2071	0.789	1634	1242	3.6	3.7	8.280	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	402	100	1038	1258	0.319	403	376	0.8	0.5	4.217	A
2 - A4 Pewsham Way	835	209	252	1749	0.478	838	1189	1.5	0.9	4.035	A
3 - Avenue La Fleche West	1334	334	73	2083	0.640	1342	1017	3.7	1.8	4.940	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	336	84	867	1387	0.242	337	314	0.5	0.3	3.428	A
2 - A4 Pewsham Way	700	175	211	1778	0.393	701	993	0.9	0.7	3.405	A
3 - Avenue La Fleche West	1117	279	61	2092	0.534	1120	851	1.8	1.2	3.742	A

Existing - D13 - 2036 | Base + Committed | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Avenue La Fleche / Pewsham Way	Standard Roundabout	1, 2, 3	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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2036	Base + Committed	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Avenue La Fleche North		ONE HOUR	✓	313	100.000
2 - A4 Pewsham Way		ONE HOUR	✓	1165	100.000
3 - Avenue La Fleche West		ONE HOUR	✓	1025	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Avenue La Fleche North	2 - A4 Pewsham Way	3 - Avenue La Fleche West
From	1 - Avenue La Fleche North	11	55	247
	2 - A4 Pewsham Way	104	8	1053
	3 - Avenue La Fleche West	303	721	1

Vehicle Mix

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

Heavy Vehicle %

		To		
		1 - Avenue La Fleche North	2 - A4 Pewsham Way	3 - Avenue La Fleche West
From	1 - Avenue La Fleche North	0	0	1
	2 - A4 Pewsham Way	1	0	3
	3 - Avenue La Fleche West	2	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Avenue La Fleche North	0.25	3.43	0.3	A	289	434
2 - A4 Pewsham Way	0.77	9.12	3.3	A	1099	1649
3 - Avenue La Fleche West	0.58	4.36	1.4	A	979	1469

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	238	59	575	1606	0.148	237	319	0.0	0.2	2.647	A
2 - A4 Pewsham Way	902	225	196	1788	0.504	898	616	0.0	1.0	4.136	A
3 - Avenue La Fleche West	803	201	93	2068	0.389	801	1001	0.0	0.7	2.952	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	284	71	688	1521	0.186	283	382	0.2	0.2	2.930	A
2 - A4 Pewsham Way	1077	269	235	1761	0.611	1075	737	1.0	1.6	5.374	A
3 - Avenue La Fleche West	959	240	112	2054	0.467	958	1198	0.7	0.9	3.418	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	347	87	842	1406	0.247	347	467	0.2	0.3	3.427	A
2 - A4 Pewsham Way	1319	330	288	1724	0.765	1312	902	1.6	3.2	8.859	A
3 - Avenue La Fleche West	1175	294	136	2035	0.577	1173	1464	0.9	1.4	4.338	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	347	87	844	1404	0.247	347	468	0.3	0.3	3.431	A
2 - A4 Pewsham Way	1319	330	288	1723	0.765	1319	903	3.2	3.3	9.125	A
3 - Avenue La Fleche West	1175	294	137	2035	0.578	1175	1470	1.4	1.4	4.359	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	284	71	690	1520	0.187	284	383	0.3	0.2	2.936	A
2 - A4 Pewsham Way	1077	269	235	1761	0.612	1083	739	3.3	1.6	5.517	A
3 - Avenue La Fleche West	959	240	112	2053	0.467	961	1206	1.4	0.9	3.440	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	238	59	578	1604	0.148	238	321	0.2	0.2	2.654	A
2 - A4 Pewsham Way	902	225	197	1788	0.504	904	618	1.6	1.1	4.198	A
3 - Avenue La Fleche West	803	201	94	2067	0.389	804	1007	0.9	0.7	2.969	A

Existing - D14 - 2036 | Base + Committed | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Avenue La Fleche / Pewsham Way	Standard Roundabout	1, 2, 3	6.60	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.60	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2036	Base + Committed	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Avenue La Fleche North		ONE HOUR	✓	461	100.000
2 - A4 Pewsham Way		ONE HOUR	✓	905	100.000
3 - Avenue La Fleche West		ONE HOUR	✓	1440	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Avenue La Fleche North	2 - A4 Pewsham Way	3 - Avenue La Fleche West
From	1 - Avenue La Fleche North	17	173	271
	2 - A4 Pewsham Way	42	24	839
	3 - Avenue La Fleche West	369	1071	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		1 - Avenue La Fleche North	2 - A4 Pewsham Way	3 - Avenue La Fleche West
From	1 - Avenue La Fleche North	0	0	0
	2 - A4 Pewsham Way	0	0	2
	3 - Avenue La Fleche West	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Avenue La Fleche North	0.45	5.83	0.8	A	423	634
2 - A4 Pewsham Way	0.60	5.32	1.5	A	846	1268
3 - Avenue La Fleche West	0.77	7.66	3.3	A	1331	1997

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	347	87	829	1416	0.245	345	321	0.0	0.3	3.359	A
2 - A4 Pewsham Way	694	173	216	1775	0.391	691	959	0.0	0.6	3.375	A
3 - Avenue La Fleche West	1092	273	62	2092	0.522	1088	845	0.0	1.1	3.599	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	414	103	992	1293	0.320	413	384	0.3	0.5	4.090	A
2 - A4 Pewsham Way	828	207	258	1745	0.475	827	1147	0.6	0.9	3.994	A
3 - Avenue La Fleche West	1304	326	74	2082	0.626	1302	1012	1.1	1.7	4.632	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	507	127	1212	1128	0.450	506	469	0.5	0.8	5.775	A
2 - A4 Pewsham Way	1015	254	316	1704	0.596	1012	1402	0.9	1.5	5.286	A
3 - Avenue La Fleche West	1597	399	90	2070	0.772	1591	1238	1.7	3.3	7.469	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	507	127	1217	1124	0.451	507	471	0.8	0.8	5.834	A
2 - A4 Pewsham Way	1015	254	317	1703	0.596	1015	1407	1.5	1.5	5.324	A
3 - Avenue La Fleche West	1597	399	91	2070	0.772	1597	1241	3.3	3.3	7.663	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	414	103	999	1288	0.321	415	386	0.8	0.5	4.132	A
2 - A4 Pewsham Way	828	207	259	1744	0.475	831	1155	1.5	0.9	4.025	A
3 - Avenue La Fleche West	1304	326	74	2082	0.626	1311	1016	3.3	1.7	4.741	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	347	87	834	1412	0.246	347	323	0.5	0.3	3.383	A
2 - A4 Pewsham Way	694	173	217	1774	0.391	695	965	0.9	0.7	3.403	A
3 - Avenue La Fleche West	1092	273	62	2091	0.522	1095	850	1.7	1.1	3.648	A

Existing - D17 - 2036 | Base + Committed + Development + Cumulative | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Avenue La Fleche / Pewsham Way	Standard Roundabout	1, 2, 3	11.15	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.15	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	2036	Base + Committed + Development + Cumulative	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Avenue La Fleche North		ONE HOUR	✓	312	100.000
2 - A4 Pewsham Way		ONE HOUR	✓	1347	100.000
3 - Avenue La Fleche West		ONE HOUR	✓	1111	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Avenue La Fleche North	2 - A4 Pewsham Way	3 - Avenue La Fleche West
From	1 - Avenue La Fleche North	11	55	247
	2 - A4 Pewsham Way	104	8	1234
	3 - Avenue La Fleche West	305	806	1

Vehicle Mix

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

Heavy Vehicle %

		To		
		1 - Avenue La Fleche North	2 - A4 Pewsham Way	3 - Avenue La Fleche West
From	1 - Avenue La Fleche North	0	0	1
	2 - A4 Pewsham Way	1	0	3
	3 - Avenue La Fleche West	2	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Avenue La Fleche North	0.26	3.69	0.4	A	289	433
2 - A4 Pewsham Way	0.88	18.04	7.3	C	1271	1906
3 - Avenue La Fleche West	0.63	4.93	1.7	A	1062	1594

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	237	59	642	1556	0.152	236	320	0.0	0.2	2.747	A
2 - A4 Pewsham Way	1043	261	196	1789	0.583	1037	682	0.0	1.4	4.890	A
3 - Avenue La Fleche West	872	218	93	2068	0.422	869	1140	0.0	0.8	3.119	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	283	71	768	1461	0.194	283	383	0.2	0.2	3.078	A
2 - A4 Pewsham Way	1245	311	235	1761	0.707	1241	816	1.4	2.4	7.059	A
3 - Avenue La Fleche West	1041	260	111	2054	0.507	1040	1364	0.8	1.1	3.692	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	347	87	940	1332	0.260	346	468	0.2	0.4	3.677	A
2 - A4 Pewsham Way	1525	381	287	1724	0.884	1507	999	2.4	6.8	15.913	C
3 - Avenue La Fleche West	1275	319	135	2036	0.626	1272	1659	1.1	1.7	4.895	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	347	87	942	1331	0.260	347	469	0.4	0.4	3.686	A
2 - A4 Pewsham Way	1525	381	287	1724	0.885	1523	1001	6.8	7.3	18.038	C
3 - Avenue La Fleche West	1275	319	137	2035	0.627	1275	1674	1.7	1.7	4.934	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	283	71	771	1459	0.194	283	386	0.4	0.2	3.089	A
2 - A4 Pewsham Way	1245	311	235	1761	0.707	1264	819	7.3	2.5	7.717	A
3 - Avenue La Fleche West	1041	260	113	2052	0.507	1044	1386	1.7	1.1	3.728	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	237	59	645	1554	0.153	237	322	0.2	0.2	2.758	A
2 - A4 Pewsham Way	1043	261	197	1788	0.583	1047	686	2.5	1.5	5.023	A
3 - Avenue La Fleche West	872	218	94	2067	0.422	873	1150	1.1	0.8	3.142	A

Existing - D18 - 2036 | Base + Committed + Development + Cumulative | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Avenue La Fleche / Pewsham Way	Standard Roundabout	1, 2, 3	8.90	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.90	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	2036	Base + Committed + Development + Cumulative	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Avenue La Fleche North		ONE HOUR	✓	461	100.000
2 - A4 Pewsham Way		ONE HOUR	✓	980	100.000
3 - Avenue La Fleche West		ONE HOUR	✓	1575	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Avenue La Fleche North	2 - A4 Pewsham Way	3 - Avenue La Fleche West
From	1 - Avenue La Fleche North	17	173	271
	2 - A4 Pewsham Way	42	24	913
	3 - Avenue La Fleche West	369	1206	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		1 - Avenue La Fleche North	2 - A4 Pewsham Way	3 - Avenue La Fleche West
From	1 - Avenue La Fleche North	0	0	0
	2 - A4 Pewsham Way	0	0	2
	3 - Avenue La Fleche West	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Avenue La Fleche North	0.50	7.14	1.0	A	423	634
2 - A4 Pewsham Way	0.65	6.07	1.8	A	916	1374
3 - Avenue La Fleche West	0.84	11.19	5.3	B	1456	2184

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	347	87	931	1339	0.259	345	321	0.0	0.3	3.619	A
2 - A4 Pewsham Way	751	188	216	1774	0.423	748	1061	0.0	0.7	3.563	A
3 - Avenue La Fleche West	1195	299	62	2091	0.571	1190	902	0.0	1.3	4.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	414	104	1114	1201	0.345	413	384	0.3	0.5	4.566	A
2 - A4 Pewsham Way	897	224	258	1744	0.514	896	1269	0.7	1.1	4.316	A
3 - Avenue La Fleche West	1427	357	75	2082	0.685	1423	1080	1.3	2.2	5.482	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	507	127	1359	1017	0.498	505	468	0.5	1.0	7.003	A
2 - A4 Pewsham Way	1099	275	316	1704	0.645	1096	1548	1.1	1.8	6.002	A
3 - Avenue La Fleche West	1747	437	91	2069	0.844	1736	1320	2.2	5.1	10.520	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	507	127	1367	1011	0.502	507	471	1.0	1.0	7.140	A
2 - A4 Pewsham Way	1099	275	317	1703	0.645	1099	1557	1.8	1.8	6.067	A
3 - Avenue La Fleche West	1747	437	92	2069	0.845	1747	1324	5.1	5.3	11.189	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	414	104	1126	1192	0.347	416	388	1.0	0.5	4.649	A
2 - A4 Pewsham Way	897	224	260	1743	0.515	900	1282	1.8	1.1	4.364	A
3 - Avenue La Fleche West	1427	357	75	2082	0.685	1439	1085	5.3	2.2	5.746	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Avenue La Fleche North	347	87	938	1334	0.260	347	323	0.5	0.4	3.655	A
2 - A4 Pewsham Way	751	188	217	1774	0.424	753	1068	1.1	0.8	3.595	A
3 - Avenue La Fleche West	1195	299	63	2091	0.571	1198	907	2.2	1.4	4.081	A

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.1.1.2424
© Copyright TRL Software Limited, 2026

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

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: London Road Pewsham Way Rbt Validated.j11
Path: T:\Projects\19000 Series\19912ITB - Forest Farm, Chippenham\Tech\Junction Assessments\Arcady
Report generation date: 10/07/2026 10:40:18

»Existing Layout - D1 - 2024 | Survey | AM
»Existing Layout - D2 - 2024 | Survey | PM
»Existing Layout - D5 - 2029 | Base + Committed | AM
»Existing Layout - D6 - 2029 | Base + Committed | PM
»Existing Layout - D7 - 2029 | Base + Committed + Development | AM
»Existing Layout - D8 - 2029 | Base + Committed + Development | PM
»Existing Layout - D13 - 2036 | Base + Committed | AM
»Existing Layout - D14 - 2036 | Base + Committed | PM
»Existing Layout - D17 - 2036 | Base + Committed + Development + Cumulative | AM
»Existing Layout - D18 - 2036 | Base + Committed + Development + Cumulative | PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Existing Layout - 2024 - Survey							
Arm 1	1.3	10.13	0.57	B	0.9	8.39	0.48	A
Arm 2	2.3	6.33	0.69	A	1.1	4.01	0.52	A
Arm 3	2.5	11.64	0.71	B	1.2	5.71	0.54	A
	Existing Layout - 2029 - Base + Committed							
Arm 1	1.8	12.79	0.64	B	1.2	10.19	0.54	B
Arm 2	3.2	8.10	0.76	A	1.4	4.51	0.58	A
Arm 3	4.3	17.77	0.81	C	1.8	7.31	0.64	A
	Existing Layout - 2029 - Base + Committed + Development							
Arm 1	2.0	14.18	0.67	B	1.7	13.61	0.63	B
Arm 2	5.2	12.09	0.84	B	1.5	4.84	0.60	A
Arm 3	5.9	24.25	0.86	C	2.4	9.05	0.71	A
	Existing Layout - 2036 - Base + Committed							
Arm 1	2.0	14.12	0.67	B	1.3	10.99	0.56	B
Arm 2	3.6	8.94	0.78	A	1.5	4.70	0.59	A
Arm 3	5.2	21.49	0.85	C	1.9	7.75	0.66	A
	Existing Layout - 2036 - Base + Committed + Development + Cumulative							
Arm 1	2.5	17.11	0.72	C	2.2	16.46	0.70	C
Arm 2	5.4	12.60	0.85	B	1.7	5.29	0.63	A
Arm 3	14.9	55.29	0.96	F	2.6	9.56	0.72	A

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

File summary

File Description

Title	Forest Farm
Location	London Road / Pewsham Way
Site number	
Date	25/06/2026
Version	
Status	Existing
Identifier	
Client	Gleeson
Jobnumber	ITB19912
Enumerator	JW
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Survey	AM	ONE HOUR	07:15	08:45	15	✓
D2	2024	Survey	PM	ONE HOUR	16:30	18:00	15	✓
D3	2029	Base	AM	ONE HOUR	07:15	08:45	15	
D4	2029	Base	PM	ONE HOUR	16:30	18:00	15	
D5	2029	Base + Committed	AM	ONE HOUR	07:15	08:45	15	✓
D6	2029	Base + Committed	PM	ONE HOUR	16:30	18:00	15	✓
D7	2029	Base + Committed + Development	AM	ONE HOUR	07:15	08:45	15	✓
D8	2029	Base + Committed + Development	PM	ONE HOUR	16:30	18:00	15	✓
D9	2029	Base + Committed + Development + Cumulative	AM	ONE HOUR	07:15	08:45	15	
D10	2029	Base + Committed + Development + Cumulative	PM	ONE HOUR	16:30	18:00	15	
D11	2036	Base	AM	ONE HOUR	07:15	08:45	15	
D12	2036	Base	PM	ONE HOUR	16:30	18:00	15	
D13	2036	Base + Committed	AM	ONE HOUR	07:15	08:45	15	✓
D14	2036	Base + Committed	PM	ONE HOUR	16:30	18:00	15	✓
D15	2036	Base + Committed + Development	AM	ONE HOUR	07:15	08:45	15	
D16	2036	Base + Committed + Development	PM	ONE HOUR	16:30	18:00	15	
D17	2036	Base + Committed + Development + Cumulative	AM	ONE HOUR	07:15	08:45	15	✓
D18	2036	Base + Committed + Development + Cumulative	PM	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

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

Existing Layout - D1 - 2024 | Survey | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	London Road / Pewsham Way	Standard Roundabout	1, 2, 3	8.66	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.66	A

Arms

Arms

Arm	Name	Description	No give-way line
1	London Road (North)		
2	A4 London Road (South)		
3	A4 Pewsham Way		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1	3.20	5.29	4.5	25.7	32.0	31.0		
2	3.03	6.13	9.2	21.3	32.0	34.0		
3	3.73	5.55	5.0	31.3	32.0	0.0		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1	None		
2	Direct		300
3	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.563	1235
2	0.582	1655
3	0.663	1552

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

Arm Capacity Adjustments

Arm	Type	Reason	Direct capacity adjustment (PCU/hr)
1	Direct		0
2	Direct		300

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Survey	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	435	100.000
2		ONE HOUR	✓	1170	100.000
3		ONE HOUR	✓	689	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1	2	3
From	1	6	354	75
	2	594	0	576
	3	80	609	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		1	2	3
From	1	0	1	1
	2	1	0	4
	3	4	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.57	10.13	1.3	B	403	605
2	0.69	6.33	2.3	A	1100	1650
3	0.71	11.64	2.5	B	658	986

