

Medway LP Regulation 19 – Proportionality Assessment

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1. Introduction

1.1 Foreword

As the custodian of the Kent Transport Model (KTM) on behalf of Kent County Council (KCC), Jacobs has been commissioned by Medway Council (MC) to develop an evidence base to support the Regulation 19 (Reg19) Local Plan (LP) assessment. Details of the Regulation 18 (Reg18) and Reg 19 analysis are presented in "250627_MedwayTransportModel_ForecastingReport_Reg19". The Reg19 evidence base utilised an interim Do Something (iDS) scenario to identify junctions within Medway requiring mitigations as a result of the traffic growth generated by LP. The junctions identified as potential "hot spots" on the network and thus requiring mitigation as part of the interim Reg19 assessment had mitigation designs developed. The mitigations were then input into the final Reg19 DS models (fDS).

This Technical Note summarises the methodology and results used to identify the LP sites contributing additional flows to junctions requiring mitigations.

1.2 Background Information

The development of the Medway Transport Model (MTM) is based on an existing version of the KTM, developed to support Gravesham's Local Plan transport evidence base (namely, the Gravesham Transport Model). The MTM follows a standard sufficient for this purpose, with due regard to Transport Analysis Guidance (TAG). Further details of the MTM model build can be found in the Local Model Validation Report (LMVR) "Medway Local Plan – Local Model Validation_Final" and the forecasting methodology and results of the Reg18 assessment can be found in the Forecasting Report "250627_MedwayTransportModel_ForecastingReport".

The MTM was used as the basis for developing a 2041 Reference Case (RC) (e.g. without the LP) in which committed developments and infrastructure were modelled, in addition to adjusted background growth and a 2041 'DS' model (e.g. with the LP option) was developed to assess the proposed LP allocations, which was consulted upon as part of Reg18.

After Reg18 consultation in Autumn 2023, refinements were made to the LP strategy, and the following scenarios were developed as part of the Reg19 LP allocations and used to assess the transport impact:

1. 2041 Reference Case (RC): includes completions and consented development and infrastructure planned for the 2019-2041 growth period within Medway; outside of the Area of Detailed Modelling, 'near certain' developments have been modelled in adjoining authorities (Gravesham, Tonbridge & Malling, Maidstone and Swale) and background growth for cars comes from TEMPro v8 (using alternative assumptions tool for adjoining authorities to ensure no double counting). The growth of good vehicles across the model is provided by Road Traffic Forecasts (RTF).
2. 2041 Refined Reference Case (rRC): The rRC was developed as a baseline to assess the Reg19 LP development. The only difference between the RC and rRC is the full build out at the MedwayOne development site, and the consideration of reduced trip rates at consented sites that may benefit from more sustainable transport methods (detailed further in "Medway LP2041 TEB Mode Share Strategy Stage 3_Draft").
3. 2041 Interim Do Something (iDS): built upon the rRC scenario, with the inclusion of proposed interim Reg19 LP allocations and associated infrastructure (where appropriate). The only difference between the rRC and the iDS is the proposed LP demand and infrastructure. The purpose of the iDS scenario is to determine "hot spots" on the Medway network for further Local Junction Modelling analysis to determine if potential junction mitigations are required.
4. 2041 Final Do Something (fDS): built upon the iDS with the addition of junction mitigations identified in the iDS and the final Reg19 LP site allocations. This scenario also considers the revised trip rates at consented and LP sites that may have provisions for more sustainable transport methods.

1.3 Technical Note Purpose

This technical note has been written to outline the point within the plan period at which those junctions identified to require mitigation are required, alongside detail the methodology to assess the potential LP contributions at those junctions. This analysis provides the estimate proportional contributions required by the developers and has been calculated considering two different methodologies:

Method 1: "Pure proportionality": all developments can contribute to all scheme's apportionment (true apportionment): the proportionate impact for each development is calculated considering the percentage of trips travelling through each junction requiring mitigation.

Method 2: Certain developments will only contribute to certain mitigation schemes. The proportionate impact is split into two sections removing sites already contributing to certain junctions based on other locations/ criteria.

The assessment methodology is discussed further in Section 3, summarising the methodology for the LP proportional contributions and the process to calculate their impact on the junction.

2. Key Local Plan Sites

Within the Reg19 Medway Local Plan strategy, the fDS assesses the impact of 18,887 houses and 249,501sqm employment space at 88 sites across the Medway network. Just under half of the total LP allocations have been explicitly modelled (defined as >100 households or jobs, modelled in their own zone to isolate the impact of the development on the network) and as such considered in the proportionality assessment.

2.1 Key Local Plan Sites

As agreed with Medway Council (MC), key Local Plan sites (those with >100 households or jobs) have been explicitly modelled in the fDS scenario; this includes 36 residential allocations (17,773 of total households) and 6 employment allocations. The locations of the allocations assessed are presented in Figure 2-1 and the quantum associated with each site further detailed in Appendix A.

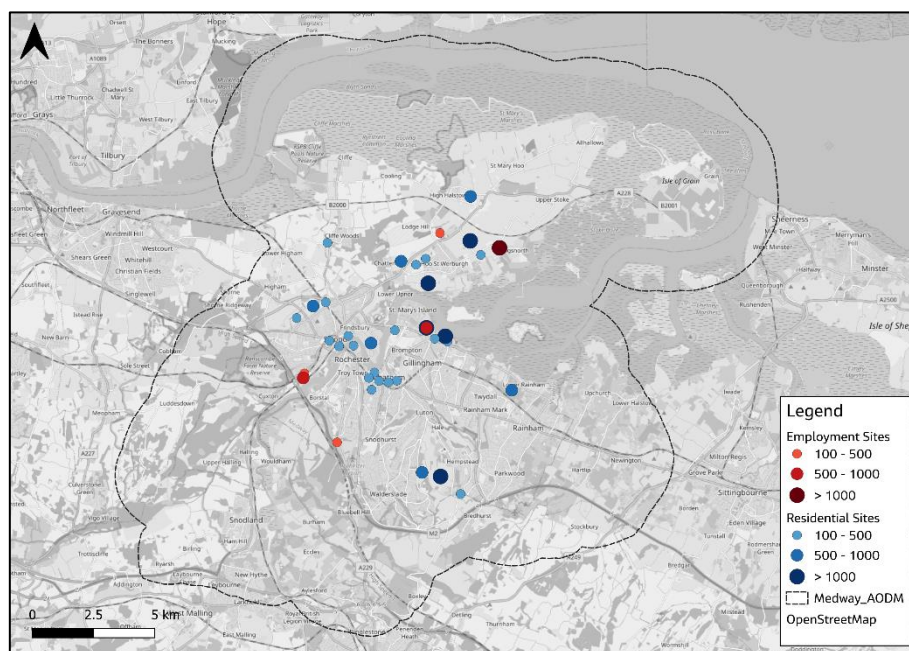


Figure 2-1- Local Plan Explicitly Modelled Sites

Using the trip rates taken from the Medway Local Plan evidence base (attached in Appendix A) the trip generation for the explicitly modelled local sites was calculated based on the development quantum. The total trips associated with the LP sites assessed in the proportionality assessment is presented in Table 2-1.

Table 2-1- Trip Generation

Trip Generation	AM Peak			PM Peak		
	Arrive	Departure	Total	Arrive	Depart	Total
Total Trip Generation	3,084	4,584	7,668	4,534	3,665	8,198

3. Junction Mitigation Analysis

Analysis was undertaken to determine the temporal requirements for junction mitigations across the Medway network. This exercise aimed to identify the specific time periods – based on five-year increments – during which each junction would require mitigation measures to maintain operational efficiency in the context of Local Plan (LP) growth.

3.1 Models Used

The 2041 iDS, built upon the rRC scenario, with the inclusion of proposed LP allocations and associated infrastructure (where appropriate). This interim scenario was used to determine where potential junction mitigations were required on the network. Those junctions requiring further analysis using Local Junction Modelling (LJM) software were defined using a combination of model outputs, such as:

- Actual Flow Difference Plots; between the iDS and rRC to identify areas with significant change to flow behaviours.
- Demand vs Actual Flow Plots; used to identify areas on the network where actual flows were not reaching the route due to the congestion holding flows elsewhere on the network.
- Junction LoS
- Queue Plots; useful to identify links on the network with high levels of delay.
- Link and Turn Volume Capacity Ratio

This identified twelve junctions requiring potential mitigations (as illustrated in Figure 3-1):

1. Four Elms Roundabout
2. Cornwallis Avenue / Yokosuka Way
3. A228 Peninsula Way / Main Road Hoo
4. A228 Peninsula Way / Dux Court Road/ Bells Lane Roundabout
5. A228 Peninsula Way / Ropers Lane / Ratcliffe Highway Roundabout
6. Sans Pareil Roundabout
7. A2 / High Street / Station Road / Canal Road Signalised junction
8. Pier Road / Pegasus Way
9. Gillingham Gate Gyratory
10. Dock Road / Middle Street
11. M2 Junction 4
12. Union Street / Best Street

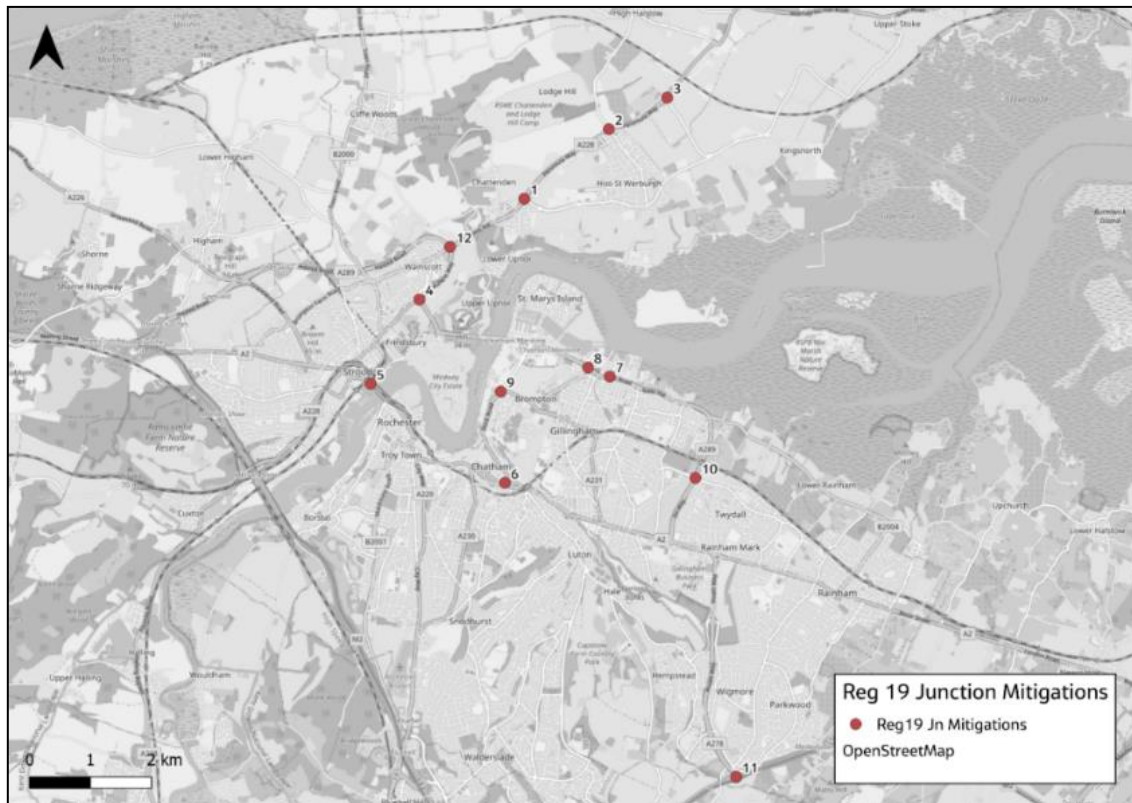


Figure 3-1- Junctions Requiring Further LJM Assessment

The local junction model assessment identified seven junctions that were over capacity at the end of the Local Plan period and required mitigation, these were:

1. Four Elms Roundabout
3. A228 Peninsula Way/ Main Road Hoo
4. A228 Peninsula Way/ Dux Court Road/ Bells Lane Roundabout
5. A228 Peninsula Way/ Roper's Lane/ Ratcliffe Highway Roundabout
6. Sans Pareil Roundabout
7. A2/ High Street/ Station Road/ Canal Road Signalised junction
9. Gillingham Gate Gyratory

The above junctions had a mitigation strategy developed and concept designs produced, which was discussed with Medway Council (MC). These concept designs were then input into the fDS models to assess junction efficiency and to identify if there were any remaining hot spots on the network resulting from the Reg19 LP. More detail of the mitigations developed are provided in the "Local Junction Modelling Mitigation Technical Note".

To ascertain at what point within the plan period the mitigation at the seven junctions is required, a temporal analysis was undertaken. This factors the forecasted LP development flows across defined time periods: 1–5 years, 6–10 years, 11–15 years. This methodology is further detailed in Section 3.2.

3.2 Temporal Assessment Methodology

For each junction identified as requiring mitigation, the flows on the approach arms were extracted from the 2041 interim Do Something, with final LP Demand model (to capture the latest demand assumptions without the proposed junction mitigations) and adjusted to reflect the anticipated development build-out rates within each time band (5, 10 or 15 year within the plan period).

To ensure consistency, the following approach was adopted:

- **Flow Bundles:** Flow Bundles extracted from the model on junction approach arms from the 2041 iDS with final LP demand Model at those junctions requiring mitigation.
- **Temporal Factoring:** Explicitly modelled LP development flows were proportionally distributed across the defined time periods based on anticipated phasing of delivery.
- **Capacity Assessment:** The adjusted flows were assessed against junction capacity thresholds to determine whether the junction would operate under capacity, at capacity, or over capacity in each time period.

It is important to note background growth was held constant at its maximum forecast level. As such, in early periods (e.g. 1–5 years), background growth may contribute to junction stress, potentially overstating the LP-specific impact.

3.3 Interim Junction Performance Assessment

The objective of the interim junction assessment is to determine at what point within the Local Plan (LP) period, each junction will require mitigation to operate within capacity. The interim flows were obtained using the methodology discussed in 3.2 and input into the existing local junction models to determine whether mitigation is required within the first 5 years, 5–10 years or 15 years of the plan period.

The input flows and full results of the interim junction assessment are detailed within Appendix B, with the results summarised in Table 3-1. As all junctions are known to require mitigation at the end of the plan period (Year 15), the table displays if mitigations are required before this (Year 5 or Year 10).

Table 3-1- Junction Mitigation Stage Requirements

Junction	Mitigation Required		Comment
	5 Year	10 Year	
J1: A228 Peninsula Way / Main Road Hoo	Y	Y	Operating over capacity in Year 5
J2: A228 Peninsula Way / Dux Court Road / Bells Lane	N	N	Operating at capacity in Year 10.
J3: A228 Peninsula Way / Roper's Lane / Ratcliffe Highway	N	N	Operating within capacity in Year 5 but operating at capacity in Year 10.
J4: Sans Pareil Roundabout	Y	Y	Junction is over capacity in Year 5.
J5: A2 High Street / Station Road	N	N	Junction operates at capacity in Year 5 and Year 10. Only exceeds capacity in Year 15.
J8: Pier Road / Gillingham Gate / Dynamo Way Gyratory	N	N	Junction exceeds capacity at the end of the plan period
J9: Dock Road / Middle Street / Wood Street	N	Y	Operating at capacity in Year 5, mitigation required at Year 10 as junction over capacity.

This interim analysis identifies two junctions that require mitigation within the first five years of the plan period: A228 / Main Road Hoo (J1), and the Sans Pareil Roundabout (J4).

A228 / Main Road Hoo (J1) is forecast to experience significant pressure within the first five years of the plan period, driven by development at sites HHH6, HHH8, HHH11, HHH12 and HHH26 which collectively accounts for up to 1,600 dwellings. The performance results across the 5, 10, and 15-year increments (as shown in Table 3-2) indicate that three of the four approach arms exceed operational capacity thresholds, with particularly high RFC values and poor LOS noted on Main Road Hoo and Dunnock Drive.