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	331	83	474	968	0.342	329	517	0.0	0.5	5.670	A
2	903	226	61	1919	0.470	899	742	0.0	0.9	3.604	A
3	539	135	454	1251	0.431	536	506	0.0	0.8	5.218	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	395	99	568	915	0.432	394	618	0.5	0.8	6.965	A
2	1078	269	73	1912	0.564	1076	889	0.9	1.3	4.402	A
3	644	161	544	1191	0.541	642	606	0.8	1.2	6.801	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	484	121	693	845	0.573	481	756	0.8	1.3	9.950	A
2	1320	330	90	1903	0.694	1316	1085	1.3	2.3	6.247	A
3	789	197	665	1111	0.710	784	741	1.2	2.4	11.283	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	484	121	697	842	0.574	484	759	1.3	1.3	10.132	B
2	1320	330	90	1903	0.694	1320	1091	2.3	2.3	6.329	A
3	789	197	667	1110	0.711	789	743	2.4	2.5	11.644	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	395	99	574	912	0.433	397	622	1.3	0.8	7.099	A
2	1078	269	74	1912	0.564	1082	897	2.3	1.3	4.464	A
3	644	161	547	1189	0.542	649	609	2.5	1.2	6.993	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	331	83	478	965	0.343	332	520	0.8	0.5	5.746	A
2	903	226	62	1919	0.470	904	748	1.3	0.9	3.640	A
3	539	135	457	1249	0.432	541	509	1.2	0.8	5.305	A

Existing Layout - D2 - 2024 | Survey | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	London Road / Pewsham Way	Standard Roundabout	1, 2, 3	5.42	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.42	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024	Survey	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	359	100.000
2		ONE HOUR	✓	897	100.000
3		ONE HOUR	✓	678	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1	2	3
From	1	0	295	64
	2	221	1	675
	3	45	632	1

Vehicle Mix

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

Heavy Vehicle %

		To		
		1	2	3
From	1	0	2	0
	2	0	0	2
	3	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.48	8.39	0.9	A	335	502
2	0.52	4.01	1.1	A	835	1253
3	0.54	5.71	1.2	A	628	942

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	275	69	480	964	0.285	273	200	0.0	0.4	5.281	A
2	685	171	49	1927	0.356	683	704	0.0	0.6	2.934	A
3	515	129	167	1442	0.357	513	565	0.0	0.6	3.903	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	328	82	575	911	0.360	327	239	0.4	0.6	6.263	A
2	819	205	58	1921	0.426	818	844	0.6	0.7	3.310	A
3	615	154	199	1420	0.433	614	677	0.6	0.8	4.506	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	402	100	703	839	0.479	400	292	0.6	0.9	8.322	A
2	1002	251	71	1914	0.524	1001	1032	0.7	1.1	3.997	A
3	753	188	244	1390	0.542	752	828	0.8	1.2	5.677	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	402	100	705	838	0.480	402	293	0.9	0.9	8.390	A
2	1002	251	72	1913	0.524	1002	1035	1.1	1.1	4.011	A
3	753	188	244	1390	0.542	753	830	1.2	1.2	5.708	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	328	82	577	910	0.361	329	240	0.9	0.6	6.322	A
2	819	205	59	1921	0.426	820	848	1.1	0.8	3.325	A
3	615	154	200	1419	0.433	617	679	1.2	0.8	4.535	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	275	69	483	963	0.285	275	201	0.6	0.4	5.327	A
2	685	171	49	1927	0.356	686	709	0.8	0.6	2.949	A
3	515	129	167	1441	0.358	516	568	0.8	0.6	3.933	A

Existing Layout - D5 - 2029 | Base + Committed | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	London Road / Pewsham Way	Standard Roundabout	1, 2, 3	11.98	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.98	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2029	Base + Committed	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	453	100.000
2		ONE HOUR	✓	1276	100.000
3		ONE HOUR	✓	788	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1	2	3
From	1	6	361	85
	2	606	0	670
	3	86	702	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		1	2	3
From	1	0	1	1
	2	1	0	4
	3	4	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.64	12.79	1.8	B	419	629
2	0.76	8.10	3.2	A	1201	1802
3	0.81	17.77	4.3	C	746	1118

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	344	86	541	930	0.370	342	530	0.0	0.6	6.153	A
2	985	246	69	1915	0.515	981	813	0.0	1.1	3.936	A
3	612	153	463	1245	0.491	608	587	0.0	1.0	5.792	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	411	103	648	870	0.472	410	635	0.6	0.9	7.876	A
2	1177	294	83	1907	0.617	1174	975	1.1	1.6	5.026	A
3	730	183	555	1184	0.617	728	703	1.0	1.6	8.089	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	503	126	787	791	0.636	500	775	0.9	1.7	12.339	B
2	1441	360	101	1896	0.760	1435	1186	1.6	3.1	7.903	A
3	895	224	678	1103	0.811	885	858	1.6	4.1	16.368	C

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	503	126	795	787	0.640	503	779	1.7	1.8	12.786	B
2	1441	360	102	1896	0.760	1441	1197	3.1	3.2	8.104	A
3	895	224	681	1101	0.813	894	862	4.1	4.3	17.768	C

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	411	103	659	864	0.476	414	640	1.8	0.9	8.147	A
2	1177	294	84	1906	0.617	1183	989	3.2	1.7	5.144	A
3	730	183	559	1182	0.618	741	708	4.3	1.7	8.603	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	344	86	547	927	0.371	345	534	0.9	0.6	6.266	A
2	985	246	70	1914	0.515	988	822	1.7	1.1	3.994	A
3	612	153	467	1243	0.492	614	591	1.7	1.0	5.934	A

Existing Layout - D6 - 2029 | Base + Committed | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	London Road / Pewsham Way	Standard Roundabout	1, 2, 3	6.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.52	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2029	Base + Committed	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	371	100.000
2		ONE HOUR	✓	983	100.000
3		ONE HOUR	✓	800	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1	2	3
From	1	0	301	70
	2	226	1	756
	3	55	744	1

Vehicle Mix

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

Heavy Vehicle %

		To		
		1	2	3
From	1	0	1	0
	2	0	0	2
	3	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.54	10.19	1.2	B	343	515
2	0.58	4.51	1.4	A	916	1374
3	0.64	7.31	1.8	A	741	1112

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	282	70	565	917	0.307	280	211	0.0	0.4	5.681	A
2	751	188	53	1924	0.391	749	791	0.0	0.6	3.104	A
3	608	152	170	1439	0.423	605	632	0.0	0.7	4.344	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	336	84	676	854	0.394	335	253	0.4	0.6	6.987	A
2	897	224	64	1918	0.468	896	948	0.6	0.9	3.574	A
3	726	182	204	1417	0.513	725	756	0.7	1.0	5.243	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	412	103	827	769	0.535	410	309	0.6	1.1	10.048	B
2	1099	275	78	1910	0.575	1097	1159	0.9	1.4	4.486	A
3	890	222	250	1387	0.642	887	925	1.0	1.8	7.227	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	412	103	830	768	0.536	412	310	1.1	1.2	10.193	B
2	1099	275	78	1910	0.576	1099	1163	1.4	1.4	4.509	A
3	890	222	250	1386	0.642	889	927	1.8	1.8	7.311	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	336	84	680	852	0.395	338	254	1.2	0.7	7.091	A
2	897	224	64	1918	0.468	899	954	1.4	0.9	3.597	A
3	726	182	205	1416	0.513	729	759	1.8	1.1	5.308	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	282	70	569	915	0.308	282	212	0.7	0.5	5.748	A
2	751	188	54	1924	0.391	752	797	0.9	0.7	3.124	A
3	608	152	171	1439	0.423	610	635	1.1	0.7	4.389	A

Existing Layout - D7 - 2029 | Base + Committed + Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	London Road / Pewsham Way	Standard Roundabout	1, 2, 3	16.14	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	16.14	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2029	Base + Committed + Development	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	464	100.000
2		ONE HOUR	✓	1419	100.000
3		ONE HOUR	✓	813	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1	2	3
From	1	6	373	85
	2	648	0	771
	3	86	727	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		1	2	3
From	1	0	1	1
	2	1	0	3
	3	4	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.67	14.18	2.0	B	430	645
2	0.84	12.09	5.2	B	1329	1994
3	0.86	24.25	5.9	C	769	1154

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	353	88	560	919	0.384	350	562	0.0	0.6	6.358	A
2	1091	273	69	1915	0.569	1085	841	0.0	1.3	4.401	A
3	631	158	495	1224	0.516	627	659	0.0	1.1	6.172	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	421	105	670	857	0.491	420	672	0.6	1.0	8.287	A
2	1302	326	82	1907	0.683	1299	1008	1.3	2.2	6.010	A
3	754	188	592	1159	0.650	750	789	1.1	1.9	9.009	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	516	129	812	778	0.663	512	819	1.0	1.9	13.498	B
2	1595	399	100	1897	0.841	1584	1223	2.2	5.0	11.340	B
3	923	231	722	1073	0.860	909	962	1.9	5.4	20.957	C

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	516	129	823	771	0.669	516	825	1.9	2.0	14.175	B
2	1595	399	101	1896	0.841	1594	1237	5.0	5.2	12.089	B
3	923	231	727	1070	0.863	921	968	5.4	5.9	24.252	C

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	421	105	687	848	0.497	425	681	2.0	1.0	8.678	A
2	1302	326	83	1907	0.683	1314	1029	5.2	2.2	6.320	A
3	754	188	599	1155	0.653	769	798	5.9	2.0	9.993	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	353	88	567	916	0.385	354	567	1.0	0.6	6.494	A
2	1091	273	69	1915	0.570	1094	852	2.2	1.4	4.497	A
3	631	158	499	1221	0.517	635	665	2.0	1.1	6.363	A

Existing Layout - D8 - 2029 | Base + Committed + Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	London Road / Pewsham Way	Standard Roundabout	1, 2, 3	7.97	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.97	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2029	Base + Committed + Development	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	409	100.000
2		ONE HOUR	✓	1033	100.000
3		ONE HOUR	✓	876	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1	2	3
From	1	0	339	70
	2	242	1	790
	3	55	820	1

Vehicle Mix

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

Heavy Vehicle %

		To		
		1	2	3
From	1	0	1	0
	2	0	0	2
	3	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.63	13.61	1.7	B	378	568
2	0.60	4.84	1.5	A	962	1444
3	0.71	9.05	2.4	A	811	1217

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	310	78	622	885	0.351	308	223	0.0	0.5	6.277	A
2	790	197	53	1924	0.410	787	877	0.0	0.7	3.205	A
3	666	166	182	1431	0.465	662	658	0.0	0.9	4.705	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	371	93	745	815	0.455	370	267	0.5	0.8	8.122	A
2	943	236	64	1918	0.492	942	1051	0.7	1.0	3.741	A
3	795	199	218	1407	0.565	793	787	0.9	1.3	5.899	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	454	114	910	722	0.629	451	326	0.8	1.6	13.212	B
2	1155	289	78	1910	0.605	1153	1283	1.0	1.5	4.811	A
3	973	243	267	1375	0.708	969	963	1.3	2.4	8.860	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	454	114	914	720	0.631	454	327	1.6	1.7	13.614	B
2	1155	289	78	1910	0.605	1155	1290	1.5	1.5	4.841	A
3	973	243	268	1375	0.708	973	965	2.4	2.4	9.046	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	371	93	750	812	0.456	374	268	1.7	0.9	8.344	A
2	943	236	64	1918	0.492	945	1060	1.5	1.0	3.768	A
3	795	199	219	1407	0.565	799	791	2.4	1.3	6.023	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	310	78	627	882	0.352	312	224	0.9	0.6	6.379	A
2	790	197	54	1924	0.410	791	885	1.0	0.7	3.230	A
3	666	166	183	1431	0.465	667	661	1.3	0.9	4.772	A

Existing Layout - D13 - 2036 | Base + Committed | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	London Road / Pewsham Way	Standard Roundabout	1, 2, 3	13.80	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	13.80	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2036	Base + Committed	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	466	100.000
2		ONE HOUR	✓	1313	100.000
3		ONE HOUR	✓	809	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1	2	3
From	1	6	373	87
	2	625	0	688
	3	88	721	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		1	2	3
From	1	0	1	1
	2	1	0	4
	3	4	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.67	14.12	2.0	B	432	648
2	0.78	8.94	3.6	A	1236	1854
3	0.85	21.49	5.2	C	765	1148

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	354	89	555	922	0.384	352	546	0.0	0.6	6.349	A
2	1014	253	70	1914	0.530	1009	837	0.0	1.1	4.061	A
3	628	157	478	1235	0.508	624	602	0.0	1.1	6.031	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	423	106	665	860	0.492	422	654	0.6	1.0	8.268	A
2	1211	303	84	1906	0.635	1208	1003	1.1	1.8	5.272	A
3	750	187	572	1173	0.639	747	721	1.1	1.8	8.657	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	518	130	807	781	0.664	515	798	1.0	1.9	13.474	B
2	1483	371	103	1895	0.782	1476	1218	1.8	3.5	8.655	A
3	918	230	698	1089	0.843	906	880	1.8	4.9	19.116	C

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	518	130	816	775	0.669	518	802	1.9	2.0	14.116	B
2	1483	371	104	1895	0.783	1483	1231	3.5	3.6	8.937	A
3	918	230	702	1087	0.845	917	884	4.9	5.2	21.486	C

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	423	106	679	852	0.497	427	660	2.0	1.0	8.629	A
2	1211	303	85	1905	0.635	1218	1021	3.6	1.8	5.427	A
3	750	187	576	1170	0.641	763	727	5.2	1.9	9.416	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	354	89	562	918	0.386	356	550	1.0	0.6	6.483	A
2	1014	253	71	1914	0.530	1017	847	1.8	1.2	4.127	A
3	628	157	481	1233	0.509	631	606	1.9	1.1	6.203	A

Existing Layout - D14 - 2036 | Base + Committed | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	London Road / Pewsham Way	Standard Roundabout	1, 2, 3	6.91	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.91	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2036	Base + Committed	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	383	100.000
2		ONE HOUR	✓	1011	100.000
3		ONE HOUR	✓	821	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1	2	3
From	1	0	311	72
	2	233	1	777
	3	56	764	1

Vehicle Mix

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

Heavy Vehicle %

		To		
		1	2	3
From	1	0	1	0
	2	0	0	2
	3	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.56	10.99	1.3	B	354	531
2	0.59	4.70	1.5	A	942	1413
3	0.66	7.75	1.9	A	760	1141

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	291	73	580	908	0.320	289	217	0.0	0.5	5.840	A
2	773	193	55	1923	0.402	770	814	0.0	0.7	3.164	A
3	624	156	176	1436	0.435	621	649	0.0	0.8	4.442	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	347	87	694	844	0.411	346	259	0.5	0.7	7.280	A
2	923	231	65	1917	0.481	922	975	0.7	0.9	3.670	A
3	745	186	210	1413	0.527	744	777	0.8	1.1	5.420	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	425	106	849	757	0.562	423	318	0.7	1.3	10.798	B
2	1130	283	80	1909	0.592	1128	1192	0.9	1.5	4.672	A
3	912	228	257	1381	0.660	909	951	1.1	1.9	7.641	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	425	106	852	755	0.563	425	318	1.3	1.3	10.989	B
2	1130	283	80	1908	0.592	1130	1196	1.5	1.5	4.697	A
3	912	228	258	1381	0.661	912	953	1.9	1.9	7.748	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	347	87	699	841	0.413	349	260	1.3	0.7	7.411	A
2	923	231	66	1917	0.482	925	982	1.5	1.0	3.692	A
3	745	186	211	1412	0.528	748	780	1.9	1.1	5.499	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	291	73	584	906	0.321	292	218	0.7	0.5	5.916	A
2	773	193	55	1923	0.402	774	820	1.0	0.7	3.185	A
3	624	156	176	1435	0.435	625	653	1.1	0.8	4.495	A

Existing Layout - D17 - 2036 | Base + Committed + Development + Cumulative | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	London Road / Pewsham Way	Standard Roundabout	1, 2, 3	27.12	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	27.12	D

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	2036	Base + Committed + Development + Cumulative	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	486	100.000
2		ONE HOUR	✓	1424	100.000
3		ONE HOUR	✓	895	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1	2	3
From	1	6	383	97
	2	668	0	756
	3	128	767	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		1	2	3
From	1	0	1	1
	2	1	0	3
	3	4	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.72	17.11	2.5	C	451	676
2	0.85	12.60	5.4	B	1333	2000
3	0.96	55.29	14.9	F	847	1271

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	370	92	590	902	0.410	367	610	0.0	0.7	6.752	A
2	1094	273	78	1910	0.573	1089	879	0.0	1.4	4.445	A
3	695	174	510	1214	0.573	690	656	0.0	1.4	7.018	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	441	110	706	837	0.527	440	730	0.7	1.1	9.110	A
2	1306	327	93	1901	0.687	1303	1053	1.4	2.2	6.109	A
3	830	208	611	1147	0.724	825	785	1.4	2.6	11.365	B

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	541	135	839	762	0.709	536	886	1.1	2.3	15.712	C
2	1600	400	114	1889	0.847	1588	1261	2.2	5.2	11.749	B
3	1017	254	744	1058	0.961	981	957	2.6	11.6	37.111	E

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	541	135	859	751	0.720	540	895	2.3	2.5	17.111	C
2	1600	400	114	1888	0.847	1599	1284	5.2	5.4	12.598	B
3	1017	254	750	1055	0.964	1004	964	11.6	14.9	55.285	F

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	441	110	751	812	0.544	446	745	2.5	1.2	10.085	B
2	1306	327	95	1900	0.688	1319	1103	5.4	2.3	6.453	A
3	830	208	618	1142	0.727	878	795	14.9	2.9	16.408	C

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	370	92	600	897	0.412	372	616	1.2	0.7	6.950	A
2	1094	273	79	1909	0.573	1098	893	2.3	1.4	4.548	A
3	695	174	515	1211	0.574	701	662	2.9	1.4	7.368	A