The junction is exceeding capacity in first 5 years and performance continues to deteriorate over time. The scale and timing of development growth appear to be the primary contributors to this decline. As such, mitigation measures will be required in the short term to accommodate the initial phases of Local Plan growth.

Table 3-2- A228/ Main Road Hoo (Junction 1) Summary of Performance

		AM		PM	
		LOS	RFC	LOS	RFC
5 Years	A228 Peninsula Way [N]	A	0.76	A	0.82
	Main Road Hoo	F	1.59	F	1.35
	A228 Peninsula Way [S]	F	1.13	F	1.17
	Dunnock Dr	F	>10	F	>10
10 Years	A228 Peninsula Way [N]	C	0.92	C	0.90
	Main Road Hoo	F	3.31	F	1.99
	A228 Peninsula Way [S]	F	1.26	F	1.43
	Dunnock Dr	F	>10	F	>10
2041 DS	A228 Peninsula Way [N]	F	1.08	F	1.18
	Main Road Hoo	F	5.87	F	3.31
	A228 Peninsula Way [S]	F	1.58	F	1.65
	Dunnock Dr	F	>10	F	>10
2041 RC	A228 Peninsula Way [N]	A	0.67	A	0.80
	Main Road Hoo	D	0.73	A	0.00
	A228 Peninsula Way [S]	F	1.04	E	0.97
	Dunnock Dr	A	0.00	A	0.00

In addition, the Sans Pereil Roundabout (Junction 4) is projected to be over capacity within the first five years of the Local Plan (LP) period, primarily due to increased traffic demand from Wainscott Road and Berwick Way.

According to Table 3-3, both Wainscott Road and Berwick Way have RFC values which exceed the critical threshold of 1.00 in the first five years, confirming that demand surpasses available capacity. Whilst the Wainscott Road approach is illustrated to show a relative improvement compared to the 2041 RC in the first 5 years of the LP growth (due to the change in balance of flows, noting this arm still exceeds capacity), the Berwick Way approach is illustrated to significantly deteriorate in the 5 Year plan period with an RFC of 1.23 and 1.35 (AM and PM Peak respectively) and require mitigation.

Frindsbury Hill improves in all scenarios compared to the RC, suggesting a re-distribution of traffic / change in balance of flow at this junction over the subsequent periods.

Table 3-3 Sans Pereil Roundabout (Junction 4) Summary of Performance

		AM		PM	
		LOS	RFC	LOS	RFC
5 Years	Wainscott Rd	F	1.33	F	1.17
	Wulfere Way	A	0.26	A	0.21
	Berwick Way	F	1.23	F	1.35
	Frindsbury Hill	B	0.61	A	0.47
10 Years	Wainscott Rd	F	1.38	F	1.31
	Wulfere Way	A	0.30	A	0.23
	Berwick Way	F	1.36	F	1.49
	Frindsbury Hill	B	0.64	A	0.55
2041 DS	Wainscott Rd	F	1.49	F	1.28
	Wulfere Way	A	0.31	A	0.26
	Berwick Way	F	1.56	F	1.64
	Frindsbury Hill	B	0.70	A	0.53
2041 RC	Wainscott Rd	F	1.43	F	0.94
	Wulfere Way	A	0.19	A	0.17
	Berwick Way	F	1.00	F	1.05
	Frindsbury Hill	C	0.78	C	0.79

Other junctions, such as J3 (A228 / Roper's Lane / Ratcliffe Highway) and J9 (Dock Road / Middle Street), are projected to reach capacity by Year 10, suggesting a need for medium-term mitigation planning. Conversely Junction 8: Pier Road / Gillingham Gate / Dynamo Way Gyratory, does not require intervention until the end of the plan period.

3.4 Summary

The projected residential and employment allocations for the 5-, 10- and 15-year plan period are illustrated in Appendix C. Though it is important to note that the methodology used to obtain the flows for the interim assessment is high level and does not account for the potential changes in distribution of flows across the different local plan development years. This method has not allowed for dynamic reassignment and if an interim VISUM model year was developed, trip distribution may change as the levels of traffic maybe lower in some roads or corridors in the earlier Local Plan period years.

This assessment is sound for providing an indicative analysis of when mitigation may be required within the plan period, however, this needs to be monitored throughout each period. Details of existing junction performance and forecast junction performance in locations requiring mitigation are further detailed in the Local Junction Modelling Mitigation Technical Note.

The interim assessment for the junction performance at the Four Elms Roundabout has not been considered in this analysis as this junction requires mitigation in the 2041 Reference Case (without LP demand).

4. Methodology

A proportionality assessment was undertaken using the fDS to ascertain the volumes of the proposed LP trips using the improved junctions (once mitigation was input into the fDS models). The methodology focused on identifying the relative contribution of growth at the junction in the LP scenario, averaged across the AM and PM peak.

The 2041 fDS includes the infrastructure associated with the junction mitigations identified in the iDS, as well as the final Reg19 LP site allocations. The fDS was used to determine the proportion of LP trips travelling through each junction requiring mitigation.

4.1 Assessment Methodology

4.1.1 Methodology

To determine the volumes of LP flow travelling through each junction that required mitigation, flow bundles were extracted on each approach arm (with the mitigation coded) using the 2041 fDS model. The resulting demand matrices were then used to proportion the trips travelling to/ from each of the key LP sites. Junctions requiring mitigation and the approach arms taken for this assessment are illustrated in Figure 4-1.



Figure 4-1- Selected Junctions for Mitigation used in Proportionality Assessment

Approach arms to those junctions requiring mitigation were consistently assessed to obtain the demand matrices; to avoid double counting the following methodology was taken:

1. Flow bundle was undertaken on approach arm to the junction requiring mitigation (as illustrated in Figure 4-2) using the model that includes the junction mitigations.
2. Explicitly modelled LP sites were analysed only;
 - a. In the AM Peak, only origin trips taken for residential sites and only destination trips for employment sites.

- b. In the PM Peak the reverse was applied - only origin trips from employment sites and only destination trips to residential sites
3. The total trips from each individual development site were assigned a proportion of the total LP trips (i.e. total number of development trips from LP Site allocations i.e. SMI6 as a proportion of all explicitly modelled LP sites as a percentage).
4. The proportional contribution of each site to each junction was calculated for both AM and PM peak periods and an average across the two peaks was taken.
5. Steps 1-4 repeated for each junction requiring mitigation to ascertain the proportional impact of the LP site on that specific junction in isolation.



Figure 4-2- Example of a Flow Bundle on an approach to a junction

4.2 Results

4.2.1 Method 1

The Method 1 approach considers a "Pure proportionality" whereby all developments can contribute to all schemes' apportionment (true apportionment): the proportionate impact for each development is calculated considering the percentage of trips travelling through each junction requiring mitigation.

Table 4-1 presents the assigned percentage of traffic growth that each key LP site has on the junctions requiring mitigation when the Method 1 approach is taken.

It is important to note that junctions with less than 1% (for Four Elms, Main Road Hoo and Sans Pareil) or 2% (for Bells Lane, Ropers Lane, A2 High Street/Sation Road and Gillingham Gyratory) impact (criteria defined below) are not included in the data table and LP impact on each junction has been repropotioned to reflect the updated total impact at the junction. There is a rounding error in the presentation of the data within this table, although all work undertaken to 5.d.p in excel analysis.

Table 4-1- Method 1 Summary - Proportion of development trips from Key LP Sites

Criteria for each junction		>1%	>1%	>2%	>2%	>1%	>2%	>2%
LP Site	Quantum	Four Elms	Main Road Hoo	Bells Lane	Ropers Lane	Sans Pareil	A2 High Street / Station Rd	Gillingham Gyratory
HHH26	760	9%	10%	18%	18%	6%	7%	2%
HHH12	1801	23%	21%			21%	13%	10%
SNF41	216						8%	
SMI6	33200	3%				8%	6%	43%
HHH6	550	7%	8%			6%	4%	3%
HHH11	240	3%	3%			3%		
HHH33	330	4%	4%	7%	7%	3%	3%	
HHH8	450	6%	7%			5%	3%	3%
FP10	139						3%	
SNF15	350						5%	
GN15	1100					1%		5%
GN3	176					1%		4%
CCB25	150					1%		
SNF3	800	1%				2%	5%	
RN9	800	2%				4%		8%
HHH22 & HHH31	1700	23%	26%	42%	43%	19%	16%	12%
HHH35	156999	17%	19%	30%	32%	14%	11%	10%
CHR17	14600						3%	
CHR16	25300					1%	6%	
SR53	690	2%				3%	7%	
HHH19	14409	1%	2%	3%		1%		
Total		100%	100%	100%	100%	100%	100%	100%

4.2.2 Method 2

The Method 2 approach only considers certain developments to contribute to certain mitigation schemes; this will include the proportionate impact by removing sites already contributing to certain junctions based on

other locations or criteria. Alongside this, the viability of each site and the monetary contribution anticipated will be considered. This is a methodology that will be further developed in the Summer of 2025 in collaboration with MC. The reporting will be further updated to reflect this approach.

5. Summary

The Proportionality Assessment has been developed to support the evidence base for Medway Council's Reg 19 Local Plan, evaluating the relative impact of the proposed key LP development sites on the junctions requiring mitigations. The fDS was used to quantify the proportional contributions (averaged across the AM and PM Peak) and define a percentage increase of LP flows at the junctions.

The results of this analysis provide a robust, evidence-based framework to support infrastructure planning and developer contributions.

A pure apportionment is presented in 4.2.1, considering all sites as contributing to the changes at the junctions in question. Further development on Method 2 approach is required in collaboration with MC in Summer 2025 to capture any additional considerations such as site viability, junction and site location or proximity.

Appendix A.

Key LP Development Sites and Proposed Trips

Table 5-1- LP Key Site Quantum and Development Trips

LP Site	Quantum	Site Allocation	AM Peak (08:00 -09:00)						PM Peak (17:00 -18:00)					
			Trip Rate			Trip Generation			Trip Rate			Trip Generation		
			Destination Origins (De) Two-Way			Destination Origins (De) Two-Way			Destination Origins (De) Two-Way			Destination Origins (De) Two-Way		
HHH26	760	Resi-led	0.14	0.30	0.44	106	225	331	0.27	0.14	0.41	206	107	313
HHH12	1801	Resi-led	0.13	0.27	0.39	225	480	705	0.24	0.13	0.37	439	229	668
CCB15	60	Resi-led	0.04	0.10	0.14	2	6	8	0.14	0.16	0.30	8	10	18
SNF41	216	Resi-led	0.03	0.15	0.19	7	33	40	0.14	0.07	0.20	29	14	44
SNF35	171	Resi-led	0.00	0.09	0.09	0	15	15	0.18	0.00	0.18	30	0	30
LW4	670	Resi-led	0.12	0.39	0.51	78	264	342	0.37	0.19	0.56	249	125	374
HHH6	550	Resi-led	0.13	0.27	0.39	69	147	215	0.24	0.13	0.37	134	70	204
HHH11	240	Resi-led	0.13	0.27	0.39	30	64	94	0.24	0.13	0.37	59	30	89
HHH33	330	Resi-led	0.13	0.27	0.39	41	88	129	0.24	0.13	0.37	80	42	122
LW8	2000	Resi-led	0.12	0.39	0.51	234	788	1022	0.37	0.19	0.56	742	374	1116
FP11	123	Resi-led	0.04	0.10	0.14	5	12	17	0.14	0.16	0.30	17	20	37
RN30	90	Resi-led	0.12	0.39	0.51	11	35	46	0.37	0.19	0.56	33	17	50
RN31	80	Resi-led	0.12	0.39	0.51	9	32	41	0.37	0.19	0.56	30	15	45
HHH8	450	Resi-led	0.13	0.27	0.39	56	120	176	0.24	0.13	0.37	110	57	167
CCB37	200	Resi-led	0.04	0.10	0.14	8	20	28	0.14	0.16	0.30	28	32	60
FP10	139	Resi-led	0.09	0.32	0.41	13	44	57	0.30	0.15	0.45	41	21	62
GN6	400	Resi-led	0.04	0.15	0.19	16	58	74	0.12	0.07	0.19	48	27	75
SR4	130	Resi-led	0.13	0.27	0.39	16	35	51	0.24	0.13	0.37	32	16	48
SNF15	350	Resi-led	0.04	0.10	0.14	14	35	49	0.14	0.16	0.30	49	56	105
FP1	28	Resi-led	0.04	0.10	0.14	1	3	4	0.14	0.16	0.30	4	4	8
CCB49	150	Resi-led	0.04	0.10	0.14	6	15	21	0.14	0.16	0.30	21	24	45
FP6	102	Resi-led	0.09	0.32	0.41	10	32	42	0.30	0.15	0.45	30	15	46
FP25	121	Resi-led	0.04	0.10	0.14	5	12	17	0.14	0.16	0.30	17	19	36
GN15	1100	Resi-led	0.04	0.15	0.19	44	160	204	0.12	0.07	0.19	133	74	207
RWB25	132	Resi-led	0.00	0.09	0.09	0	12	12	0.18	0.00	0.18	23	0	23
GN3	176	Resi-led	0.09	0.32	0.41	16	55	72	0.30	0.15	0.45	52	26	79
CCB25	150	Resi-led	0.09	0.32	0.41	14	47	61	0.30	0.15	0.45	45	22	67
SNF1	360	Resi-led	0.14	0.29	0.43	50	105	154	0.28	0.17	0.45	102	61	163
SNF3	800	Resi-led	0.14	0.29	0.43	110	233	343	0.28	0.17	0.45	226	136	362
SR5	120	Resi-led	0.14	0.29	0.43	17	35	51	0.28	0.17	0.45	34	20	54
RN9	800	Resi-led	0.14	0.29	0.43	110	233	343	0.28	0.17	0.45	226	136	362
SR14	49	Resi-led	0.14	0.30	0.44	7	15	21	0.27	0.14	0.41	13	7	20
HHH22 & H	1700	Resi-led	0.14	0.29	0.43	235	495	729	0.28	0.17	0.45	481	289	770
HW3	335	Resi-led	0.14	0.29	0.43	46	97	144	0.28	0.17	0.45	95	57	152
SR53	690	Resi-led	0.04	0.17	0.21	27	117	144	0.15	0.07	0.23	106	51	156
	2,200	HH												
SMI6	31,000sqm	Mixed	0.79	0.13	0.92	322	229	551	0.23	0.79	1.02	336	548	884
HHH35	156,999sqm	Employment	1.33	0.29	1.62	698	149	848	0.31	1.06	1.36	161	553	714
RWB5	3,693sqm	Employment	0.71	0.21	0.92	26	8	34	0.12	0.81	0.93	4	30	34
CHR17	14,600sqm	Employment	0.85	0.03	0.88	124	5	129	0.10	0.71	0.81	15	104	119
CHR16	25,300sqm	Employment	0.85	0.03	0.88	215	9	223	0.10	0.71	0.81	26	180	206
HHH19	14,409sqm	Employment	0.41	0.13	0.54	59	18	78	0.12	0.31	0.43	18	44	62

Appendix B.