Existing Layout - D18 - 2036 | Base + Committed + Development + Cumulative | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	London Road / Pewsham Way	Standard Roundabout	1, 2, 3	8.95	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.95	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	2036	Base + Committed + Development + Cumulative	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	451	100.000
2		ONE HOUR	✓	1071	100.000
3		ONE HOUR	✓	891	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1	2	3
From	1	0	348	104
	2	249	1	821
	3	70	820	1

Vehicle Mix

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

Heavy Vehicle %

		To		
		1	2	3
From	1	0	1	0
	2	0	0	2
	3	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.70	16.46	2.2	C	417	626
2	0.63	5.29	1.7	A	998	1497
3	0.72	9.56	2.6	A	825	1238

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	342	86	622	885	0.387	340	240	0.0	0.6	6.629	A
2	819	205	78	1910	0.429	816	883	0.0	0.8	3.332	A
3	677	169	188	1427	0.474	673	706	0.0	0.9	4.795	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	409	102	745	815	0.501	407	287	0.6	1.0	8.858	A
2	978	244	94	1900	0.515	977	1058	0.8	1.1	3.952	A
3	808	202	225	1403	0.576	807	846	0.9	1.4	6.074	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	501	125	910	723	0.693	496	351	1.0	2.2	15.713	C
2	1198	299	114	1889	0.634	1195	1291	1.1	1.7	5.250	A
3	990	248	275	1370	0.723	985	1034	1.4	2.5	9.337	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	501	125	914	720	0.695	500	352	2.2	2.2	16.458	C
2	1198	299	115	1888	0.634	1198	1299	1.7	1.7	5.294	A
3	990	248	276	1369	0.723	990	1037	2.5	2.6	9.564	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	409	102	751	812	0.504	414	288	2.2	1.0	9.209	A
2	978	244	95	1900	0.515	981	1069	1.7	1.1	3.987	A
3	808	202	226	1402	0.576	813	850	2.6	1.4	6.214	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	342	86	627	882	0.388	344	241	1.0	0.6	6.764	A
2	819	205	79	1909	0.429	820	891	1.1	0.8	3.360	A
3	677	169	189	1427	0.474	679	711	1.4	0.9	4.871	A

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.1.1.2424
© Copyright TRL Software Limited, 2026

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

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: London Road Pewsham Way Rbt Validated (Mitigation).j11
Path: T:\Projects\19000 Series\19912ITB - Forest Farm, Chippenham\Tech\Junction Assessments\Arcady
Report generation date: 10/07/2026 10:41:53

»Existing Layout - D17 - 2036 | Base + Committed + Development + Cumulative | AM
»Existing Layout - D18 - 2036 | Base + Committed + Development + Cumulative | PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Existing Layout - 2036 - Base + Committed + Development + Cumulative							
Arm 1	2.6	17.60	0.73	C	2.2	16.47	0.70	C
Arm 2	5.4	12.60	0.85	B	1.7	5.29	0.63	A
Arm 3	5.5	20.51	0.85	C	1.9	6.82	0.65	A

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

File summary

File Description

Title	Forest Farm
Location	London Road / Pewsham Way
Site number	
Date	25/06/2026
Version	
Status	Existing
Identifier	
Client	Gleeson
Jobnumber	ITB19912
Enumerator	JW
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	2036	Base + Committed + Development + Cumulative	AM	ONE HOUR	07:15	08:45	15	✓
D18	2036	Base + Committed + Development + Cumulative	PM	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

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

Existing Layout - D17 - 2036 | Base + Committed + Development + Cumulative | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	London Road / Pewsham Way	Standard Roundabout	1, 2, 3	16.00	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	16.00	C

Arms

Arms

Arm	Name	Description	No give-way line
1	London Road (North)		
2	A4 London Road (South)		
3	A4 Pewsham Way		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1	3.20	5.29	4.5	25.7	32.0	31.0		
2	3.03	6.13	9.2	21.3	32.0	34.0		
3	3.73	6.00	10.0	31.3	32.0	0.0		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1	None		
2	Direct		300
3	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.563	1235
2	0.582	1655
3	0.696	1715

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

Arm Capacity Adjustments

Arm	Type	Reason	Direct capacity adjustment (PCU/hr)
1	Direct		0
2	Direct		300

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	2036	Base + Committed + Development + Cumulative	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	486	100.000
2		ONE HOUR	✓	1424	100.000
3		ONE HOUR	✓	895	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1	2	3
From	1	6	383	97
	2	668	0	756
	3	128	767	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		1	2	3
From	1	0	1	1
	2	1	0	3
	3	4	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.73	17.60	2.6	C	451	676
2	0.85	12.60	5.4	B	1333	2000
3	0.85	20.51	5.5	C	847	1271

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	370	92	591	902	0.410	367	610	0.0	0.7	6.761	A
2	1094	273	78	1910	0.573	1089	880	0.0	1.4	4.445	A
3	695	174	510	1359	0.511	691	656	0.0	1.1	5.519	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	441	110	708	836	0.528	440	730	0.7	1.1	9.129	A
2	1306	327	93	1901	0.687	1303	1054	1.4	2.2	6.109	A
3	830	208	611	1289	0.644	827	785	1.1	1.8	7.980	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	541	135	858	751	0.720	535	889	1.1	2.4	16.434	C
2	1600	400	113	1889	0.847	1588	1280	2.2	5.2	11.747	B
3	1017	254	744	1196	0.850	1003	957	1.8	5.1	18.108	C

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	541	135	868	746	0.725	540	896	2.4	2.6	17.596	C
2	1600	400	114	1888	0.847	1599	1294	5.2	5.4	12.599	B
3	1017	254	750	1193	0.852	1015	964	5.1	5.5	20.515	C

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	441	110	722	828	0.533	447	740	2.6	1.2	9.677	A
2	1306	327	95	1900	0.688	1319	1075	5.4	2.3	6.454	A
3	830	208	618	1284	0.646	845	795	5.5	1.9	8.705	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	370	92	598	898	0.412	372	616	1.2	0.7	6.928	A
2	1094	273	79	1909	0.573	1098	890	2.3	1.4	4.548	A
3	695	174	514	1356	0.513	699	662	1.9	1.1	5.673	A

Existing Layout - D18 - 2036 | Base + Committed + Development + Cumulative | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	London Road / Pewsham Way	Standard Roundabout	1, 2, 3	7.94	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.94	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	2036	Base + Committed + Development + Cumulative	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	451	100.000
2		ONE HOUR	✓	1071	100.000
3		ONE HOUR	✓	891	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1	2	3
From	1	0	348	104
	2	249	1	821
	3	70	820	1

Vehicle Mix

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

Heavy Vehicle %

		To		
		1	2	3
From	1	0	1	0
	2	0	0	2
	3	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.70	16.47	2.2	C	417	626
2	0.63	5.29	1.7	A	998	1497
3	0.65	6.82	1.9	A	825	1238

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	342	86	622	884	0.387	340	240	0.0	0.6	6.632	A
2	819	205	78	1910	0.429	816	884	0.0	0.8	3.332	A
3	677	169	188	1584	0.427	674	706	0.0	0.7	3.980	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	409	102	745	815	0.502	407	287	0.6	1.0	8.863	A
2	978	244	94	1900	0.515	977	1059	0.8	1.1	3.952	A
3	808	202	225	1558	0.519	807	846	0.7	1.1	4.827	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	501	125	911	722	0.694	496	351	1.0	2.2	15.767	C
2	1198	299	114	1889	0.634	1195	1293	1.1	1.7	5.250	A
3	990	248	275	1523	0.650	987	1034	1.1	1.8	6.736	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	501	125	914	720	0.695	501	352	2.2	2.2	16.466	C
2	1198	299	115	1888	0.634	1198	1299	1.7	1.7	5.294	A
3	990	248	276	1523	0.650	990	1037	1.8	1.9	6.816	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	409	102	749	813	0.503	414	288	2.2	1.0	9.191	A
2	978	244	95	1900	0.515	981	1067	1.7	1.1	3.989	A
3	808	202	226	1558	0.519	811	850	1.9	1.1	4.889	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	342	86	626	882	0.388	344	241	1.0	0.6	6.760	A
2	819	205	79	1909	0.429	820	891	1.1	0.8	3.362	A
3	677	169	189	1583	0.428	678	711	1.1	0.8	4.022	A

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.1.2424
© Copyright TRL Software Limited, 2026

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

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Old Derry Hill on-slip Validation.j11
Path: T:\Projects\19000 Series\19912ITB - Forest Farm, Chippenham\Tech\Junction Assessments\Picady
Report generation date: 10/07/2026 10:48:18

»Existing - D1 - 2024 | Surveys | AM
»Existing - D2 - 2024 | Surveys | PM
»Existing - D5 - 2029 | Base + Committed | AM
»Existing - D6 - 2029 | Base + Committed | PM
»Existing - D7 - 2029 | Base + Committed + Development | AM
»Existing - D8 - 2029 | Base + Committed + Development | PM
»Existing - D13 - 2036 | Base + Committed | AM
»Existing - D14 - 2036 | Base + Committed | PM
»Existing - D17 - 2036 | Base + Committed + Development + Cumulative | AM
»Existing - D18 - 2036 | Base + Committed + Development + Cumulative | PM

Summary of junction performance

	AM					PM				
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)
	Existing - 2024 - Surveys									
Stream B-AC	1.2	10.12	0.55	B	3.43	0.8	7.39	0.44	A	2.57
Stream C-AB	1.1	8.89	0.52	A		0.6	6.62	0.39	A	
	Existing - 2029 - Base + Committed									
Stream B-AC	1.6	11.97	0.61	B	4.04	1.0	8.27	0.49	A	2.89
Stream C-AB	1.5	10.15	0.58	B		0.9	7.37	0.45	A	
	Existing - 2029 - Base + Committed + Development									
Stream B-AC	1.6	12.16	0.62	B	4.15	1.0	8.34	0.50	A	2.89
Stream C-AB	1.7	10.47	0.60	B		0.8	7.26	0.44	A	
	Existing - 2036 - Base + Committed									
Stream B-AC	1.7	12.90	0.64	B	4.32	1.0	8.38	0.50	A	2.91
Stream C-AB	1.7	10.64	0.61	B		0.8	7.34	0.45	A	
	Existing - 2036 - Base + Committed + Development + Cumulative									
Stream B-AC	1.8	13.53	0.65	B	4.64	1.1	8.92	0.52	A	3.09
Stream C-AB	2.1	11.60	0.65	B		1.0	7.71	0.48	A	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	Forest Farm
Location	A4 London Road / Old Derry Hill (Slip_
Site number	
Date	25/06/2026
Version	
Status	Existing
Identifier	
Client	Gleeson
Jobnumber	ITB19912
Enumerator	JW
Description	

Units

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

Analysis Options

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
PICADY 4.1	5.75	✓			✓		0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Surveys	AM	ONE HOUR	07:15	08:45	15	✓
D2	2024	Surveys	PM	ONE HOUR	16:30	18:00	15	✓
D3	2029	Base	AM	ONE HOUR	07:15	08:45	15	
D4	2029	Base	PM	ONE HOUR	16:30	18:00	15	
D5	2029	Base + Committed	AM	ONE HOUR	07:15	08:45	15	✓
D6	2029	Base + Committed	PM	ONE HOUR	16:30	18:00	15	✓
D7	2029	Base + Committed + Development	AM	ONE HOUR	07:15	08:45	15	✓
D8	2029	Base + Committed + Development	PM	ONE HOUR	16:30	18:00	15	✓
D9	2029	Base + Committed + Development + Cumulative	AM	ONE HOUR	07:15	08:45	15	
D10	2029	Base + Committed + Development + Cumulative	PM	ONE HOUR	16:30	18:00	15	
D11	2036	Base	AM	ONE HOUR	07:15	08:45	15	
D12	2036	Base	PM	ONE HOUR	16:30	18:00	15	
D13	2036	Base + Committed	AM	ONE HOUR	07:15	08:45	15	✓
D14	2036	Base + Committed	PM	ONE HOUR	16:30	18:00	15	✓
D15	2036	Base + Committed + Development	AM	ONE HOUR	07:15	08:45	15	
D16	2036	Base + Committed + Development	PM	ONE HOUR	16:30	18:00	15	
D17	2036	Base + Committed + Development + Cumulative	AM	ONE HOUR	07:15	08:45	15	✓
D18	2036	Base + Committed + Development + Cumulative	PM	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

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

Existing - D1 - 2024 | Surveys | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	A4 London Road / Old Derry Hill (Slip)	T-Junction	Two-way	Two-way	Two-way	3.43	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.43	A

Arms

Arms

Arm	Name	Description	Arm type
A	A4 (E)		Major
B	Old Derry Hill		Minor
C	A4 (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A4 (W)	7.89		✓	2.50	250.0	✓	4.00

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 - Old Derry Hill	One lane	3.69	51	121

Slope / Intercept / Capacity

Custom Intercept Adjustments

Custom stream intercept adjustment	Stream	Use adjustment	Reason	Direct intercept adjustment (PCU/hr)
1	C-B	✓		300

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	592	0.099	0.250	0.157	0.357
B-C	748	0.105	0.266	-	-
C-B	1042	0.264	0.264	-	-

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.

Stream Intercept Adjustments

Stream intercept adjustment	Use adjustment	Reason	Direct intercept adjustment (PCU/hr)
B-AC	✓		300

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Surveys	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4 (E)		ONE HOUR	✓	806	100.000
B - Old Derry Hill		ONE HOUR	✓	394	100.000
C - A4 (W)		ONE HOUR	✓	933	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	0	0	806
	B - Old Derry Hill	0	0	394
	C - A4 (W)	561	372	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	0	0	3
	B - Old Derry Hill	0	0	2
	C - A4 (W)	4	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.55	10.12	1.2	2.8	B	362	542
C-AB	0.52	8.89	1.1	3.3	A	351	527
C-A						505	757
A-B						0	0
A-C						740	1109

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	297	74	0.00	865	0.343	295	0.0	0.5	6.292	A
C-AB	282	70	0.00	873	0.322	280	0.0	0.5	6.045	A
C-A	421	105	0.00			421				
A-B	0	0	0.00			0				
A-C	607	152	0.00			607				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	354	89	0.00	833	0.425	353	0.5	0.7	7.491	A
C-AB	340	85	0.00	850	0.400	339	0.5	0.7	7.032	A
C-A	499	125	0.00			499				
A-B	0	0	0.00			0				
A-C	725	181	0.00			725				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	434	108	0.00	789	0.550	432	0.7	1.2	10.023	B
C-AB	433	108	0.00	838	0.517	431	0.7	1.1	8.816	A
C-A	594	149	0.00			594				
A-B	0	0	0.00			0				
A-C	887	222	0.00			887				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	434	108	0.00	789	0.550	434	1.2	1.2	10.122	B
C-AB	433	108	0.00	838	0.516	433	1.1	1.1	8.889	A
C-A	594	149	0.00			594				
A-B	0	0	0.00			0				
A-C	887	222	0.00			887				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	354	89	0.00	833	0.425	356	1.2	0.8	7.578	A
C-AB	340	85	0.00	851	0.399	341	1.1	0.7	7.103	A
C-A	499	125	0.00			499				
A-B	0	0	0.00			0				
A-C	725	181	0.00			725				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	297	74	0.00	865	0.343	298	0.8	0.5	6.357	A
C-AB	282	70	0.00	873	0.322	282	0.7	0.5	6.099	A
C-A	421	105	0.00			421				
A-B	0	0	0.00			0				
A-C	607	152	0.00			607				

Queue Variation Results for each time segment

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.52	0.52	1.00	1.40	1.45			N/A	N/A
C-AB	0.47	0.00	0.00	0.47	0.47			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.73	0.13	0.88	1.39	1.45			N/A	N/A
C-AB	0.67	0.14	0.89	1.38	1.44			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.19	0.03	0.27	1.19	1.19			N/A	N/A
C-AB	1.10	0.03	0.26	1.10	1.10			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.21	0.03	0.27	1.21	2.76			N/A	N/A
C-AB	1.11	0.03	0.28	1.11	3.26			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.75	0.09	0.83	1.41	1.48			N/A	N/A
C-AB	0.69	0.11	0.85	1.37	1.44			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.53	0.05	0.46	1.30	1.41			N/A	N/A
C-AB	0.48	0.04	0.42	1.26	1.38			N/A	N/A

Existing - D2 - 2024 | Surveys | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	A4 London Road / Old Derry Hill (Slip)	T-Junction	Two-way	Two-way	Two-way	2.57	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.57	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024	Surveys	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4 (E)		ONE HOUR	✓	536	100.000
B - Old Derry Hill		ONE HOUR	✓	350	100.000
C - A4 (W)		ONE HOUR	✓	939	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	0	0	536
	B - Old Derry Hill	0	0	350
	C - A4 (W)	628	311	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	0	0	1
	B - Old Derry Hill	0	0	2
	C - A4 (W)	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.44	7.39	0.8	2.7	A	321	482
C-AB	0.39	6.62	0.6	2.8	A	288	432
C-A						573	860
A-B						0	0
A-C						492	738

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	263	66	0.00	921	0.286	262	0.0	0.4	5.446	A
C-AB	235	59	0.00	927	0.253	233	0.0	0.3	5.177	A
C-A	472	118	0.00			472				
A-B	0	0	0.00			0				
A-C	404	101	0.00			404				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	315	79	0.00	901	0.349	314	0.4	0.5	6.132	A
C-AB	281	70	0.00	910	0.309	281	0.3	0.4	5.717	A
C-A	563	141	0.00			563				
A-B	0	0	0.00			0				
A-C	482	120	0.00			482				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	385	96	0.00	872	0.442	384	0.5	0.8	7.365	A
C-AB	349	87	0.00	893	0.391	348	0.4	0.6	6.599	A
C-A	685	171	0.00			685				
A-B	0	0	0.00			0				
A-C	590	148	0.00			590				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	385	96	0.00	872	0.442	385	0.8	0.8	7.394	A
C-AB	349	87	0.00	893	0.391	349	0.6	0.6	6.620	A
C-A	685	171	0.00			685				
A-B	0	0	0.00			0				
A-C	590	148	0.00			590				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	315	79	0.00	901	0.349	316	0.8	0.5	6.162	A
C-AB	281	70	0.00	910	0.309	282	0.6	0.5	5.740	A
C-A	563	141	0.00			563				
A-B	0	0	0.00			0				
A-C	482	120	0.00			482				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	263	66	0.00	921	0.286	264	0.5	0.4	5.481	A
C-AB	235	59	0.00	927	0.253	235	0.5	0.3	5.204	A
C-A	472	118	0.00			472				
A-B	0	0	0.00			0				
A-C	404	101	0.00			404				