Interim Local Junction Modelling Assessment

Junctions 10											
ARCADY 10 - Roundabout Module											
Version: 10.1.1.1905											
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Filename: J1_v1.j10

Path: \\GBLON7VS01.europe.jacobs.com\Projects\UNIF\Projects\BESP0016 Kent Countywide Model\KCC Model Custodian Framework\Call-off Tasks\Medway Local Plan\Technical\02 Base Model\08 Models\5_10 year

Report generation date: 02/06/2025 11:03:00

»5y, AM
»5y, PM
»10y, AM
»10y, PM
»2041 DS, AM
»2041 DS, PM
»2041 RC, AM
»2041 RC, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	5y											
1 - A228 Peninsula Way [N]	D5	3.3	6.78	0.76	A	-25 % [3 - A228 Peninsula Way [S]]	D7	4.5	8.90	0.82	A	-28 % [3 - A228 Peninsula Way [S]]
2 - Main Road Hoo		298.8	1865.76	1.59	F			164.2	1121.61	1.35	F	
3 - A228 Peninsula Way [S]		302.0	414.01	1.13	F			390.8	533.97	1.17	F	
4 - Dunnock Dr		75.0	59999940.00	999999999.00	F			36.0	59999940.00	999999999.00	F	
	10y											
1 - A228 Peninsula Way [N]	D6	11.2	19.84	0.92	C	-37 % [2 - Main Road Hoo]	D8	9.3	16.95	0.90	C	-41 % [3 - A228 Peninsula Way [S]]
2 - Main Road Hoo		662.3	7225.13	3.31	F			342.2	3088.46	1.99	F	
3 - A228 Peninsula Way [S]		597.8	812.83	1.26	F			999.2	1356.78	1.43	F	
4 - Dunnock Dr		147.0	59999940.00	999999999.00	F			70.0	59999940.00	999999999.00	F	
	2041 DS											
1 - A228 Peninsula Way [N]	D1	191.7	268.92	1.08	F	-47 % [3 - A228 Peninsula Way [S]]	D2	401.8	569.67	1.18	F	-49 % [3 - A228 Peninsula Way [S]]
2 - Main Road Hoo		873.1	15222.74	5.87	F			517.8	7242.98	3.31	F	
3 - A228 Peninsula Way [S]		1360.0	1843.50	1.58	F			1519.3	2060.35	1.65	F	
4 - Dunnock Dr		146.0	59999940.00	999999999.00	F			70.0	59999940.00	999999999.00	F	
	2041 RC											
1 - A228 Peninsula Way [N]	D3	2.1	4.58	0.67	A	-19 % [3 - A228 Peninsula Way [S]]	D4	4.2	7.86	0.80	A	-13 % [3 - A228 Peninsula Way [S]]
2 - Main Road Hoo		2.9	28.34	0.73	D			0.0	0.00	0.00	A	
3 - A228 Peninsula Way [S]		113.6	162.12	1.04	F			24.7	41.38	0.97	E	
4 - Dunnock Dr		0.0	0.00	0.00	A			0.0	0.00	0.00	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

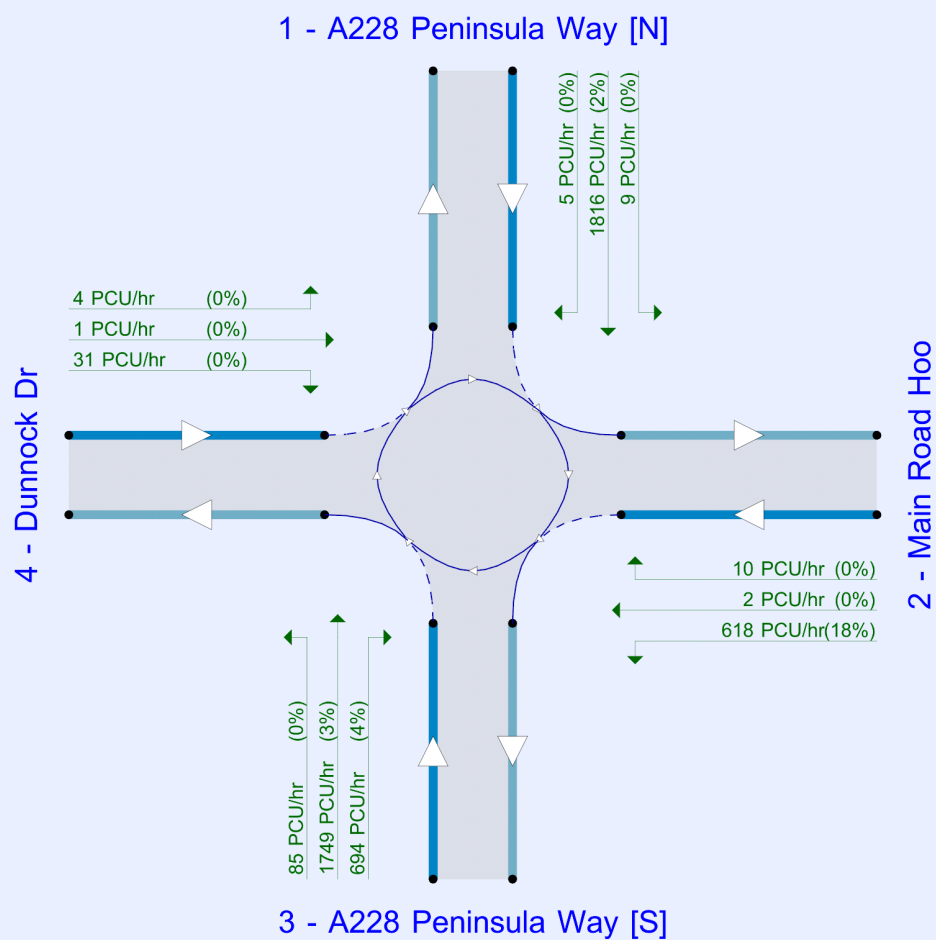
File summary

File Description

Title	
Location	
Site number	
Date	05/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	JEGINTLPIEPZJ
Description	

Units

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



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	5y	AM	FLAT	08:00	09:00	60	15	✓
D7	5y	PM	FLAT	16:00	17:00	60	15	✓
D6	10y	AM	FLAT	08:00	09:00	60	15	✓
D8	10y	PM	FLAT	16:00	17:00	60	15	✓
D1	2041 DS	AM	FLAT	08:00	09:00	60	15	✓
D2	2041 DS	PM	FLAT	16:00	17:00	60	15	✓
D3	2041 RC	AM	FLAT	08:00	09:00	60	15	✓
D4	2041 RC	PM	FLAT	16:00	17:00	60	15	✓

Analysis Set Details

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

5y, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	858618.50	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-25	3 - A228 Peninsula Way [S]	858618.50	F

Arms

Arms

Arm	Name	Description	No give-way line
1	A228 Peninsula Way [N]		
2	Main Road Hoo		
3	A228 Peninsula Way [S]		
4	Dunnock Dr		

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 - A228 Peninsula Way [N]	9.00	9.00	0.0	29.0	49.5	18.2		
2 - Main Road Hoo	3.60	7.33	12.9	14.0	49.5	32.0		
3 - A228 Peninsula Way [S]	7.00	9.00	13.5	26.0	49.5	55.9		
4 - Dunnock Dr	2.80	5.40	3.6	14.0	49.5	39.3		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A228 Peninsula Way [N]	0.851	2880
2 - Main Road Hoo	0.590	1631
3 - A228 Peninsula Way [S]	0.708	2333
4 - Dunnock Dr	0.468	1030

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	5y	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A228 Peninsula Way [N]		FLAT	✓	1744	100.000
2 - Main Road Hoo		FLAT	✓	806	100.000
3 - A228 Peninsula Way [S]		FLAT	✓	2619	100.000
4 - Dunnock Dr		FLAT	✓	75	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - A228 Peninsula Way [N]	2 - Main Road Hoo	3 - A228 Peninsula Way [S]	4 - Dunnock Dr
From	1 - A228 Peninsula Way [N]	0	10	1729	5
	2 - Main Road Hoo	8	0	796	2
	3 - A228 Peninsula Way [S]	1805	579	195	40
	4 - Dunnock Dr	4	2	69	0

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - A228 Peninsula Way [N]	2 - Main Road Hoo	3 - A228 Peninsula Way [S]	4 - Dunnock Dr
From	1 - A228 Peninsula Way [N]	0	0	4	0
	2 - Main Road Hoo	0	0	4	0
	3 - A228 Peninsula Way [S]	5	10	3	0
	4 - Dunnock Dr	0	0	0	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 - A228 Peninsula Way [N]	0.76	6.78	3.3	A	1744	1744
2 - Main Road Hoo	1.59	1865.76	298.8	F	806	806
3 - A228 Peninsula Way [S]	1.13	414.01	302.0	F	2619	2619
4 - Dunnock Dr	999999999.00	59999940.00	75.0	F	75	75