Queue Variation Results for each time segment

16:30 - 16:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.40	0.00	0.00	0.40	0.40			N/A	N/A
C-AB	0.34	0.00	0.00	0.34	0.34			N/A	N/A

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.53	0.53	1.00	1.40	1.45			N/A	N/A
C-AB	0.45	0.00	0.00	0.45	0.45			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.78	0.03	0.26	0.78	0.78			N/A	N/A
C-AB	0.65	0.03	0.25	0.65	0.65			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.79	0.03	0.28	0.79	2.74			N/A	N/A
C-AB	0.65	0.03	0.29	1.16	2.84			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.54	0.54	1.00	1.40	1.45			N/A	N/A
C-AB	0.45	0.00	0.00	0.45	0.45			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.40	0.03	0.29	0.73	1.11			N/A	N/A
C-AB	0.34	0.00	0.00	0.34	0.34			N/A	N/A

Existing - D5 - 2029 | Base + Committed | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	A4 London Road / Old Derry Hill (Slip)	T-Junction	Two-way	Two-way	Two-way	4.04	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.04	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2029	Base + Committed	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4 (E)		ONE HOUR	✓	873	100.000
B - Old Derry Hill		ONE HOUR	✓	433	100.000
C - A4 (W)		ONE HOUR	✓	1031	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	0	0	873
	B - Old Derry Hill	0	0	433
	C - A4 (W)	621	410	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	0	0	3
	B - Old Derry Hill	0	0	1
	C - A4 (W)	4	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.61	11.97	1.6	3.4	B	397	596
C-AB	0.58	10.15	1.5	4.2	B	397	595
C-A						550	824
A-B						0	0
A-C						801	1202

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	326	81	0.00	859	0.379	324	0.0	0.6	6.688	A
C-AB	312	78	0.00	863	0.361	309	0.0	0.6	6.474	A
C-A	465	116	0.00			465				
A-B	0	0	0.00			0				
A-C	657	164	0.00			657				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	389	97	0.00	825	0.472	388	0.6	0.9	8.221	A
C-AB	379	95	0.00	844	0.449	378	0.6	0.8	7.710	A
C-A	548	137	0.00			548				
A-B	0	0	0.00			0				
A-C	785	196	0.00			785				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	477	119	0.00	777	0.614	474	0.9	1.5	11.782	B
C-AB	499	125	0.00	854	0.584	496	0.8	1.5	10.002	B
C-A	636	159	0.00			636				
A-B	0	0	0.00			0				
A-C	961	240	0.00			961				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	477	119	0.00	777	0.614	477	1.5	1.6	11.974	B
C-AB	499	125	0.00	854	0.584	499	1.5	1.5	10.146	B
C-A	636	159	0.00			636				
A-B	0	0	0.00			0				
A-C	961	240	0.00			961				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	389	97	0.00	825	0.472	392	1.6	0.9	8.364	A
C-AB	379	95	0.00	845	0.449	382	1.5	0.9	7.835	A
C-A	548	137	0.00			548				
A-B	0	0	0.00			0				
A-C	785	196	0.00			785				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	326	81	0.00	859	0.379	327	0.9	0.6	6.776	A
C-AB	312	78	0.00	864	0.361	313	0.9	0.6	6.552	A
C-A	465	116	0.00			465				
A-B	0	0	0.00			0				
A-C	657	164	0.00			657				

Queue Variation Results for each time segment

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.60	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.56	0.55	1.00	1.40	1.45			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.88	0.10	0.90	1.13	1.61			N/A	N/A
C-AB	0.82	0.12	0.90	1.16	1.16			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.54	0.03	0.27	1.54	3.16			N/A	N/A
C-AB	1.49	0.03	0.27	1.49	2.52			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.56	0.03	0.27	1.56	3.38			N/A	N/A
C-AB	1.52	0.03	0.28	1.52	4.17			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.91	0.08	0.84	1.51	1.88			N/A	N/A
C-AB	0.85	0.09	0.87	1.07	1.58			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.62	0.05	0.45	1.47	1.53			N/A	N/A
C-AB	0.58	0.05	0.47	1.37	1.49			N/A	N/A

Existing - D6 - 2029 | Base + Committed | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	A4 London Road / Old Derry Hill (Slip)	T-Junction	Two-way	Two-way	Two-way	2.89	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.89	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2029	Base + Committed	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4 (E)		ONE HOUR	✓	589	100.000
B - Old Derry Hill		ONE HOUR	✓	383	100.000
C - A4 (W)		ONE HOUR	✓	1057	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	0	0	589
	B - Old Derry Hill	0	0	383
	C - A4 (W)	702	355	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	0	0	1
	B - Old Derry Hill	0	0	2
	C - A4 (W)	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.49	8.27	1.0	2.5	A	351	527
C-AB	0.45	7.37	0.9	3.0	A	333	499
C-A						637	956
A-B						0	0
A-C						540	811

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	288	72	0.00	911	0.317	287	0.0	0.5	5.751	A
C-AB	268	67	0.00	919	0.292	267	0.0	0.4	5.508	A
C-A	527	132	0.00			527				
A-B	0	0	0.00			0				
A-C	443	111	0.00			443				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	344	86	0.00	888	0.388	344	0.5	0.6	6.603	A
C-AB	323	81	0.00	903	0.358	322	0.4	0.6	6.194	A
C-A	627	157	0.00			627				
A-B	0	0	0.00			0				
A-C	529	132	0.00			529				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	422	105	0.00	857	0.492	420	0.6	1.0	8.223	A
C-AB	406	102	0.00	895	0.454	405	0.6	0.8	7.338	A
C-A	758	189	0.00			758				
A-B	0	0	0.00			0				
A-C	649	162	0.00			649				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	422	105	0.00	857	0.492	422	1.0	1.0	8.271	A
C-AB	406	102	0.00	895	0.454	406	0.8	0.9	7.372	A
C-A	758	189	0.00			758				
A-B	0	0	0.00			0				
A-C	649	162	0.00			649				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	344	86	0.00	888	0.388	346	1.0	0.6	6.652	A
C-AB	323	81	0.00	903	0.358	324	0.9	0.6	6.234	A
C-A	627	157	0.00			627				
A-B	0	0	0.00			0				
A-C	529	132	0.00			529				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	288	72	0.00	911	0.317	289	0.6	0.5	5.797	A
C-AB	268	67	0.00	919	0.292	269	0.6	0.4	5.546	A
C-A	527	132	0.00			527				
A-B	0	0	0.00			0				
A-C	443	111	0.00			443				

Queue Variation Results for each time segment

16:30 - 16:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.46	0.00	0.00	0.46	0.46			N/A	N/A
C-AB	0.41	0.00	0.00	0.41	0.41			N/A	N/A

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.63	0.13	0.88	1.38	1.44			N/A	N/A
C-AB	0.56	0.55	1.00	1.40	1.45			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.95	0.03	0.26	0.95	0.95			N/A	N/A
C-AB	0.85	0.03	0.26	0.85	0.85			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.96	0.03	0.27	0.96	2.53			N/A	N/A
C-AB	0.86	0.03	0.28	0.86	2.98			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.64	0.11	0.85	1.37	1.44			N/A	N/A
C-AB	0.57	0.09	0.81	1.36	1.43			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.47	0.04	0.40	1.24	1.37			N/A	N/A
C-AB	0.42	0.03	0.31	0.98	1.24			N/A	N/A

Existing - D7 - 2029 | Base + Committed + Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	A4 London Road / Old Derry Hill (Slip)	T-Junction	Two-way	Two-way	Two-way	4.15	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.15	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2029	Base + Committed + Development	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4 (E)		ONE HOUR	✓	877	100.000
B - Old Derry Hill		ONE HOUR	✓	436	100.000
C - A4 (W)		ONE HOUR	✓	1060	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	0	0	877
	B - Old Derry Hill	0	0	436
	C - A4 (W)	638	422	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	0	0	3
	B - Old Derry Hill	0	0	1
	C - A4 (W)	4	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.62	12.16	1.6	3.5	B	400	600
C-AB	0.60	10.47	1.7	4.6	B	411	617
C-A						561	842
A-B						0	0
A-C						805	1207

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	328	82	0.00	859	0.382	326	0.0	0.6	6.725	A
C-AB	321	80	0.00	864	0.372	319	0.0	0.6	6.580	A
C-A	477	119	0.00			477				
A-B	0	0	0.00			0				
A-C	660	165	0.00			660				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	392	98	0.00	824	0.476	391	0.6	0.9	8.291	A
C-AB	392	98	0.00	847	0.463	391	0.6	0.9	7.878	A
C-A	561	140	0.00			561				
A-B	0	0	0.00			0				
A-C	788	197	0.00			788				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	480	120	0.00	776	0.619	477	0.9	1.6	11.951	B
C-AB	521	130	0.00	865	0.602	518	0.9	1.6	10.297	B
C-A	646	161	0.00			646				
A-B	0	0	0.00			0				
A-C	966	241	0.00			966				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	480	120	0.00	776	0.619	480	1.6	1.6	12.156	B
C-AB	521	130	0.00	866	0.602	521	1.6	1.7	10.468	B
C-A	646	161	0.00			646				
A-B	0	0	0.00			0				
A-C	966	241	0.00			966				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	392	98	0.00	824	0.476	395	1.6	0.9	8.437	A
C-AB	392	98	0.00	848	0.462	395	1.7	0.9	8.022	A
C-A	561	140	0.00			561				
A-B	0	0	0.00			0				
A-C	788	197	0.00			788				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	328	82	0.00	859	0.382	329	0.9	0.6	6.819	A
C-AB	321	80	0.00	864	0.372	322	0.9	0.6	6.668	A
C-A	477	119	0.00			477				
A-B	0	0	0.00			0				
A-C	660	165	0.00			660				

Queue Variation Results for each time segment

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.61	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.59	0.55	1.00	1.40	1.45			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.89	0.10	0.91	1.21	1.65			N/A	N/A
C-AB	0.87	0.11	0.91	1.00	1.53			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.57	0.03	0.27	1.57	3.48			N/A	N/A
C-AB	1.63	0.03	0.28	1.63	3.68			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.60	0.03	0.27	1.60	3.48			N/A	N/A
C-AB	1.66	0.03	0.28	1.66	4.63			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.92	0.07	0.84	1.57	1.93			N/A	N/A
C-AB	0.91	0.09	0.89	1.38	1.77			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.63	0.05	0.45	1.48	1.59			N/A	N/A
C-AB	0.61	0.05	0.47	1.31	1.31			N/A	N/A

Existing - D8 - 2029 | Base + Committed + Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	A4 London Road / Old Derry Hill (Slip)	T-Junction	Two-way	Two-way	Two-way	2.89	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.89	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2029	Base + Committed + Development	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4 (E)		ONE HOUR	✓	590	100.000
B - Old Derry Hill		ONE HOUR	✓	386	100.000
C - A4 (W)		ONE HOUR	✓	1028	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	0	0	590
	B - Old Derry Hill	0	0	386
	C - A4 (W)	682	346	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	0	0	1
	B - Old Derry Hill	0	0	2
	C - A4 (W)	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.50	8.34	1.0	2.5	A	354	531
C-AB	0.44	7.26	0.8	3.0	A	323	485
C-A						620	930
A-B						0	0
A-C						541	812

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	291	73	0.00	911	0.319	289	0.0	0.5	5.771	A
C-AB	261	65	0.00	918	0.285	260	0.0	0.4	5.455	A
C-A	512	128	0.00			512				
A-B	0	0	0.00			0				
A-C	444	111	0.00			444				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	347	87	0.00	888	0.391	346	0.5	0.6	6.639	A
C-AB	314	79	0.00	901	0.349	314	0.4	0.5	6.122	A
C-A	610	152	0.00			610				
A-B	0	0	0.00			0				
A-C	530	133	0.00			530				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	425	106	0.00	857	0.496	424	0.6	1.0	8.291	A
C-AB	394	99	0.00	890	0.443	393	0.5	0.8	7.227	A
C-A	738	184	0.00			738				
A-B	0	0	0.00			0				
A-C	650	162	0.00			650				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	425	106	0.00	857	0.496	425	1.0	1.0	8.340	A
C-AB	394	99	0.00	890	0.443	394	0.8	0.8	7.257	A
C-A	738	184	0.00			738				
A-B	0	0	0.00			0				
A-C	650	162	0.00			650				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	347	87	0.00	888	0.391	348	1.0	0.6	6.687	A
C-AB	314	79	0.00	901	0.349	315	0.8	0.5	6.157	A
C-A	610	152	0.00			610				
A-B	0	0	0.00			0				
A-C	530	133	0.00			530				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	291	73	0.00	911	0.319	291	0.6	0.5	5.818	A
C-AB	261	65	0.00	918	0.285	262	0.5	0.4	5.493	A
C-A	512	128	0.00			512				
A-B	0	0	0.00			0				
A-C	444	111	0.00			444				

Queue Variation Results for each time segment

16:30 - 16:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.46	0.00	0.00	0.46	0.46			N/A	N/A
C-AB	0.40	0.00	0.00	0.40	0.40			N/A	N/A

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.63	0.13	0.89	1.38	1.44			N/A	N/A
C-AB	0.54	0.54	1.00	1.40	1.45			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.97	0.03	0.26	0.97	0.97			N/A	N/A
C-AB	0.81	0.03	0.26	0.81	0.81			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.98	0.03	0.27	0.98	2.51			N/A	N/A
C-AB	0.82	0.03	0.28	0.82	2.98			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.65	0.11	0.85	1.37	1.44			N/A	N/A
C-AB	0.55	0.55	1.00	1.40	1.45			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.47	0.04	0.41	1.25	1.37			N/A	N/A
C-AB	0.40	0.03	0.29	0.70	1.10			N/A	N/A

Existing - D13 - 2036 | Base + Committed | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	A4 London Road / Old Derry Hill (Slip)	T-Junction	Two-way	Two-way	Two-way	4.32	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.32	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2036	Base + Committed	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4 (E)		ONE HOUR	✓	898	100.000
B - Old Derry Hill		ONE HOUR	✓	446	100.000
C - A4 (W)		ONE HOUR	✓	1060	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	0	0	898
	B - Old Derry Hill	0	0	446
	C - A4 (W)	638	422	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	0	0	3
	B - Old Derry Hill	0	0	1
	C - A4 (W)	4	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.64	12.90	1.7	4.7	B	409	614
C-AB	0.61	10.64	1.7	4.8	B	412	619
C-A						560	840
A-B						0	0
A-C						824	1236

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	336	84	0.00	854	0.393	333	0.0	0.6	6.875	A
C-AB	321	80	0.00	860	0.374	319	0.0	0.6	6.633	A
C-A	477	119	0.00			477				
A-B	0	0	0.00			0				
A-C	676	169	0.00			676				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	401	100	0.00	819	0.490	400	0.6	0.9	8.564	A
C-AB	392	98	0.00	842	0.466	391	0.6	0.9	7.960	A
C-A	561	140	0.00			561				
A-B	0	0	0.00			0				
A-C	807	202	0.00			807				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	491	123	0.00	770	0.638	488	0.9	1.7	12.650	B
C-AB	524	131	0.00	862	0.607	520	0.9	1.7	10.457	B
C-A	644	161	0.00			644				
A-B	0	0	0.00			0				
A-C	989	247	0.00			989				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	491	123	0.00	770	0.638	491	1.7	1.7	12.905	B
C-AB	524	131	0.00	863	0.607	523	1.7	1.7	10.639	B
C-A	644	161	0.00			644				
A-B	0	0	0.00			0				
A-C	989	247	0.00			989				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	401	100	0.00	819	0.490	404	1.7	1.0	8.741	A
C-AB	392	98	0.00	844	0.465	395	1.7	0.9	8.115	A
C-A	561	140	0.00			561				
A-B	0	0	0.00			0				
A-C	807	202	0.00			807				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	336	84	0.00	854	0.393	337	1.0	0.7	6.975	A
C-AB	321	80	0.00	860	0.374	323	0.9	0.6	6.720	A
C-A	477	119	0.00			477				
A-B	0	0	0.00			0				
A-C	676	169	0.00			676				

Queue Variation Results for each time segment

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.64	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.60	0.55	1.00	1.40	1.45			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.94	0.10	0.92	1.46	1.82			N/A	N/A
C-AB	0.88	0.11	0.91	1.09	1.58			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.70	0.03	0.28	1.70	4.74			N/A	N/A
C-AB	1.67	0.03	0.28	1.67	4.06			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.73	0.03	0.28	1.73	3.91			N/A	N/A
C-AB	1.70	0.03	0.28	1.70	4.83			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.98	0.07	0.83	1.75	2.32			N/A	N/A
C-AB	0.92	0.09	0.89	1.44	1.82			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.66	0.04	0.44	1.20	1.81			N/A	N/A
C-AB	0.61	0.05	0.47	1.39	1.39			N/A	N/A

Existing - D14 - 2036 | Base + Committed | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	A4 London Road / Old Derry Hill (Slip)	T-Junction	Two-way	Two-way	Two-way	2.91	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.91	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2036	Base + Committed	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4 (E)		ONE HOUR	✓	594	100.000
B - Old Derry Hill		ONE HOUR	✓	387	100.000
C - A4 (W)		ONE HOUR	✓	1047	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	0	0	594
	B - Old Derry Hill	0	0	387
	C - A4 (W)	696	351	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	0	0	1
	B - Old Derry Hill	0	0	2
	C - A4 (W)	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.50	8.38	1.0	2.5	A	355	533
C-AB	0.45	7.34	0.8	3.0	A	329	493
C-A						632	948
A-B						0	0
A-C						545	818