Main Results for each time segment

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 - A228 Peninsula Way [N]	1744	436	678	2303	0.757	1731	1587	0.0	3.2	6.416	A
2 - Main Road Hoo	806	202	1892	515	1.564	508	517	0.0	74.4	274.467	F
3 - A228 Peninsula Way [S]	2619	655	11	2325	1.126	2295	2389	0.0	81.0	69.174	F
4 - Dunnock Dr	75	19	2265	0	999999999.000	0	41	0.0	18.8	59999940.000	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 - A228 Peninsula Way [N]	1744	436	687	2296	0.760	1744	1606	3.2	3.2	6.772	A
2 - Main Road Hoo	806	202	1907	507	1.590	507	524	74.4	149.2	805.284	F
3 - A228 Peninsula Way [S]	2619	655	11	2325	1.126	2324	2402	81.0	154.8	187.805	F
4 - Dunnock Dr	75	19	2293	0	999999999.000	0	42	18.8	37.5	59999940.000	F

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 - A228 Peninsula Way [N]	1744	436	687	2295	0.760	1744	1607	3.2	3.3	6.781	A
2 - Main Road Hoo	806	202	1907	507	1.590	507	524	149.2	224.0	1335.069	F
3 - A228 Peninsula Way [S]	2619	655	11	2325	1.126	2325	2403	154.8	228.5	300.695	F
4 - Dunnock Dr	75	19	2294	0	999999999.000	0	42	37.5	56.3	59999940.000	F

08:45 - 09:00

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 - A228 Peninsula Way [N]	1744	436	687	2295	0.760	1744	1607	3.3	3.3	6.784	A
2 - Main Road Hoo	806	202	1907	507	1.590	507	524	224.0	298.8	1865.765	F
3 - A228 Peninsula Way [S]	2619	655	11	2325	1.126	2325	2403	228.5	302.0	414.013	F
4 - Dunnock Dr	75	19	2294	0	999999999.000	0	42	56.3	75.0	59999940.000	F

5y, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	415481.69	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-28	3 - A228 Peninsula Way [S]	415481.69	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	5y	PM	FLAT	16:00	17:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A228 Peninsula Way [N]		FLAT	✓	1830	100.000
2 - Main Road Hoo		FLAT	✓	630	100.000
3 - A228 Peninsula Way [S]		FLAT	✓	2708	100.000
4 - Dunnock Dr		FLAT	✓	36	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - A228 Peninsula Way [N]	2 - Main Road Hoo	3 - A228 Peninsula Way [S]	4 - Dunnock Dr
	1 - A228 Peninsula Way [N]	0	9	1816	5
	2 - Main Road Hoo	10	0	618	2
	3 - A228 Peninsula Way [S]	1749	694	180	85
	4 - Dunnock Dr	4	1	31	0

Vehicle Mix

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

Heavy Vehicle %

From	To				
		1 - A228 Peninsula Way [N]	2 - Main Road Hoo	3 - A228 Peninsula Way [S]	4 - Dunnock Dr
	1 - A228 Peninsula Way [N]	0	0	2	0
	2 - Main Road Hoo	0	0	18	0
	3 - A228 Peninsula Way [S]	3	4	3	0
	4 - Dunnock Dr	0	0	0	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 - A228 Peninsula Way [N]	0.82	8.90	4.5	A	1830	1830
2 - Main Road Hoo	1.35	1121.61	164.2	F	630	630
3 - A228 Peninsula Way [S]	1.17	533.97	390.8	F	2708	2708
4 - Dunnock Dr	999999999.00	59999940.00	36.0	F	36	36

Main Results for each time segment

16:00 - 16:15

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 - A228 Peninsula Way [N]	1830	458	742	2248	0.814	1813	1493	0.0	4.2	8.144	A
2 - Main Road Hoo	630	158	1957	477	1.320	464	598	0.0	41.4	176.419	F
3 - A228 Peninsula Way [S]	2708	677	14	2323	1.166	2300	2407	0.0	102.0	84.605	F
4 - Dunnock Dr	36	9	2235	0	999999999.000	0	79	0.0	9.0	59999940.000	F

16:15 - 16:30

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 - A228 Peninsula Way [N]	1830	458	750	2242	0.816	1829	1507	4.2	4.4	8.864	A
2 - Main Road Hoo	630	158	1975	467	1.349	466	604	41.4	82.4	494.226	F
3 - A228 Peninsula Way [S]	2708	677	14	2323	1.166	2323	2427	102.0	198.4	237.174	F
4 - Dunnock Dr	36	9	2257	0	999999999.000	0	79	9.0	18.0	59999940.000	F

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 - A228 Peninsula Way [N]	1830	458	750	2242	0.816	1830	1508	4.4	4.4	8.891	A
2 - Main Road Hoo	630	158	1975	467	1.350	466	604	82.4	123.3	807.320	F
3 - A228 Peninsula Way [S]	2708	677	14	2323	1.166	2323	2428	198.4	294.6	385.343	F
4 - Dunnock Dr	36	9	2257	0	999999999.000	0	79	18.0	27.0	59999940.000	F

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 - A228 Peninsula Way [N]	1830	458	750	2242	0.816	1830	1508	4.4	4.5	8.899	A
2 - Main Road Hoo	630	158	1975	467	1.350	466	604	123.3	164.2	1121.607	F
3 - A228 Peninsula Way [S]	2708	677	14	2323	1.166	2323	2428	294.6	390.8	533.966	F
4 - Dunnock Dr	36	9	2258	0	999999999.000	0	79	27.0	36.0	59999940.000	F

10y, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	1438000.18	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-37	2 - Main Road Hoo	1438000.18	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	10y	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A228 Peninsula Way [N]		FLAT	✓	2116	100.000
2 - Main Road Hoo		FLAT	✓	957	100.000
3 - A228 Peninsula Way [S]		FLAT	✓	2920	100.000
4 - Dunnock Dr		FLAT	✓	147	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - A228 Peninsula Way [N]	2 - Main Road Hoo	3 - A228 Peninsula Way [S]	4 - Dunnock Dr
	1 - A228 Peninsula Way [N]	0	13	2097	6
	2 - Main Road Hoo	10	0	945	2
	3 - A228 Peninsula Way [S]	2015	640	219	46
	4 - Dunnock Dr	8	4	135	0

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - A228 Peninsula Way [N]	2 - Main Road Hoo	3 - A228 Peninsula Way [S]	4 - Dunnock Dr
	1 - A228 Peninsula Way [N]	0	0	3	0
	2 - Main Road Hoo	0	0	3	0
	3 - A228 Peninsula Way [S]	5	9	2	0
	4 - Dunnock Dr	0	0	0	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 - A228 Peninsula Way [N]	0.92	19.84	11.2	C	2116	2116
2 - Main Road Hoo	3.31	7225.13	662.3	F	957	957
3 - A228 Peninsula Way [S]	1.26	812.83	597.8	F	2920	2920
4 - Dunnock Dr	999999999.00	59999940.00	147.0	F	147	147

Main Results for each time segment

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 - A228 Peninsula Way [N]	2116	529	680	2302	0.919	2078	1597	0.0	9.6	14.679	B
2 - Main Road Hoo	957	239	2238	312	3.072	310	519	0.0	161.9	996.410	F
3 - A228 Peninsula Way [S]	2920	730	10	2326	1.255	2310	2538	0.0	152.5	122.504	F
4 - Dunnock Dr	147	37	2277	0	999999999.000	0	43	0.0	36.8	59999940.000	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 - A228 Peninsula Way [N]	2116	529	684	2298	0.921	2112	1608	9.6	10.6	19.072	C
2 - Main Road Hoo	957	239	2273	291	3.291	291	523	161.9	328.4	3061.607	F
3 - A228 Peninsula Way [S]	2920	730	10	2326	1.255	2326	2555	152.5	300.9	354.477	F
4 - Dunnock Dr	147	37	2292	0	999999999.000	0	43	36.8	73.5	59999940.000	F