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	291	73	0.00	910	0.320	289	0.0	0.5	5.786	A
C-AB	265	66	0.00	918	0.289	264	0.0	0.4	5.492	A
C-A	523	131	0.00			523				
A-B	0	0	0.00			0				
A-C	447	112	0.00			447				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	348	87	0.00	887	0.392	347	0.5	0.6	6.661	A
C-AB	319	80	0.00	901	0.354	319	0.4	0.5	6.174	A
C-A	622	156	0.00			622				
A-B	0	0	0.00			0				
A-C	534	133	0.00			534				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	426	107	0.00	855	0.498	425	0.6	1.0	8.333	A
C-AB	401	100	0.00	892	0.450	400	0.5	0.8	7.307	A
C-A	752	188	0.00			752				
A-B	0	0	0.00			0				
A-C	654	164	0.00			654				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	426	107	0.00	855	0.498	426	1.0	1.0	8.384	A
C-AB	401	100	0.00	892	0.450	401	0.8	0.8	7.341	A
C-A	752	188	0.00			752				
A-B	0	0	0.00			0				
A-C	654	164	0.00			654				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	348	87	0.00	887	0.392	349	1.0	0.7	6.710	A
C-AB	319	80	0.00	901	0.354	320	0.8	0.6	6.211	A
C-A	622	156	0.00			622				
A-B	0	0	0.00			0				
A-C	534	133	0.00			534				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	291	73	0.00	910	0.320	292	0.7	0.5	5.833	A
C-AB	265	66	0.00	918	0.289	266	0.6	0.4	5.530	A
C-A	523	131	0.00			523				
A-B	0	0	0.00			0				
A-C	447	112	0.00			447				

Queue Variation Results for each time segment

16:30 - 16:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.47	0.00	0.00	0.47	0.47			N/A	N/A
C-AB	0.40	0.00	0.00	0.40	0.40			N/A	N/A

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.64	0.13	0.89	1.38	1.44			N/A	N/A
C-AB	0.55	0.55	1.00	1.40	1.45			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.98	0.03	0.26	0.98	0.98			N/A	N/A
C-AB	0.83	0.03	0.26	0.83	0.83			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.98	0.03	0.27	0.98	2.51			N/A	N/A
C-AB	0.84	0.03	0.28	0.84	2.98			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.65	0.11	0.85	1.37	1.44			N/A	N/A
C-AB	0.56	0.09	0.80	1.36	1.43			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.48	0.04	0.41	1.25	1.37			N/A	N/A
C-AB	0.41	0.03	0.30	0.90	1.20			N/A	N/A

Existing - D17 - 2036 | Base + Committed + Development + Cumulative | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	A4 London Road / Old Derry Hill (Slip)	T-Junction	Two-way	Two-way	Two-way	4.64	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.64	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	2036	Base + Committed + Development + Cumulative	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4 (E)		ONE HOUR	✓	923	100.000
B - Old Derry Hill		ONE HOUR	✓	451	100.000
C - A4 (W)		ONE HOUR	✓	1130	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	0	0	923
	B - Old Derry Hill	0	0	451
	C - A4 (W)	681	449	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	0	0	3
	B - Old Derry Hill	0	0	1
	C - A4 (W)	4	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.65	13.53	1.8	5.7	B	414	621
C-AB	0.65	11.60	2.1	8.0	B	450	675
C-A						587	880
A-B						0	0
A-C						847	1270

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	340	85	0.00	849	0.400	337	0.0	0.7	6.992	A
C-AB	343	86	0.00	858	0.400	341	0.0	0.7	6.921	A
C-A	507	127	0.00			507				
A-B	0	0	0.00			0				
A-C	695	174	0.00			695				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	405	101	0.00	813	0.499	404	0.7	1.0	8.784	A
C-AB	423	106	0.00	847	0.499	422	0.7	1.0	8.430	A
C-A	593	148	0.00			593				
A-B	0	0	0.00			0				
A-C	830	207	0.00			830				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	497	124	0.00	762	0.652	493	1.0	1.8	13.231	B
C-AB	584	146	0.00	895	0.653	580	1.0	2.1	11.308	B
C-A	660	165	0.00			660				
A-B	0	0	0.00			0				
A-C	1016	254	0.00			1016				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	497	124	0.00	762	0.652	496	1.8	1.8	13.530	B
C-AB	584	146	0.00	896	0.652	584	2.1	2.1	11.601	B
C-A	660	165	0.00			660				
A-B	0	0	0.00			0				
A-C	1016	254	0.00			1016				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	405	101	0.00	813	0.499	409	1.8	1.0	8.981	A
C-AB	423	106	0.00	849	0.498	427	2.1	1.1	8.660	A
C-A	593	148	0.00			593				
A-B	0	0	0.00			0				
A-C	830	207	0.00			830				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	340	85	0.00	849	0.400	341	1.0	0.7	7.102	A
C-AB	343	86	0.00	859	0.400	345	1.1	0.7	7.034	A
C-A	507	127	0.00			507				
A-B	0	0	0.00			0				
A-C	695	174	0.00			695				

Queue Variation Results for each time segment

07:15 - 07:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.66	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.67	0.55	1.00	1.40	1.45			N/A	N/A

07:30 - 07:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.98	0.09	0.92	1.58	1.91			N/A	N/A
C-AB	1.02	0.10	0.95	1.67	1.97			N/A	N/A

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.80	0.03	0.28	1.80	5.73			N/A	N/A
C-AB	2.09	0.03	0.29	2.09	7.98			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.83	0.03	0.28	1.83	4.36			N/A	N/A
C-AB	2.15	0.03	0.28	2.15	6.87			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.01	0.07	0.81	1.88	2.61			N/A	N/A
C-AB	1.07	0.08	0.90	1.89	2.59			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.67	0.04	0.43	1.35	1.94			N/A	N/A
C-AB	0.69	0.04	0.44	1.34	1.91			N/A	N/A

Existing - D18 - 2036 | Base + Committed + Development + Cumulative | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	A4 London Road / Old Derry Hill (Slip)	T-Junction	Two-way	Two-way	Two-way	3.09	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.09	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	2036	Base + Committed + Development + Cumulative	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4 (E)		ONE HOUR	✓	619	100.000
B - Old Derry Hill		ONE HOUR	✓	404	100.000
C - A4 (W)		ONE HOUR	✓	1098	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	0	0	619
	B - Old Derry Hill	0	0	404
	C - A4 (W)	728	370	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	0	0	1
	B - Old Derry Hill	0	0	2
	C - A4 (W)	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.52	8.92	1.1	2.4	A	371	556
C-AB	0.48	7.71	1.0	3.0	A	349	523
C-A						659	988
A-B						0	0
A-C						568	852

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	304	76	0.00	905	0.336	302	0.0	0.5	5.954	A
C-AB	280	70	0.00	914	0.306	278	0.0	0.4	5.650	A
C-A	547	137	0.00			547				
A-B	0	0	0.00			0				
A-C	466	117	0.00			466				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	363	91	0.00	881	0.412	362	0.5	0.7	6.931	A
C-AB	338	84	0.00	899	0.376	337	0.4	0.6	6.405	A
C-A	649	162	0.00			649				
A-B	0	0	0.00			0				
A-C	556	139	0.00			556				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	445	111	0.00	848	0.524	443	0.7	1.1	8.858	A
C-AB	428	107	0.00	895	0.478	427	0.6	0.9	7.666	A
C-A	781	195	0.00			781				
A-B	0	0	0.00			0				
A-C	682	170	0.00			682				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	445	111	0.00	848	0.524	445	1.1	1.1	8.922	A
C-AB	428	107	0.00	895	0.478	428	0.9	1.0	7.711	A
C-A	781	195	0.00			781				
A-B	0	0	0.00			0				
A-C	682	170	0.00			682				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	363	91	0.00	881	0.412	365	1.1	0.7	6.994	A
C-AB	338	84	0.00	899	0.376	339	1.0	0.6	6.451	A
C-A	649	162	0.00			649				
A-B	0	0	0.00			0				
A-C	556	139	0.00			556				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	304	76	0.00	905	0.336	305	0.7	0.5	6.008	A
C-AB	280	70	0.00	914	0.306	281	0.6	0.4	5.693	A
C-A	547	137	0.00			547				
A-B	0	0	0.00			0				
A-C	466	117	0.00			466				

Queue Variation Results for each time segment

16:30 - 16:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.50	0.50	1.00	1.40	1.45			N/A	N/A
C-AB	0.44	0.00	0.00	0.44	0.44			N/A	N/A

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.69	0.14	0.89	1.38	1.44			N/A	N/A
C-AB	0.60	0.13	0.88	1.38	1.44			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.08	0.03	0.26	1.08	1.08			N/A	N/A
C-AB	0.94	0.03	0.26	0.94	0.94			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.09	0.03	0.27	1.09	2.43			N/A	N/A
C-AB	0.95	0.03	0.28	0.95	3.00			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.71	0.11	0.85	1.38	1.45			N/A	N/A
C-AB	0.62	0.11	0.86	1.37	1.44			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.51	0.05	0.46	1.28	1.39			N/A	N/A
C-AB	0.45	0.04	0.37	1.19	1.34			N/A	N/A

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.1.2424
© Copyright TRL Software Limited, 2026

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

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Old Derry Hill_A4 Right Turn.j11
Path: T:\Projects\19000 Series\19912ITB - Forest Farm, Chippenham\Tech\Junction Assessments\Picady
Report generation date: 10/07/2026 10:49:41

»Existing - D1 - 2024 | Surveys | AM
»Existing - D2 - 2024 | Surveys | PM
»Existing - D5 - 2029 | Base + Committed | AM
»Existing - D6 - 2029 | Base + Committed | PM
»Existing - D7 - 2029 | Base + Committed + Development | AM
»Existing - D8 - 2029 | Base + Committed + Development | PM
»Existing - D13 - 2036 | Base + Committed | AM
»Existing - D14 - 2036 | Base + Committed | PM
»Existing - D17 - 2036 | Base + Committed + Development + Cumulative | AM
»Existing - D18 - 2036 | Base + Committed + Development + Cumulative | PM

Summary of junction performance

	AM					PM				
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)
	Existing - 2024 - Surveys									
Stream B-AC	0.4	20.57	0.27	C	0.85	0.3	14.27	0.22	B	0.74
Stream C-AB	0.0	0.00	0.00	A		0.0	0.00	0.00	A	
	Existing - 2029 - Base + Committed									
Stream B-AC	0.5	25.33	0.32	D	0.97	0.3	16.29	0.25	C	0.78
Stream C-AB	0.0	0.00	0.00	A		0.0	0.00	0.00	A	
	Existing - 2029 - Base + Committed + Development									
Stream B-AC	0.5	26.15	0.33	D	0.99	0.3	16.67	0.25	C	0.79
Stream C-AB	0.0	0.00	0.00	A		0.0	0.00	0.00	A	
	Existing - 2036 - Base + Committed									
Stream B-AC	0.6	27.92	0.35	D	1.08	0.4	17.16	0.26	C	0.82
Stream C-AB	0.0	0.00	0.00	A		0.0	0.00	0.00	A	
	Existing - 2036 - Base + Committed + Development + Cumulative									
Stream B-AC	0.6	31.81	0.38	D	1.18	0.4	18.11	0.27	C	0.85
Stream C-AB	0.0	0.00	0.00	A		0.0	0.00	0.00	A	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	Forest Farm
Location	A4 New Road / Old Derry Hill (Bypass)
Site number	
Date	25/06/2026
Version	
Status	Existing
Identifier	
Client	Gleeson
Jobnumber	ITB19912
Enumerator	JW
Description	

Units

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

Analysis Options

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
PICADY 4.1	5.75	✓					0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Surveys	AM	ONE HOUR	07:15	08:45	15	✓
D2	2024	Surveys	PM	ONE HOUR	16:30	18:00	15	✓
D3	2029	Base	AM	ONE HOUR	07:15	08:45	15	
D4	2029	Base	PM	ONE HOUR	16:30	18:00	15	
D5	2029	Base + Committed	AM	ONE HOUR	07:15	08:45	15	✓
D6	2029	Base + Committed	PM	ONE HOUR	16:30	18:00	15	✓
D7	2029	Base + Committed + Development	AM	ONE HOUR	07:15	08:45	15	✓
D8	2029	Base + Committed + Development	PM	ONE HOUR	16:30	18:00	15	✓
D9	2029	Base + Committed + Development + Cumulative	AM	ONE HOUR	07:15	08:45	15	
D10	2029	Base + Committed + Development + Cumulative	PM	ONE HOUR	16:30	18:00	15	
D11	2036	Base	AM	ONE HOUR	07:15	08:45	15	
D12	2036	Base	PM	ONE HOUR	16:30	18:00	15	
D13	2036	Base + Committed	AM	ONE HOUR	07:15	08:45	15	✓
D14	2036	Base + Committed	PM	ONE HOUR	16:30	18:00	15	✓
D15	2036	Base + Committed + Development	AM	ONE HOUR	07:15	08:45	15	
D16	2036	Base + Committed + Development	PM	ONE HOUR	16:30	18:00	15	
D17	2036	Base + Committed + Development + Cumulative	AM	ONE HOUR	07:15	08:45	15	✓
D18	2036	Base + Committed + Development + Cumulative	PM	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

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

Existing - D1 - 2024 | Surveys | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	New Road / Old Derry Hill (Bypass)	T-Junction	Two-way	Two-way	Two-way	0.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.85	A

Arms

Arms

Arm	Name	Description	Arm type
A	A4 (E)		Major
B	Old Derry Hill		Minor
C	A4 (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A4 (W)	6.77		✓	2.50	250.0	✓	3.00

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 - Old Derry Hill	One lane	4.77	122	33

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	628	0.111	0.280	0.176	0.399
B-C	759	0.112	0.284	-	-
C-B	742	0.278	0.278	-	-

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Surveys	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4 (E)		ONE HOUR	✓	861	100.000
B - Old Derry Hill		ONE HOUR	✓	60	100.000
C - A4 (W)		ONE HOUR	✓	561	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	0	55	806
	B - Old Derry Hill	60	0	0
	C - A4 (W)	561	0	0

Proportions

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	0.00	0.06	0.94
	B - Old Derry Hill	1.00	0.00	0.00
	C - A4 (W)	1.00	0.00	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	0	0	3
	B - Old Derry Hill	5	0	0
	C - A4 (W)	4	0	0

Average PCU Per Veh

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	1.000	1.000	1.030
	B - Old Derry Hill	1.050	1.000	1.000
	C - A4 (W)	1.040	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - A4 (E)	648	666
	B - Old Derry Hill	45	47
	C - A4 (W)	422	439
07:30-07:45	A - A4 (E)	774	796
	B - Old Derry Hill	54	57
	C - A4 (W)	504	525
07:45-08:00	A - A4 (E)	948	975
	B - Old Derry Hill	66	69
	C - A4 (W)	618	642
08:00-08:15	A - A4 (E)	948	975
	B - Old Derry Hill	66	69
	C - A4 (W)	618	642
08:15-08:30	A - A4 (E)	774	796
	B - Old Derry Hill	54	57
	C - A4 (W)	504	525
08:30-08:45	A - A4 (E)	648	666
	B - Old Derry Hill	45	47
	C - A4 (W)	422	439

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.27	20.57	0.4	1.3	C	58	87
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						535	803
A-B						50	76
A-C						762	1143

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	12	0.00	372	0.128	47	0.0	0.2	11.615	B
C-AB	0	0	0.00	1136	0.000	0	0.0	0.0	0.000	A
C-A	439	110	0.00			439				
A-B	41	10	0.00			41				
A-C	625	156	0.00			625				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	57	14	0.00	322	0.176	56	0.2	0.2	14.220	B
C-AB	0	0	0.00	1063	0.000	0	0.0	0.0	0.000	A
C-A	525	131	0.00			525				
A-B	49	12	0.00			49				
A-C	746	187	0.00			746				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	17	0.00	253	0.274	69	0.2	0.4	20.429	C
C-AB	0	0	0.00	962	0.000	0	0.0	0.0	0.000	A
C-A	642	161	0.00			642				
A-B	61	15	0.00			61				
A-C	914	229	0.00			914				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	17	0.00	253	0.274	69	0.4	0.4	20.568	C
C-AB	0	0	0.00	962	0.000	0	0.0	0.0	0.000	A
C-A	642	161	0.00			642				
A-B	61	15	0.00			61				
A-C	914	229	0.00			914				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	57	14	0.00	322	0.176	57	0.4	0.2	14.320	B
C-AB	0	0	0.00	1063	0.000	0	0.0	0.0	0.000	A
C-A	525	131	0.00			525				
A-B	49	12	0.00			49				
A-C	746	187	0.00			746				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	12	0.00	372	0.128	48	0.2	0.2	11.679	B
C-AB	0	0	0.00	1136	0.000	0	0.0	0.0	0.000	A
C-A	439	110	0.00			439				
A-B	41	10	0.00			41				
A-C	625	156	0.00			625				

Queue Variation Results for each time segment

07:15 - 07:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:30 - 07:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.22	0.00	0.00	0.22	0.22			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.38	0.03	0.27	0.49	0.52			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.39	0.03	0.34	1.27	1.27			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.23	0.00	0.00	0.23	0.23			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

Existing - D2 - 2024 | Surveys | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	New Road / Old Derry Hill (Bypass)	T-Junction	Two-way	Two-way	Two-way	0.74	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.74	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024	Surveys	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4 (E)		ONE HOUR	✓	580	100.000
B - Old Derry Hill		ONE HOUR	✓	65	100.000
C - A4 (W)		ONE HOUR	✓	628	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	0	44	536
	B - Old Derry Hill	65	0	0
	C - A4 (W)	628	0	0

Proportions

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	0.00	0.08	0.92
	B - Old Derry Hill	1.00	0.00	0.00
	C - A4 (W)	1.00	0.00	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	0	0	1
	B - Old Derry Hill	3	0	0
	C - A4 (W)	1	0	0