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 - A228 Peninsula Way [N]	2116	529	684	2298	0.921	2114	1608	10.6	11.0	19.616	C
2 - Main Road Hoo	957	239	2276	289	3.307	289	523	328.4	495.3	5143.926	F
3 - A228 Peninsula Way [S]	2920	730	10	2326	1.255	2326	2556	300.9	449.4	583.459	F
4 - Dunnock Dr	147	37	2293	0	999999999.000	0	43	73.5	110.3	59999940.000	F

08:45 - 09:00

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 - A228 Peninsula Way [N]	2116	529	684	2298	0.921	2115	1608	11.0	11.2	19.844	C
2 - Main Road Hoo	957	239	2277	289	3.312	289	523	495.3	662.3	7225.128	F
3 - A228 Peninsula Way [S]	2920	730	10	2326	1.255	2326	2556	449.4	597.8	812.834	F
4 - Dunnock Dr	147	37	2293	0	999999999.000	0	43	110.3	147.0	59999940.000	F

10y, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	687816.48	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-41	3 - A228 Peninsula Way [S]	687816.48	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	10y	PM	FLAT	16:00	17:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A228 Peninsula Way [N]		FLAT	✓	2029	100.000
2 - Main Road Hoo		FLAT	✓	696	100.000
3 - A228 Peninsula Way [S]		FLAT	✓	3321	100.000
4 - Dunnock Dr		FLAT	✓	70	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - A228 Peninsula Way [N]	2 - Main Road Hoo	3 - A228 Peninsula Way [S]	4 - Dunnock Dr
From	1 - A228 Peninsula Way [N]	0	10	2013	6
	2 - Main Road Hoo	11	0	683	2
	3 - A228 Peninsula Way [S]	2144	850	221	106
	4 - Dunnock Dr	7	2	61	0

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - A228 Peninsula Way [N]	2 - Main Road Hoo	3 - A228 Peninsula Way [S]	4 - Dunnock Dr
	1 - A228 Peninsula Way [N]	0	0	2	0
	2 - Main Road Hoo	0	0	16	0
	3 - A228 Peninsula Way [S]	3	3	2	0
	4 - Dunnock Dr	0	0	0	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 - A228 Peninsula Way [N]	0.90	16.95	9.3	C	2029	2029
2 - Main Road Hoo	1.99	3088.46	342.2	F	696	696
3 - A228 Peninsula Way [S]	1.43	1356.78	999.2	F	3321	3321
4 - Dunnock Dr	999999999.00	59999940.00	70.0	F	70	70

Main Results for each time segment

16:00 - 16:15

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 - A228 Peninsula Way [N]	2029	507	746	2245	0.904	1996	1500	0.0	8.2	13.380	B
2 - Main Road Hoo	696	174	2140	369	1.885	364	602	0.0	83.0	431.633	F
3 - A228 Peninsula Way [S]	3321	830	13	2324	1.429	2315	2492	0.0	251.6	198.225	F
4 - Dunnock Dr	70	18	2247	0	999999999.000	0	81	0.0	17.5	59999940.000	F

16:15 - 16:30

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 - A228 Peninsula Way [N]	2029	507	750	2242	0.905	2026	1506	8.2	8.9	16.543	C
2 - Main Road Hoo	696	174	2171	351	1.982	351	605	83.0	169.2	1310.758	F
3 - A228 Peninsula Way [S]	3321	830	13	2324	1.429	2324	2510	251.6	500.8	585.491	F
4 - Dunnock Dr	70	18	2256	0	999999999.000	0	81	17.5	35.0	59999940.000	F

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 - A228 Peninsula Way [N]	2029	507	750	2242	0.905	2028	1506	8.9	9.1	16.838	C
2 - Main Road Hoo	696	174	2173	350	1.987	350	605	169.2	255.6	2198.725	F
3 - A228 Peninsula Way [S]	3321	830	13	2324	1.429	2324	2510	500.8	750.0	971.002	F
4 - Dunnock Dr	70	18	2256	0	999999999.000	0	81	35.0	52.5	59999940.000	F

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 - A228 Peninsula Way [N]	2029	507	750	2242	0.905	2028	1506	9.1	9.3	16.953	C
2 - Main Road Hoo	696	174	2173	350	1.989	350	605	255.6	342.2	3088.459	F
3 - A228 Peninsula Way [S]	3321	830	13	2324	1.429	2324	2511	750.0	999.2	1356.776	F
4 - Dunnock Dr	70	18	2256	0	999999999.000	0	81	52.5	70.0	59999940.000	F

2041 DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	1191802.89	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-47	3 - A228 Peninsula Way [S]	1191802.89	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2041 DS	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A228 Peninsula Way [N]		FLAT	✓	2479	100.000
2 - Main Road Hoo		FLAT	✓	1060	100.000
3 - A228 Peninsula Way [S]		FLAT	✓	3685	100.000
4 - Dunnock Dr		FLAT	✓	146	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - A228 Peninsula Way [N]	2 - Main Road Hoo	3 - A228 Peninsula Way [S]	4 - Dunnock Dr
	1 - A228 Peninsula Way [N]	0	16	2456	7
	2 - Main Road Hoo	11	0	1046	3
	3 - A228 Peninsula Way [S]	2545	801	280	59
	4 - Dunnock Dr	9	2	135	0

Vehicle Mix

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

Heavy Vehicle %

From	To				
		1 - A228 Peninsula Way [N]	2 - Main Road Hoo	3 - A228 Peninsula Way [S]	4 - Dunnock Dr
	1 - A228 Peninsula Way [N]	0	0	3	0
	2 - Main Road Hoo	0	0	3	0
	3 - A228 Peninsula Way [S]	3	11	2	0
	4 - Dunnock Dr	0	0	0	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 - A228 Peninsula Way [N]	1.08	268.92	191.7	F	2479	2479
2 - Main Road Hoo	5.87	15222.74	873.1	F	1060	1060
3 - A228 Peninsula Way [S]	1.58	1843.50	1360.0	F	3685	3685
4 - Dunnock Dr	999999999.00	59999940.00	146.0	F	146	146

Main Results for each time segment

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 - A228 Peninsula Way [N]	2479	620	680	2301	1.077	2259	1604	0.0	55.1	50.725	F
2 - Main Road Hoo	1060	265	2420	204	5.193	203	519	0.0	214.2	2100.146	F
3 - A228 Peninsula Way [S]	3685	921	9	2327	1.584	2320	2615	0.0	341.4	267.043	F
4 - Dunnock Dr	146	37	2285	0	999999999.000	0	44	0.0	36.5	59999940.000	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 - A228 Peninsula Way [N]	2479	620	683	2299	1.078	2295	1609	55.1	101.1	128.670	F
2 - Main Road Hoo	1060	265	2457	183	5.803	183	521	214.2	433.5	6461.462	F
3 - A228 Peninsula Way [S]	3685	921	9	2327	1.584	2327	2631	341.4	680.9	793.336	F
4 - Dunnock Dr	146	37	2291	0	999999999.000	0	44	36.5	73.0	59999940.000	F

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 - A228 Peninsula Way [N]	2479	620	683	2299	1.078	2297	1609	101.1	146.5	198.763	F
2 - Main Road Hoo	1060	265	2459	181	5.850	181	521	433.5	653.2	10843.150	F
3 - A228 Peninsula Way [S]	3685	921	9	2327	1.584	2327	2632	680.9	1020.5	1318.317	F
4 - Dunnock Dr	146	37	2291	0	999999999.000	0	44	73.0	109.5	59999940.000	F

08:45 - 09:00

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 - A228 Peninsula Way [N]	2479	620	683	2299	1.078	2298	1609	146.5	191.7	268.921	F
2 - Main Road Hoo	1060	265	2460	181	5.865	181	521	653.2	873.1	15222.735	F
3 - A228 Peninsula Way [S]	3685	921	9	2327	1.584	2327	2632	1020.5	1360.0	1843.498	F
4 - Dunnock Dr	146	37	2291	0	999999999.000	0	44	109.5	146.0	59999940.000	F