Average PCU Per Veh

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	1.000	1.000	1.010
	B - Old Derry Hill	1.030	1.000	1.000
	C - A4 (W)	1.010	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - A4 (E)	437	441
	B - Old Derry Hill	49	50
	C - A4 (W)	473	478
16:45-17:00	A - A4 (E)	521	526
	B - Old Derry Hill	58	60
	C - A4 (W)	565	570
17:00-17:15	A - A4 (E)	639	644
	B - Old Derry Hill	72	74
	C - A4 (W)	691	698
17:15-17:30	A - A4 (E)	639	644
	B - Old Derry Hill	72	74
	C - A4 (W)	691	698
17:30-17:45	A - A4 (E)	521	526
	B - Old Derry Hill	58	60
	C - A4 (W)	565	570
17:45-18:00	A - A4 (E)	437	441
	B - Old Derry Hill	49	50
	C - A4 (W)	473	478

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.22	14.27	0.3	1.3	B	61	92
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						582	873
A-B						40	61
A-C						497	745

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	13	0.00	427	0.118	50	0.0	0.1	9.827	A
C-AB	0	0	0.00	1246	0.000	0	0.0	0.0	0.000	A
C-A	478	119	0.00			478				
A-B	33	8	0.00			33				
A-C	408	102	0.00			408				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	60	15	0.00	388	0.155	60	0.1	0.2	11.313	B
C-AB	0	0	0.00	1198	0.000	0	0.0	0.0	0.000	A
C-A	570	143	0.00			570				
A-B	40	10	0.00			40				
A-C	487	122	0.00			487				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	18	0.00	333	0.221	73	0.2	0.3	14.254	B
C-AB	0	0	0.00	1132	0.000	0	0.0	0.0	0.000	A
C-A	698	175	0.00			698				
A-B	48	12	0.00			48				
A-C	596	149	0.00			596				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	18	0.00	333	0.221	74	0.3	0.3	14.275	B
C-AB	0	0	0.00	1132	0.000	0	0.0	0.0	0.000	A
C-A	698	175	0.00			698				
A-B	48	12	0.00			48				
A-C	596	149	0.00			596				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	60	15	0.00	388	0.155	61	0.3	0.2	11.353	B
C-AB	0	0	0.00	1198	0.000	0	0.0	0.0	0.000	A
C-A	570	143	0.00			570				
A-B	40	10	0.00			40				
A-C	487	122	0.00			487				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	13	0.00	427	0.118	51	0.2	0.1	9.867	A
C-AB	0	0	0.00	1246	0.000	0	0.0	0.0	0.000	A
C-A	478	119	0.00			478				
A-B	33	8	0.00			33				
A-C	408	102	0.00			408				

Queue Variation Results for each time segment

16:30 - 16:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.19	0.00	0.00	0.19	0.19			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.29	0.03	0.27	0.48	0.51			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.29	0.03	0.31	1.02	1.34			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.19	0.00	0.00	0.19	0.19			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

Existing - D5 - 2029 | Base + Committed | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	New Road / Old Derry Hill (Bypass)	T-Junction	Two-way	Two-way	Two-way	0.97	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.97	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2029	Base + Committed	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4 (E)		ONE HOUR	✓	929	100.000
B - Old Derry Hill		ONE HOUR	✓	61	100.000
C - A4 (W)		ONE HOUR	✓	621	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	0	56	873
	B - Old Derry Hill	61	0	0
	C - A4 (W)	621	0	0

Proportions

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	0.00	0.06	0.94
	B - Old Derry Hill	1.00	0.00	0.00
	C - A4 (W)	1.00	0.00	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	0	0	3
	B - Old Derry Hill	5	0	0
	C - A4 (W)	4	0	0

Average PCU Per Veh

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	1.000	1.000	1.030
	B - Old Derry Hill	1.050	1.000	1.000
	C - A4 (W)	1.040	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - A4 (E)	699	719
	B - Old Derry Hill	46	48
	C - A4 (W)	468	486
07:30-07:45	A - A4 (E)	835	859
	B - Old Derry Hill	55	58
	C - A4 (W)	558	581
07:45-08:00	A - A4 (E)	1023	1052
	B - Old Derry Hill	67	71
	C - A4 (W)	684	711
08:00-08:15	A - A4 (E)	1023	1052
	B - Old Derry Hill	67	71
	C - A4 (W)	684	711
08:15-08:30	A - A4 (E)	835	859
	B - Old Derry Hill	55	58
	C - A4 (W)	558	581
08:30-08:45	A - A4 (E)	699	719
	B - Old Derry Hill	46	48
	C - A4 (W)	468	486

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.32	25.33	0.5	1.9	D	59	88
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						593	889
A-B						51	77
A-C						825	1238

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	12	0.00	349	0.138	48	0.0	0.2	12.519	B
C-AB	0	0	0.00	1106	0.000	0	0.0	0.0	0.000	A
C-A	486	122	0.00			486				
A-B	42	11	0.00			42				
A-C	677	169	0.00			677				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	14	0.00	295	0.195	57	0.2	0.2	15.902	C
C-AB	0	0	0.00	1027	0.000	0	0.0	0.0	0.000	A
C-A	581	145	0.00			581				
A-B	50	13	0.00			50				
A-C	808	202	0.00			808				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	71	18	0.00	220	0.321	70	0.2	0.5	25.046	D
C-AB	0	0	0.00	918	0.000	0	0.0	0.0	0.000	A
C-A	711	178	0.00			711				
A-B	62	15	0.00			62				
A-C	990	248	0.00			990				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	71	18	0.00	220	0.321	70	0.5	0.5	25.329	D
C-AB	0	0	0.00	918	0.000	0	0.0	0.0	0.000	A
C-A	711	178	0.00			711				
A-B	62	15	0.00			62				
A-C	990	248	0.00			990				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	14	0.00	295	0.195	58	0.5	0.3	16.069	C
C-AB	0	0	0.00	1027	0.000	0	0.0	0.0	0.000	A
C-A	581	145	0.00			581				
A-B	50	13	0.00			50				
A-C	808	202	0.00			808				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	12	0.00	349	0.138	49	0.3	0.2	12.605	B
C-AB	0	0	0.00	1106	0.000	0	0.0	0.0	0.000	A
C-A	486	122	0.00			486				
A-B	42	11	0.00			42				
A-C	677	169	0.00			677				

Queue Variation Results for each time segment

07:15 - 07:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.17	0.00	0.00	0.17	0.17			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:30 - 07:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.25	0.00	0.00	0.25	0.25			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.48	0.03	0.28	0.50	0.60			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.49	0.03	0.34	1.49	1.90			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.26	0.03	0.26	0.47	0.50			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.17	0.03	0.26	0.47	0.50			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

Existing - D6 - 2029 | Base + Committed | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	New Road / Old Derry Hill (Bypass)	T-Junction	Two-way	Two-way	Two-way	0.78	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.78	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2029	Base + Committed	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4 (E)		ONE HOUR	✓	634	100.000
B - Old Derry Hill		ONE HOUR	✓	66	100.000
C - A4 (W)		ONE HOUR	✓	702	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	0	45	589
	B - Old Derry Hill	66	0	0
	C - A4 (W)	702	0	0

Proportions

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	0.00	0.07	0.93
	B - Old Derry Hill	1.00	0.00	0.00
	C - A4 (W)	1.00	0.00	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	0	0	1
	B - Old Derry Hill	3	0	0
	C - A4 (W)	1	0	0

Average PCU Per Veh

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	1.000	1.000	1.010
	B - Old Derry Hill	1.030	1.000	1.000
	C - A4 (W)	1.010	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - A4 (E)	477	482
	B - Old Derry Hill	50	51
	C - A4 (W)	529	534
16:45-17:00	A - A4 (E)	570	575
	B - Old Derry Hill	59	61
	C - A4 (W)	631	637
17:00-17:15	A - A4 (E)	698	705
	B - Old Derry Hill	73	75
	C - A4 (W)	773	781
17:15-17:30	A - A4 (E)	698	705
	B - Old Derry Hill	73	75
	C - A4 (W)	773	781
17:30-17:45	A - A4 (E)	570	575
	B - Old Derry Hill	59	61
	C - A4 (W)	631	637
17:45-18:00	A - A4 (E)	477	482
	B - Old Derry Hill	50	51
	C - A4 (W)	529	534

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.25	16.29	0.3	1.5	C	62	94
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						651	976
A-B						41	62
A-C						546	819

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	13	0.00	405	0.126	51	0.0	0.1	10.434	B
C-AB	0	0	0.00	1223	0.000	0	0.0	0.0	0.000	A
C-A	534	133	0.00			534				
A-B	34	8	0.00			34				
A-C	448	112	0.00			448				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	15	0.00	362	0.169	61	0.1	0.2	12.296	B
C-AB	0	0	0.00	1170	0.000	0	0.0	0.0	0.000	A
C-A	637	159	0.00			637				
A-B	40	10	0.00			40				
A-C	535	134	0.00			535				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	19	0.00	302	0.248	74	0.2	0.3	16.224	C
C-AB	0	0	0.00	1098	0.000	0	0.0	0.0	0.000	A
C-A	781	195	0.00			781				
A-B	50	12	0.00			50				
A-C	655	164	0.00			655				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	19	0.00	302	0.248	75	0.3	0.3	16.293	C
C-AB	0	0	0.00	1098	0.000	0	0.0	0.0	0.000	A
C-A	781	195	0.00			781				
A-B	50	12	0.00			50				
A-C	655	164	0.00			655				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	15	0.00	362	0.169	62	0.3	0.2	12.358	B
C-AB	0	0	0.00	1170	0.000	0	0.0	0.0	0.000	A
C-A	637	159	0.00			637				
A-B	40	10	0.00			40				
A-C	535	134	0.00			535				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	13	0.00	405	0.126	51	0.2	0.2	10.483	B
C-AB	0	0	0.00	1223	0.000	0	0.0	0.0	0.000	A
C-A	534	133	0.00			534				
A-B	34	8	0.00			34				
A-C	448	112	0.00			448				

Queue Variation Results for each time segment

16:30 - 16:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.21	0.00	0.00	0.21	0.21			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.33	0.03	0.27	0.48	0.51			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.33	0.03	0.32	1.17	1.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.21	0.00	0.00	0.21	0.21			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

Existing - D7 - 2029 | Base + Committed + Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	New Road / Old Derry Hill (Bypass)	T-Junction	Two-way	Two-way	Two-way	0.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.99	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2029	Base + Committed + Development	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4 (E)		ONE HOUR	✓	933	100.000
B - Old Derry Hill		ONE HOUR	✓	61	100.000
C - A4 (W)		ONE HOUR	✓	638	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	0	56	877
	B - Old Derry Hill	61	0	0
	C - A4 (W)	638	0	0

Proportions

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	0.00	0.06	0.94
	B - Old Derry Hill	1.00	0.00	0.00
	C - A4 (W)	1.00	0.00	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	0	0	3
	B - Old Derry Hill	5	0	0
	C - A4 (W)	4	0	0

Average PCU Per Veh

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	1.000	1.000	1.030
	B - Old Derry Hill	1.050	1.000	1.000
	C - A4 (W)	1.040	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - A4 (E)	702	722
	B - Old Derry Hill	46	48
	C - A4 (W)	480	500
07:30-07:45	A - A4 (E)	839	862
	B - Old Derry Hill	55	58
	C - A4 (W)	574	596
07:45-08:00	A - A4 (E)	1027	1056
	B - Old Derry Hill	67	71
	C - A4 (W)	702	731
08:00-08:15	A - A4 (E)	1027	1056
	B - Old Derry Hill	67	71
	C - A4 (W)	702	731
08:15-08:30	A - A4 (E)	839	862
	B - Old Derry Hill	55	58
	C - A4 (W)	574	596
08:30-08:45	A - A4 (E)	702	722
	B - Old Derry Hill	46	48
	C - A4 (W)	480	500

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.33	26.15	0.5	2.0	D	59	88
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						609	913
A-B						51	77
A-C						829	1243

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	12	0.00	346	0.140	48	0.0	0.2	12.654	B
C-AB	0	0	0.00	1105	0.000	0	0.0	0.0	0.000	A
C-A	500	125	0.00			500				
A-B	42	11	0.00			42				
A-C	680	170	0.00			680				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	14	0.00	291	0.198	57	0.2	0.3	16.162	C
C-AB	0	0	0.00	1025	0.000	0	0.0	0.0	0.000	A
C-A	596	149	0.00			596				
A-B	50	13	0.00			50				
A-C	812	203	0.00			812				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	71	18	0.00	215	0.328	70	0.3	0.5	25.834	D
C-AB	0	0	0.00	915	0.000	0	0.0	0.0	0.000	A
C-A	731	183	0.00			731				
A-B	62	15	0.00			62				
A-C	995	249	0.00			995				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	71	18	0.00	215	0.328	70	0.5	0.5	26.149	D
C-AB	0	0	0.00	915	0.000	0	0.0	0.0	0.000	A
C-A	731	183	0.00			731				
A-B	62	15	0.00			62				
A-C	995	249	0.00			995				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	14	0.00	291	0.198	59	0.5	0.3	16.339	C
C-AB	0	0	0.00	1025	0.000	0	0.0	0.0	0.000	A
C-A	596	149	0.00			596				
A-B	50	13	0.00			50				
A-C	812	203	0.00			812				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	12	0.00	346	0.140	49	0.3	0.2	12.740	B
C-AB	0	0	0.00	1105	0.000	0	0.0	0.0	0.000	A
C-A	500	125	0.00			500				
A-B	42	11	0.00			42				
A-C	680	170	0.00			680				

Queue Variation Results for each time segment

07:15 - 07:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.17	0.00	0.00	0.17	0.17			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:30 - 07:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.25	0.00	0.00	0.25	0.25			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.49	0.03	0.28	0.50	0.71			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.50	0.03	0.34	1.52	1.97			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.26	0.03	0.26	0.47	0.50			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.17	0.03	0.26	0.47	0.50			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

Existing - D8 - 2029 | Base + Committed + Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	New Road / Old Derry Hill (Bypass)	T-Junction	Two-way	Two-way	Two-way	0.79	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.79	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2029	Base + Committed + Development	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4 (E)		ONE HOUR	✓	647	100.000
B - Old Derry Hill		ONE HOUR	✓	66	100.000
C - A4 (W)		ONE HOUR	✓	708	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	0	45	602
	B - Old Derry Hill	66	0	0
	C - A4 (W)	708	0	0

Proportions

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	0.00	0.07	0.93
	B - Old Derry Hill	1.00	0.00	0.00
	C - A4 (W)	1.00	0.00	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	0	0	1
	B - Old Derry Hill	3	0	0
	C - A4 (W)	1	0	0

Average PCU Per Veh

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	1.000	1.000	1.010
	B - Old Derry Hill	1.030	1.000	1.000
	C - A4 (W)	1.010	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - A4 (E)	487	492
	B - Old Derry Hill	50	51
	C - A4 (W)	533	538
16:45-17:00	A - A4 (E)	582	587
	B - Old Derry Hill	59	61
	C - A4 (W)	636	643
17:00-17:15	A - A4 (E)	712	719
	B - Old Derry Hill	73	75
	C - A4 (W)	780	787
17:15-17:30	A - A4 (E)	712	719
	B - Old Derry Hill	73	75
	C - A4 (W)	780	787
17:30-17:45	A - A4 (E)	582	587
	B - Old Derry Hill	59	61
	C - A4 (W)	636	643
17:45-18:00	A - A4 (E)	487	492
	B - Old Derry Hill	50	51
	C - A4 (W)	533	538

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.25	16.67	0.3	1.5	C	62	94
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						656	984
A-B						41	62
A-C						558	837

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	13	0.00	402	0.127	51	0.0	0.1	10.538	B
C-AB	0	0	0.00	1217	0.000	0	0.0	0.0	0.000	A
C-A	538	135	0.00			538				
A-B	34	8	0.00			34				
A-C	458	114	0.00			458				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	15	0.00	358	0.171	61	0.1	0.2	12.472	B
C-AB	0	0	0.00	1164	0.000	0	0.0	0.0	0.000	A
C-A	643	161	0.00			643				
A-B	40	10	0.00			40				
A-C	547	137	0.00			547				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	19	0.00	297	0.252	74	0.2	0.3	16.600	C
C-AB	0	0	0.00	1090	0.000	0	0.0	0.0	0.000	A
C-A	787	197	0.00			787				
A-B	50	12	0.00			50				
A-C	669	167	0.00			669				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	19	0.00	297	0.252	75	0.3	0.3	16.675	C
C-AB	0	0	0.00	1090	0.000	0	0.0	0.0	0.000	A
C-A	787	197	0.00			787				
A-B	50	12	0.00			50				
A-C	669	167	0.00			669				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	15	0.00	358	0.171	62	0.3	0.2	12.537	B
C-AB	0	0	0.00	1164	0.000	0	0.0	0.0	0.000	A
C-A	643	161	0.00			643				
A-B	40	10	0.00			40				
A-C	547	137	0.00			547				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	13	0.00	402	0.127	51	0.2	0.2	10.588	B
C-AB	0	0	0.00	1217	0.000	0	0.0	0.0	0.000	A
C-A	538	135	0.00			538				
A-B	34	8	0.00			34				
A-C	458	114	0.00			458				

Queue Variation Results for each time segment

16:30 - 16:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.21	0.00	0.00	0.21	0.21			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.34	0.03	0.27	0.48	0.51			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.34	0.03	0.33	1.19	1.50			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.22	0.00	0.00	0.22	0.22			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

Existing - D13 - 2036 | Base + Committed | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	New Road / Old Derry Hill (Bypass)	T-Junction	Two-way	Two-way	Two-way	1.08	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.08	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2036	Base + Committed	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4 (E)		ONE HOUR	✓	956	100.000
B - Old Derry Hill		ONE HOUR	✓	63	100.000
C - A4 (W)		ONE HOUR	✓	638	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	0	58	898
	B - Old Derry Hill	63	0	0
	C - A4 (W)	638	0	0

Proportions

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	0.00	0.06	0.94
	B - Old Derry Hill	1.00	0.00	0.00
	C - A4 (W)	1.00	0.00	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	0	0	3
	B - Old Derry Hill	5	0	0
	C - A4 (W)	4	0	0

Average PCU Per Veh

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	1.000	1.000	1.030
	B - Old Derry Hill	1.050	1.000	1.000
	C - A4 (W)	1.040	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - A4 (E)	720	740
	B - Old Derry Hill	47	50
	C - A4 (W)	480	500
07:30-07:45	A - A4 (E)	859	884
	B - Old Derry Hill	57	59
	C - A4 (W)	574	596
07:45-08:00	A - A4 (E)	1053	1082
	B - Old Derry Hill	69	73
	C - A4 (W)	702	731
08:00-08:15	A - A4 (E)	1053	1082
	B - Old Derry Hill	69	73
	C - A4 (W)	702	731
08:15-08:30	A - A4 (E)	859	884
	B - Old Derry Hill	57	59
	C - A4 (W)	574	596
08:30-08:45	A - A4 (E)	720	740
	B - Old Derry Hill	47	50
	C - A4 (W)	480	500

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.35	27.92	0.6	2.3	D	61	91
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						609	913
A-B						53	80
A-C						849	1273

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	12	0.00	341	0.146	49	0.0	0.2	12.923	B
C-AB	0	0	0.00	1095	0.000	0	0.0	0.0	0.000	A
C-A	500	125	0.00			500				
A-B	44	11	0.00			44				
A-C	696	174	0.00			696				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	15	0.00	285	0.209	59	0.2	0.3	16.694	C
C-AB	0	0	0.00	1013	0.000	0	0.0	0.0	0.000	A
C-A	596	149	0.00			596				
A-B	52	13	0.00			52				
A-C	832	208	0.00			832				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	18	0.00	208	0.350	72	0.3	0.5	27.521	D
C-AB	0	0	0.00	900	0.000	0	0.0	0.0	0.000	A
C-A	731	183	0.00			731				
A-B	64	16	0.00			64				
A-C	1018	255	0.00			1018				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	18	0.00	208	0.350	73	0.5	0.6	27.922	D
C-AB	0	0	0.00	900	0.000	0	0.0	0.0	0.000	A
C-A	731	183	0.00			731				
A-B	64	16	0.00			64				
A-C	1018	255	0.00			1018				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	15	0.00	285	0.209	61	0.6	0.3	16.907	C
C-AB	0	0	0.00	1013	0.000	0	0.0	0.0	0.000	A
C-A	596	149	0.00			596				
A-B	52	13	0.00			52				
A-C	832	208	0.00			832				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	12	0.00	341	0.146	50	0.3	0.2	13.019	B
C-AB	0	0	0.00	1095	0.000	0	0.0	0.0	0.000	A
C-A	500	125	0.00			500				
A-B	44	11	0.00			44				
A-C	696	174	0.00			696				

Queue Variation Results for each time segment

07:15 - 07:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.18	0.00	0.00	0.18	0.18			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:30 - 07:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.27	0.00	0.00	0.27	0.27			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.54	0.03	0.28	0.54	0.95			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.55	0.03	0.34	1.10	2.29			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.28	0.03	0.26	0.47	0.50			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.18	0.03	0.26	0.47	0.50			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

Existing - D14 - 2036 | Base + Committed | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	New Road / Old Derry Hill (Bypass)	T-Junction	Two-way	Two-way	Two-way	0.82	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.82	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2036	Base + Committed	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4 (E)		ONE HOUR	✓	652	100.000
B - Old Derry Hill		ONE HOUR	✓	68	100.000
C - A4 (W)		ONE HOUR	✓	722	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	0	46	606
	B - Old Derry Hill	68	0	0
	C - A4 (W)	722	0	0

Proportions

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	0.00	0.07	0.93
	B - Old Derry Hill	1.00	0.00	0.00
	C - A4 (W)	1.00	0.00	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	0	0	1
	B - Old Derry Hill	3	0	0
	C - A4 (W)	1	0	0

Average PCU Per Veh

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	1.000	1.000	1.010
	B - Old Derry Hill	1.030	1.000	1.000
	C - A4 (W)	1.010	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - A4 (E)	491	495
	B - Old Derry Hill	51	53
	C - A4 (W)	544	549
16:45-17:00	A - A4 (E)	586	592
	B - Old Derry Hill	61	63
	C - A4 (W)	649	656
17:00-17:15	A - A4 (E)	718	725
	B - Old Derry Hill	75	77
	C - A4 (W)	795	803
17:15-17:30	A - A4 (E)	718	725
	B - Old Derry Hill	75	77
	C - A4 (W)	795	803
17:30-17:45	A - A4 (E)	586	592
	B - Old Derry Hill	61	63
	C - A4 (W)	649	656
17:45-18:00	A - A4 (E)	491	495
	B - Old Derry Hill	51	53
	C - A4 (W)	544	549

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.26	17.16	0.4	1.1	C	64	96
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						669	1004
A-B						42	63
A-C						562	842

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	13	0.00	399	0.132	52	0.0	0.2	10.671	B
C-AB	0	0	0.00	1215	0.000	0	0.0	0.0	0.000	A
C-A	549	137	0.00			549				
A-B	35	9	0.00			35				
A-C	461	115	0.00			461				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	16	0.00	355	0.178	63	0.2	0.2	12.692	B
C-AB	0	0	0.00	1161	0.000	0	0.0	0.0	0.000	A
C-A	656	164	0.00			656				
A-B	41	10	0.00			41				
A-C	550	138	0.00			550				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	77	19	0.00	293	0.263	77	0.2	0.4	17.081	C
C-AB	0	0	0.00	1087	0.000	0	0.0	0.0	0.000	A
C-A	803	201	0.00			803				
A-B	51	13	0.00			51				
A-C	674	168	0.00			674				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	77	19	0.00	293	0.263	77	0.4	0.4	17.165	C
C-AB	0	0	0.00	1087	0.000	0	0.0	0.0	0.000	A
C-A	803	201	0.00			803				
A-B	51	13	0.00			51				
A-C	674	168	0.00			674				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	16	0.00	355	0.178	64	0.4	0.2	12.762	B
C-AB	0	0	0.00	1161	0.000	0	0.0	0.0	0.000	A
C-A	656	164	0.00			656				
A-B	41	10	0.00			41				
A-C	550	138	0.00			550				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	13	0.00	399	0.132	53	0.2	0.2	10.725	B
C-AB	0	0	0.00	1215	0.000	0	0.0	0.0	0.000	A
C-A	549	137	0.00			549				
A-B	35	9	0.00			35				
A-C	461	115	0.00			461				

Queue Variation Results for each time segment

16:30 - 16:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.22	0.00	0.00	0.22	0.22			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.36	0.03	0.27	0.48	0.51			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.36	0.03	0.33	1.10	1.10			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.23	0.00	0.00	0.23	0.23			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

Existing - D17 - 2036 | Base + Committed + Development + Cumulative | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	New Road / Old Derry Hill (Bypass)	T-Junction	Two-way	Two-way	Two-way	1.18	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.18	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	2036	Base + Committed + Development + Cumulative	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4 (E)		ONE HOUR	✓	981	100.000
B - Old Derry Hill		ONE HOUR	✓	63	100.000
C - A4 (W)		ONE HOUR	✓	681	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	0	58	923
	B - Old Derry Hill	63	0	0
	C - A4 (W)	681	0	0

Proportions

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	0.00	0.06	0.94
	B - Old Derry Hill	1.00	0.00	0.00
	C - A4 (W)	1.00	0.00	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	0	0	3
	B - Old Derry Hill	5	0	0
	C - A4 (W)	4	0	0

Average PCU Per Veh

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	1.000	1.000	1.030
	B - Old Derry Hill	1.050	1.000	1.000
	C - A4 (W)	1.040	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - A4 (E)	739	759
	B - Old Derry Hill	47	50
	C - A4 (W)	513	533
07:30-07:45	A - A4 (E)	882	907
	B - Old Derry Hill	57	59
	C - A4 (W)	612	637
07:45-08:00	A - A4 (E)	1080	1111
	B - Old Derry Hill	69	73
	C - A4 (W)	750	780
08:00-08:15	A - A4 (E)	1080	1111
	B - Old Derry Hill	69	73
	C - A4 (W)	750	780
08:15-08:30	A - A4 (E)	882	907
	B - Old Derry Hill	57	59
	C - A4 (W)	612	637
08:30-08:45	A - A4 (E)	739	759
	B - Old Derry Hill	47	50
	C - A4 (W)	513	533

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.38	31.81	0.6	2.8	D	61	91
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						650	975
A-B						53	80
A-C						872	1309

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	12	0.00	330	0.151	49	0.0	0.2	13.441	B
C-AB	0	0	0.00	1084	0.000	0	0.0	0.0	0.000	A
C-A	533	133	0.00			533				
A-B	44	11	0.00			44				
A-C	716	179	0.00			716				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	15	0.00	272	0.219	59	0.2	0.3	17.749	C
C-AB	0	0	0.00	1000	0.000	0	0.0	0.0	0.000	A
C-A	637	159	0.00			637				
A-B	52	13	0.00			52				
A-C	855	214	0.00			855				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	18	0.00	191	0.380	72	0.3	0.6	31.192	D
C-AB	0	0	0.00	884	0.000	0	0.0	0.0	0.000	A
C-A	780	195	0.00			780				
A-B	64	16	0.00			64				
A-C	1047	262	0.00			1047				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	18	0.00	191	0.380	73	0.6	0.6	31.805	D
C-AB	0	0	0.00	884	0.000	0	0.0	0.0	0.000	A
C-A	780	195	0.00			780				
A-B	64	16	0.00			64				
A-C	1047	262	0.00			1047				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	15	0.00	272	0.219	61	0.6	0.3	18.036	C
C-AB	0	0	0.00	1000	0.000	0	0.0	0.0	0.000	A
C-A	637	159	0.00			637				
A-B	52	13	0.00			52				
A-C	855	214	0.00			855				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	12	0.00	330	0.151	50	0.3	0.2	13.556	B
C-AB	0	0	0.00	1084	0.000	0	0.0	0.0	0.000	A
C-A	533	133	0.00			533				
A-B	44	11	0.00			44				
A-C	716	179	0.00			716				

Queue Variation Results for each time segment

07:15 - 07:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.18	0.00	0.00	0.18	0.18			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:30 - 07:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.29	0.00	0.00	0.29	0.29			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.61	0.03	0.28	0.61	1.36			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.63	0.03	0.34	1.36	2.77			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.30	0.03	0.27	0.48	0.51			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.19	0.03	0.26	0.47	0.50			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

Existing - D18 - 2036 | Base + Committed + Development + Cumulative | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	New Road / Old Derry Hill (Bypass)	T-Junction	Two-way	Two-way	Two-way	0.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.85	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	2036	Base + Committed + Development + Cumulative	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4 (E)		ONE HOUR	✓	680	100.000
B - Old Derry Hill		ONE HOUR	✓	68	100.000
C - A4 (W)		ONE HOUR	✓	735	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	0	46	634
	B - Old Derry Hill	68	0	0
	C - A4 (W)	735	0	0

Proportions

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	0.00	0.07	0.93
	B - Old Derry Hill	1.00	0.00	0.00
	C - A4 (W)	1.00	0.00	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	0	0	1
	B - Old Derry Hill	3	0	0
	C - A4 (W)	1	0	0

Average PCU Per Veh

		To		
		A - A4 (E)	B - Old Derry Hill	C - A4 (W)
From	A - A4 (E)	1.000	1.000	1.010
	B - Old Derry Hill	1.030	1.000	1.000
	C - A4 (W)	1.010	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - A4 (E)	512	517
	B - Old Derry Hill	51	53
	C - A4 (W)	553	559
16:45-17:00	A - A4 (E)	611	617
	B - Old Derry Hill	61	63
	C - A4 (W)	661	667
17:00-17:15	A - A4 (E)	749	756
	B - Old Derry Hill	75	77
	C - A4 (W)	809	817
17:15-17:30	A - A4 (E)	749	756
	B - Old Derry Hill	75	77
	C - A4 (W)	809	817
17:30-17:45	A - A4 (E)	611	617
	B - Old Derry Hill	61	63
	C - A4 (W)	661	667
17:45-18:00	A - A4 (E)	512	517
	B - Old Derry Hill	51	53
	C - A4 (W)	553	559

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.27	18.11	0.4	1.3	C	64	96
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						681	1022
A-B						42	63
A-C						588	881

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	13	0.00	391	0.135	52	0.0	0.2	10.910	B
C-AB	0	0	0.00	1203	0.000	0	0.0	0.0	0.000	A
C-A	559	140	0.00			559				
A-B	35	9	0.00			35				
A-C	482	121	0.00			482				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	16	0.00	345	0.182	63	0.2	0.2	13.106	B
C-AB	0	0	0.00	1147	0.000	0	0.0	0.0	0.000	A
C-A	667	167	0.00			667				
A-B	41	10	0.00			41				
A-C	576	144	0.00			576				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	77	19	0.00	282	0.274	77	0.2	0.4	18.005	C
C-AB	0	0	0.00	1070	0.000	0	0.0	0.0	0.000	A
C-A	817	204	0.00			817				
A-B	51	13	0.00			51				
A-C	705	176	0.00			705				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	77	19	0.00	282	0.274	77	0.4	0.4	18.108	C
C-AB	0	0	0.00	1070	0.000	0	0.0	0.0	0.000	A
C-A	817	204	0.00			817				
A-B	51	13	0.00			51				
A-C	705	176	0.00			705				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	16	0.00	345	0.182	64	0.4	0.2	13.186	B
C-AB	0	0	0.00	1147	0.000	0	0.0	0.0	0.000	A
C-A	667	167	0.00			667				
A-B	41	10	0.00			41				
A-C	576	144	0.00			576				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	13	0.00	391	0.135	53	0.2	0.2	10.967	B
C-AB	0	0	0.00	1203	0.000	0	0.0	0.0	0.000	A
C-A	559	140	0.00			559				
A-B	35	9	0.00			35				
A-C	482	121	0.00			482				

Queue Variation Results for each time segment

16:30 - 16:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.23	0.00	0.00	0.23	0.23			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.38	0.03	0.27	0.48	0.51			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.38	0.03	0.33	1.28	1.29			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.23	0.00	0.00	0.23	0.23			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.1.1.2424
© Copyright TRL Software Limited, 2026

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

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: A4 London Road_Site Access.j11
Path: T:\Projects\19000 Series\19912ITB - Forest Farm, Chippenham\Tech\Junction Assessments\Arcady
Report generation date: 10/07/2026 10:56:00

»D1 - 2029 | Base + Committed + Development | AM
»D2 - 2029 | Base + Committed + Development | PM
»D7 - 2036 | Base + Committed + Development + Cumulative | AM
»D8 - 2036 | Base + Committed + Development + Cumulative | PM

Summary of junction performance

	AM					PM				
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)
	2029 - Base + Committed + Development									
Arm 1	1.7	5.24	0.63	A	4.91	2.1	5.78	0.67	A	4.61
Arm 2	0.0	0.00	0.00	A		0.0	0.00	0.00	A	
Arm 3	1.9	4.67	0.65	A		1.0	3.32	0.50	A	
Arm 4	0.3	4.62	0.20	A		0.1	3.11	0.06	A	
	2036 - Base + Committed + Development + Cumulative									
Arm 1	2.0	5.76	0.66	A	5.34	2.1	5.89	0.68	A	4.70
Arm 2	0.0	0.00	0.00	A		0.0	0.00	0.00	A	
Arm 3	2.1	5.07	0.68	A		1.1	3.44	0.52	A	
Arm 4	0.2	4.59	0.17	A		0.1	3.18	0.05	A	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	London Road / Site Access Roundabout
Location	Chippenham
Site number	
Date	16/05/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\manchesterhotdesk
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2029	Base + Committed + Development	AM	ONE HOUR	07:30	09:00	15	✓
D2	2029	Base + Committed + Development	PM	ONE HOUR	16:15	17:45	15	✓
D3	2036	Base + Committed + Development	AM	ONE HOUR	07:30	09:00	15	
D4	2036	Base + Committed + Development	PM	ONE HOUR	16:15	17:45	15	
D5	2029	Base + Committed + Development + Cumulative	AM	ONE HOUR	07:30	09:00	15	
D6	2029	Base + Committed + Development + Cumulative	PM	ONE HOUR	16:15	17:45	15	
D7	2036	Base + Committed + Development + Cumulative	AM	ONE HOUR	07:30	09:00	15	✓
D8	2036	Base + Committed + Development + Cumulative	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

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

D1 - 2029 | Base + Committed + Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	A4 London Road / Site Access	Standard Roundabout	1, 2, 3, 4	4.91	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.91	A

Arms

Arms

Arm	Name	Description	No give-way line
1	London Road (W)		
2	Farm Access		
3	A4 London Road		
4	Site Access		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1	3.70	9.00	19.2	20.0	50.0	35.4		
2	2.60	3.70	10.5	10.0	50.0	13.4		
3	3.70	9.00	51.8	20.0	50.0	35.3		
4	3.30	9.00	21.8	26.7	50.0	35.4		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.648	1937
2	0.487	1046
3	0.715	2288
4	0.650	1928

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2029	Base + Committed + Development	AM	ONE HOUR	07:30	09:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	1067	100.000
2		ONE HOUR	✓	0	100.000
3		ONE HOUR	✓	1313	100.000
4		ONE HOUR	✓	181	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	0	1031	36
	2	0	0	0	0
	3	1302	0	0	11
	4	152	0	29	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		1	2	3	4
From	1	0	0	3	0
	2	0	0	0	0
	3	2	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.63	5.24	1.7	2.8	A	979	1469
2	0.00	0.00	0.0	~1	A	0	0
3	0.65	4.67	1.9	3.6	A	1205	1807
4	0.20	4.62	0.3	0.9	A	166	249

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	803	201	22	1869	0.430	800	1091	0.0	0.7	3.360	A
2	0	0	822	635	0.000	0	0	0.0	0.0	0.000	A
3	988	247	27	2225	0.444	985	795	0.0	0.8	2.898	A
4	136	34	977	1280	0.106	136	35	0.0	0.1	3.144	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	959	240	26	1866	0.514	958	1306	0.7	1.0	3.961	A
2	0	0	984	553	0.000	0	0	0.0	0.0	0.000	A
3	1180	295	32	2221	0.531	1179	952	0.8	1.1	3.450	A
4	163	41	1169	1153	0.141	163	42	0.1	0.2	3.635	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1175	294	32	1862	0.631	1172	1598	1.0	1.7	5.199	A
2	0	0	1204	443	0.000	0	0	0.0	0.0	0.000	A
3	1446	361	40	2216	0.652	1443	1165	1.1	1.9	4.639	A
4	199	50	1431	979	0.203	199	52	0.2	0.3	4.610	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1175	294	32	1862	0.631	1175	1601	1.7	1.7	5.237	A
2	0	0	1207	442	0.000	0	0	0.0	0.0	0.000	A
3	1446	361	40	2216	0.652	1446	1167	1.9	1.9	4.674	A
4	199	50	1433	978	0.204	199	52	0.3	0.3	4.624	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	959	240	26	1866	0.514	962	1310	1.7	1.1	3.992	A
2	0	0	988	551	0.000	0	0	0.0	0.0	0.000	A
3	1180	295	32	2221	0.532	1183	955	1.9	1.1	3.481	A
4	163	41	1173	1150	0.141	163	42	0.3	0.2	3.647	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	803	201	22	1868	0.430	805	1096	1.1	0.8	3.389	A
2	0	0	826	632	0.000	0	0	0.0	0.0	0.000	A
3	988	247	27	2225	0.444	990	799	1.1	0.8	2.920	A
4	136	34	982	1277	0.107	136	35	0.2	0.1	3.155	A

Queue Variation Results for each time segment

07:30 - 07:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.75	0.55	1.00	1.40	1.45			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.80	0.55	1.00	1.40	1.45			N/A	N/A
4	0.12	0.00	0.00	0.12	0.12			N/A	N/A

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.05	0.06	0.79	1.97	2.80			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	1.13	0.06	0.66	2.48	3.57			N/A	N/A
4	0.16	0.00	0.00	0.16	0.16			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.68	0.03	0.26	1.68	1.68			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	1.85	0.03	0.26	1.85	1.85			N/A	N/A
4	0.25	0.03	0.25	0.46	0.48			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.70	0.03	0.26	1.70	1.70			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	1.86	0.03	0.26	1.86	1.86			N/A	N/A
4	0.26	0.03	0.27	0.49	0.91			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.07	0.21	1.05	1.52	1.81			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	1.14	0.23	1.10	1.65	1.90			N/A	N/A
4	0.17	0.00	0.00	0.17	0.17			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.76	0.07	0.77	1.41	1.41			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.80	0.07	0.80	1.06	1.59			N/A	N/A
4	0.12	0.00	0.00	0.12	0.12			N/A	N/A

D2 - 2029 | Base + Committed + Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	A4 London Road / Site Access	Standard Roundabout	1, 2, 3, 4	4.61	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.61	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2029	Base + Committed + Development	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	1172	100.000
2		ONE HOUR	✓	0	100.000
3		ONE HOUR	✓	994	100.000
4		ONE HOUR	✓	67	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	0	1058	114
	2	0	0	0	0
	3	966	0	0	28
	4	57	0	10	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		1	2	3	4
From	1	0	0	1	0
	2	0	0	0	0
	3	1	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.67	5.78	2.1	3.9	A	1075	1613
2	0.00	0.00	0.0	~1	A	0	0
3	0.50	3.32	1.0	1.5	A	912	1368
4	0.06	3.11	0.1	0.5	A	61	92

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	882	221	8	1915	0.461	879	768	0.0	0.8	3.464	A
2	0	0	886	611	0.000	0	0	0.0	0.0	0.000	A
3	748	187	85	2205	0.339	746	801	0.0	0.5	2.464	A
4	50	13	725	1452	0.035	50	107	0.0	0.0	2.568	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1054	263	9	1914	0.551	1052	919	0.8	1.2	4.172	A
2	0	0	1061	525	0.000	0	0	0.0	0.0	0.000	A
3	894	223	102	2194	0.407	893	959	0.5	0.7	2.766	A
4	60	15	868	1358	0.044	60	127	0.0	0.0	2.772	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1290	323	11	1912	0.675	1287	1125	1.2	2.0	5.725	A
2	0	0	1298	408	0.000	0	0	0.0	0.0	0.000	A
3	1094	274	125	2177	0.503	1093	1173	0.7	1.0	3.315	A
4	74	18	1062	1230	0.060	74	156	0.0	0.1	3.111	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1290	323	11	1912	0.675	1290	1126	2.0	2.1	5.784	A
2	0	0	1301	407	0.000	0	0	0.0	0.0	0.000	A
3	1094	274	126	2177	0.503	1094	1176	1.0	1.0	3.324	A
4	74	18	1064	1230	0.060	74	156	0.1	0.1	3.113	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1054	263	9	1914	0.551	1057	921	2.1	1.2	4.217	A
2	0	0	1066	522	0.000	0	0	0.0	0.0	0.000	A
3	894	223	103	2193	0.407	895	963	1.0	0.7	2.776	A
4	60	15	870	1357	0.044	60	128	0.1	0.0	2.775	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	882	221	8	1915	0.461	884	771	1.2	0.9	3.496	A
2	0	0	891	608	0.000	0	0	0.0	0.0	0.000	A
3	748	187	86	2205	0.339	749	805	0.7	0.5	2.473	A
4	50	13	728	1450	0.035	50	107	0.0	0.0	2.571	A

Queue Variation Results for each time segment

16:15 - 16:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.85	0.55	1.00	1.40	1.45			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.51	0.51	1.00	1.40	1.45			N/A	N/A
4	0.04	0.00	0.00	0.04	0.04			N/A	N/A

16:30 - 16:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.21	0.06	0.70	2.72	3.89			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.68	0.08	0.80	1.37	1.45			N/A	N/A
4	0.05	0.03	0.25	0.45	0.48			N/A	N/A

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	2.04	0.03	0.27	2.04	2.04			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	1.00	0.03	0.25	1.00	1.00			N/A	N/A
4	0.06	0.03	0.26	0.47	0.49			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	2.05	0.03	0.26	2.05	2.05			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	1.01	0.03	0.27	1.01	1.22			N/A	N/A
4	0.06	0.00	0.00	0.06	0.06			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.24	0.13	1.11	1.94	2.57			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.69	0.55	1.00	1.40	1.45			N/A	N/A
4	0.05	0.00	0.00	0.05	0.05			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.86	0.06	0.72	1.54	1.95			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.52	0.52	1.00	1.40	1.45			N/A	N/A
4	0.04	0.00	0.00	0.04	0.04			N/A	N/A

D7 - 2036 | Base + Committed + Development + Cumulative | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	A4 London Road / Site Access	Standard Roundabout	1, 2, 3, 4	5.34	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.34	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2036	Base + Committed + Development + Cumulative	AM	ONE HOUR	07:30	09:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	1117	100.000
2		ONE HOUR	✓	0	100.000
3		ONE HOUR	✓	1376	100.000
4		ONE HOUR	✓	144	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	0	1092	25
	2	0	0	0	0
	3	1351	0	0	25
	4	105	0	39	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		1	2	3	4
From	1	0	0	3	0
	2	0	0	0	0
	3	2	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.66	5.76	2.0	3.6	A	1025	1537
2	0.00	0.00	0.0	~1	A	0	0
3	0.68	5.07	2.1	4.3	A	1263	1894
4	0.17	4.59	0.2	0.5	A	132	198

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	841	210	29	1863	0.451	838	1092	0.0	0.8	3.498	A
2	0	0	867	612	0.000	0	0	0.0	0.0	0.000	A
3	1036	259	19	2231	0.464	1032	848	0.0	0.9	2.995	A
4	108	27	1014	1256	0.086	108	38	0.0	0.1	3.136	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1004	251	35	1860	0.540	1003	1307	0.8	1.2	4.195	A
2	0	0	1038	526	0.000	0	0	0.0	0.0	0.000	A
3	1237	309	22	2228	0.555	1235	1015	0.9	1.2	3.622	A
4	129	32	1213	1124	0.115	129	45	0.1	0.1	3.619	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1230	307	43	1855	0.663	1227	1599	1.2	1.9	5.704	A
2	0	0	1270	410	0.000	0	0	0.0	0.0	0.000	A
3	1515	379	27	2225	0.681	1512	1242	1.2	2.1	5.024	A
4	159	40	1484	944	0.168	158	55	0.1	0.2	4.580	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1230	307	43	1855	0.663	1230	1603	1.9	2.0	5.759	A
2	0	0	1273	409	0.000	0	0	0.0	0.0	0.000	A
3	1515	379	28	2225	0.681	1515	1245	2.1	2.1	5.070	A
4	159	40	1487	942	0.168	159	55	0.2	0.2	4.595	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1004	251	35	1859	0.540	1007	1312	2.0	1.2	4.238	A
2	0	0	1042	524	0.000	0	0	0.0	0.0	0.000	A
3	1237	309	23	2228	0.555	1240	1020	2.1	1.3	3.659	A
4	129	32	1218	1120	0.116	130	45	0.2	0.1	3.633	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	841	210	29	1863	0.451	842	1098	1.2	0.8	3.533	A
2	0	0	872	610	0.000	0	0	0.0	0.0	0.000	A
3	1036	259	19	2231	0.464	1037	853	1.3	0.9	3.020	A
4	108	27	1019	1253	0.087	109	38	0.1	0.1	3.148	A

Queue Variation Results for each time segment

07:30 - 07:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.82	0.55	1.00	1.40	1.45			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.86	0.55	1.00	1.40	1.45			N/A	N/A
4	0.09	0.00	0.00	0.09	0.09			N/A	N/A

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.16	0.06	0.74	2.52	3.57			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	1.24	0.05	0.56	2.89	4.35			N/A	N/A
4	0.13	0.00	0.00	0.13	0.13			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.93	0.03	0.27	1.93	1.93			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	2.10	0.03	0.27	2.10	2.10			N/A	N/A
4	0.20	0.03	0.26	0.46	0.49			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.95	0.03	0.26	1.95	1.95			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	2.12	0.03	0.26	2.12	2.12			N/A	N/A
4	0.20	0.03	0.25	0.45	0.48			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.19	0.14	1.09	1.83	2.29			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	1.26	0.16	1.15	1.92	2.49			N/A	N/A
4	0.13	0.00	0.00	0.13	0.13			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.83	0.06	0.73	1.40	1.84			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.87	0.07	0.76	1.52	1.92			N/A	N/A
4	0.10	0.00	0.00	0.10	0.10			N/A	N/A

D8 - 2036 | Base + Committed + Development + Cumulative | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	A4 London Road / Site Access	Standard Roundabout	1, 2, 3, 4	4.70	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.70	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2036	Base + Committed + Development + Cumulative	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	1180	100.000
2		ONE HOUR	✓	0	100.000
3		ONE HOUR	✓	1050	100.000
4		ONE HOUR	✓	52	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	0	1098	82
	2	0	0	0	0
	3	1020	0	0	30
	4	39	0	13	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		1	2	3	4
From	1	0	0	1	0
	2	0	0	0	0
	3	1	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.68	5.89	2.1	4.0	A	1083	1624
2	0.00	0.00	0.0	~1	A	0	0
3	0.52	3.44	1.1	1.5	A	964	1445
4	0.05	3.18	0.1	0.5	A	48	72

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	888	222	10	1913	0.464	885	795	0.0	0.9	3.491	A
2	0	0	895	606	0.000	0	0	0.0	0.0	0.000	A
3	790	198	61	2223	0.356	788	833	0.0	0.5	2.507	A
4	39	10	766	1425	0.027	39	84	0.0	0.0	2.596	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1061	265	12	1911	0.555	1059	951	0.9	1.2	4.216	A
2	0	0	1071	520	0.000	0	0	0.0	0.0	0.000	A
3	944	236	74	2214	0.426	943	997	0.5	0.7	2.831	A
4	47	12	916	1326	0.035	47	101	0.0	0.0	2.812	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1299	325	14	1910	0.680	1296	1165	1.2	2.1	5.831	A
2	0	0	1310	402	0.000	0	0	0.0	0.0	0.000	A
3	1156	289	90	2202	0.525	1155	1220	0.7	1.1	3.432	A
4	57	14	1122	1192	0.048	57	123	0.0	0.1	3.172	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1299	325	14	1910	0.680	1299	1166	2.1	2.1	5.893	A
2	0	0	1313	400	0.000	0	0	0.0	0.0	0.000	A
3	1156	289	90	2202	0.525	1156	1223	1.1	1.1	3.440	A
4	57	14	1123	1191	0.048	57	123	0.1	0.1	3.175	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1061	265	12	1911	0.555	1064	953	2.1	1.3	4.265	A
2	0	0	1076	517	0.000	0	0	0.0	0.0	0.000	A
3	944	236	74	2214	0.426	945	1002	1.1	0.7	2.843	A
4	47	12	918	1325	0.035	47	101	0.1	0.0	2.818	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	888	222	10	1913	0.464	890	798	1.3	0.9	3.524	A
2	0	0	900	604	0.000	0	0	0.0	0.0	0.000	A
3	790	198	62	2222	0.356	791	838	0.7	0.6	2.518	A
4	39	10	769	1423	0.028	39	84	0.0	0.0	2.600	A

Queue Variation Results for each time segment

16:15 - 16:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.86	0.55	1.00	1.40	1.45			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.55	0.55	1.00	1.40	1.45			N/A	N/A
4	0.03	0.00	0.00	0.03	0.03			N/A	N/A

16:30 - 16:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.23	0.06	0.68	2.80	4.02			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.74	0.08	0.80	1.42	1.50			N/A	N/A
4	0.04	0.03	0.25	0.45	0.48			N/A	N/A

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	2.09	0.03	0.27	2.09	2.09			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	1.10	0.03	0.26	1.10	1.10			N/A	N/A
4	0.05	0.03	0.25	0.46	0.48			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	2.11	0.03	0.26	2.11	2.11			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	1.10	0.03	0.26	1.10	1.10			N/A	N/A
4	0.05	0.00	0.00	0.05	0.05			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	1.26	0.13	1.12	1.99	2.68			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.75	0.55	1.00	1.40	1.45			N/A	N/A
4	0.04	0.00	0.00	0.04	0.04			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.87	0.06	0.71	1.60	2.02			N/A	N/A
2	0.00	0.00	0.00	0.00	0.00			N/A	N/A
3	0.55	0.08	0.78	1.36	1.43			N/A	N/A
4	0.03	0.00	0.00	0.03	0.03			N/A	N/A

APPENDIX L. TEMPRO Growth Rates

Dataset Version:	80
Dataset Scenario:	Core
Result Type:	Trip ends by time period
Base Year:	2024
Future Year:	2036
Trip Purpose Group:	All purposes
Time Period:	Weekday PM peak period (1600 - 1859)
Trip End Type:	Origin/Destination
Alternative Assumptions Applied:	Yes
	No HH or Job Growth

Growth Factor (2036 Data/2024 Data)

Area Description		All purposes	
Level	Name	Origin	Destination
County	Wiltshire	1.0192	0.9967

Future Year (2036) - Base Year (2024)

Area Description		All purposes	
Level	Name	Origin	Destination
County	Wiltshire	3,986	-721

Base Year (2024)

Area Description		All purposes	
Level	Name	Origin	Destination
County	Wiltshire	208,643	214,443

Future Year (2036)

Area Description		All purposes	
Level	Name	Origin	Destination
County	Wiltshire	212,628	213,722

Level	Area	Local Growth Figure
County	Wiltshire	1.052496

Dataset Version:	80
Dataset Scenario:	Core
Result Type:	Trip ends by time period
Base Year:	2024
Future Year:	2036
Trip Purpose Group:	All purposes
Time Period:	Weekday AM peak period (0700 - 0959)
Trip End Type:	Origin/Destination
Alternative Assumptions Applied:	Yes
	No HH or Job Growth

Growth Factor (2036 Data/2024 Data)

Area Description		All purposes	
Level	Name	Origin	Destination
County	Wiltshire	0.9901	1.0259

Future Year (2036) - Base Year (2024)

Area Description		All purposes	
Level	Name	Origin	Destination
County	Wiltshire	-1,975	4,956

Base Year (2024)

Area Description		All purposes	
Level	Name	Origin	Destination
County	Wiltshire	198,617	191,635

Future Year (2036)

Area Description		All purposes	
Level	Name	Origin	Destination
County	Wiltshire	196,642	196,592

Level	Area	Local Growth Figure
County	Wiltshire	1.052548

Dataset Version:	80
Dataset Scenario:	Core
Result Type:	Trip ends by time period
Base Year:	2024
Future Year:	2029
Trip Purpose Group:	All purposes
Time Period:	Weekday PM peak period (1600 - 1859)
Trip End Type:	Origin/Destination
Alternative Assumptions Applied:	Yes

No HH/Jobs

Growth Factor (2029 Data/2024 Data)

Area Description		All purposes	
Level	Name	Origin	Destination
Authority	Wiltshire	1.0095	1.0016

Future Year (2029) - Base Year (2024)

Area Description		All purposes	
Level	Name	Origin	Destination
Authority	Wiltshire	1,357	224

Base Year (2024)

Area Description		All purposes	
Level	Name	Origin	Destination
Authority	Wiltshire	143,626	148,292

Future Year (2029)

Area Description		All purposes	
Level	Name	Origin	Destination
Authority	Wiltshire	144,983	148,516

Core NTM Dataset

Level	Area	Local Growth Figure
Authority	Wiltshire	1.020768

Dataset Version:	80
Dataset Scenario:	Core
Result Type:	Trip ends by time period
Base Year:	2024
Future Year:	2029
Trip Purpose Group:	All purposes
Time Period:	Weekday AM peak period (0700 - 0959)
Trip End Type:	Origin/Destination
Alternative Assumptions Applied:	Yes

No HH/Jobs

Growth Factor (2029 Data/2024 Data)

Area Description		All purposes	
Level	Name	Origin	Destination
Authority	Wiltshire	0.9993	1.0116

Future Year (2029) - Base Year (2024)

Area Description		All purposes	
Level	Name	Origin	Destination
Authority	Wiltshire	-111	1,523

Base Year (2024)

Area Description		All purposes	
Level	Name	Origin	Destination
Authority	Wiltshire	139,231	131,785

Future Year (2029)

Area Description		All purposes	
Level	Name	Origin	Destination
Authority	Wiltshire	139,120	133,309

Core NTM Dataset

Level	Area	Local Growth Figure
Authority	Wiltshire	1.020667