2041 DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	577926.43	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-49	3 - A228 Peninsula Way [S]	577926.43	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2041 DS	PM	FLAT	16:00	17:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A228 Peninsula Way [N]		FLAT	✓	2634	100.000
2 - Main Road Hoo		FLAT	✓	746	100.000
3 - A228 Peninsula Way [S]		FLAT	✓	3843	100.000
4 - Dunnock Dr		FLAT	✓	70	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - A228 Peninsula Way [N]	2 - Main Road Hoo	3 - A228 Peninsula Way [S]	4 - Dunnock Dr
	1 - A228 Peninsula Way [N]	0	14	2612	8
	2 - Main Road Hoo	12	0	732	2
	3 - A228 Peninsula Way [S]	2471	986	262	124
	4 - Dunnock Dr	7	2	61	0

Vehicle Mix

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

Heavy Vehicle %

From	To				
		1 - A228 Peninsula Way [N]	2 - Main Road Hoo	3 - A228 Peninsula Way [S]	4 - Dunnock Dr
	1 - A228 Peninsula Way [N]	0	0	2	0
	2 - Main Road Hoo	0	0	14	0
	3 - A228 Peninsula Way [S]	2	2	2	0
	4 - Dunnock Dr	0	0	0	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 - A228 Peninsula Way [N]	1.18	569.67	401.8	F	2634	2634
2 - Main Road Hoo	3.31	7242.98	517.8	F	746	746
3 - A228 Peninsula Way [S]	1.65	2060.35	1519.3	F	3843	3843
4 - Dunnock Dr	999999999.00	59999940.00	70.0	F	70	70

Main Results for each time segment

16:00 - 16:15

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 - A228 Peninsula Way [N]	2634	659	753	2239	1.176	2217	1495	0.0	104.1	89.267	F
2 - Main Road Hoo	746	187	2364	238	3.141	235	607	0.0	127.6	1022.908	F
3 - A228 Peninsula Way [S]	3843	961	11	2325	1.653	2319	2588	0.0	381.0	297.698	F
4 - Dunnock Dr	70	18	2248	0	999999999.000	0	82	0.0	17.5	59999940.000	F

16:15 - 16:30

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 - A228 Peninsula Way [N]	2634	659	755	2237	1.177	2237	1499	104.1	203.4	251.893	F
2 - Main Road Hoo	746	187	2383	226	3.302	226	608	127.6	257.7	3092.792	F
3 - A228 Peninsula Way [S]	3843	961	11	2325	1.653	2325	2598	381.0	760.4	885.948	F
4 - Dunnock Dr	70	18	2254	0	999999999.000	0	82	17.5	35.0	59999940.000	F

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 - A228 Peninsula Way [N]	2634	659	755	2237	1.177	2237	1499	203.4	302.7	410.550	F
2 - Main Road Hoo	746	187	2384	226	3.305	226	608	257.7	387.7	5167.780	F
3 - A228 Peninsula Way [S]	3843	961	11	2325	1.653	2325	2598	760.4	1139.9	1473.059	F
4 - Dunnock Dr	70	18	2254	0	999999999.000	0	82	35.0	52.5	59999940.000	F

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 - A228 Peninsula Way [N]	2634	659	755	2237	1.177	2237	1499	302.7	401.8	569.665	F
2 - Main Road Hoo	746	187	2384	226	3.306	226	608	387.7	517.8	7242.983	F
3 - A228 Peninsula Way [S]	3843	961	11	2325	1.653	2325	2599	1139.9	1519.3	2060.346	F
4 - Dunnock Dr	70	18	2254	0	999999999.000	0	82	52.5	70.0	59999940.000	F

2041 RC, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	92.37	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-19	3 - A228 Peninsula Way [S]	92.37	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2041 RC	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A228 Peninsula Way [N]		FLAT	✓	1654	100.000
2 - Main Road Hoo		FLAT	✓	374	100.000
3 - A228 Peninsula Way [S]		FLAT	✓	2425	100.000
4 - Dunnock Dr		FLAT	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - A228 Peninsula Way [N]	2 - Main Road Hoo	3 - A228 Peninsula Way [S]	4 - Dunnock Dr
	1 - A228 Peninsula Way [N]	0	0	1654	0
	2 - Main Road Hoo	0	0	374	0
	3 - A228 Peninsula Way [S]	1924	246	255	0
	4 - Dunnock Dr	0	0	0	0

Vehicle Mix

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

Heavy Vehicle %

From	To				
		1 - A228 Peninsula Way [N]	2 - Main Road Hoo	3 - A228 Peninsula Way [S]	4 - Dunnock Dr
	1 - A228 Peninsula Way [N]	0	0	4	0
	2 - Main Road Hoo	0	0	9	0
	3 - A228 Peninsula Way [S]	7	11	2	0
	4 - Dunnock Dr	0	0	0	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 - A228 Peninsula Way [N]	0.67	4.58	2.1	A	1654	1654
2 - Main Road Hoo	0.73	28.34	2.9	D	374	374
3 - A228 Peninsula Way [S]	1.04	162.12	113.6	F	2425	2425
4 - Dunnock Dr	0.00	0.00	0.0	A	0	0

Main Results for each time segment

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 - A228 Peninsula Way [N]	1654	414	469	2481	0.667	1646	1801	0.0	2.0	4.440	A
2 - Main Road Hoo	374	94	1885	520	0.719	364	230	0.0	2.5	23.800	C
3 - A228 Peninsula Way [S]	2425	606	0	2333	1.039	2270	2248	0.0	38.7	38.591	E
4 - Dunnock Dr	0	0	2270	0	0.000	0	0	0.0	0.0	0.000	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 - A228 Peninsula Way [N]	1654	414	479	2472	0.669	1654	1841	2.0	2.1	4.574	A
2 - Main Road Hoo	374	94	1898	512	0.730	373	235	2.5	2.8	27.846	D
3 - A228 Peninsula Way [S]	2425	606	0	2333	1.039	2320	2271	38.7	64.8	87.498	F
4 - Dunnock Dr	0	0	2320	0	0.000	0	0	0.0	0.0	0.000	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 - A228 Peninsula Way [N]	1654	414	481	2471	0.669	1654	1846	2.1	2.1	4.581	A
2 - Main Road Hoo	374	94	1899	512	0.731	374	236	2.8	2.8	28.213	D
3 - A228 Peninsula Way [S]	2425	606	0	2333	1.039	2326	2272	64.8	89.5	125.351	F
4 - Dunnock Dr	0	0	2326	0	0.000	0	0	0.0	0.0	0.000	A

08:45 - 09:00

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 - A228 Peninsula Way [N]	1654	414	481	2471	0.669	1654	1848	2.1	2.1	4.584	A
2 - Main Road Hoo	374	94	1899	512	0.731	374	236	2.8	2.9	28.336	D
3 - A228 Peninsula Way [S]	2425	606	0	2333	1.039	2329	2273	89.5	113.6	162.116	F
4 - Dunnock Dr	0	0	2329	0	0.000	0	0	0.0	0.0	0.000	A

2041 RC, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	25.87	D

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-13	3 - A228 Peninsula Way [S]	25.87	D

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2041 RC	PM	FLAT	16:00	17:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A228 Peninsula Way [N]		FLAT	✓	1949	100.000
2 - Main Road Hoo		FLAT	✓	0	100.000
3 - A228 Peninsula Way [S]		FLAT	✓	2264	100.000
4 - Dunnock Dr		FLAT	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - A228 Peninsula Way [N]	2 - Main Road Hoo	3 - A228 Peninsula Way [S]	4 - Dunnock Dr
From	1 - A228 Peninsula Way [N]	0	0	1949	0
	2 - Main Road Hoo	0	0	0	0
	3 - A228 Peninsula Way [S]	1733	293	238	0
	4 - Dunnock Dr	0	0	0	0

Vehicle Mix

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

Heavy Vehicle %

From	To				
		1 - A228 Peninsula Way [N]	2 - Main Road Hoo	3 - A228 Peninsula Way [S]	4 - Dunnock Dr
	1 - A228 Peninsula Way [N]	0	0	5	0
	2 - Main Road Hoo	0	0	0	0
	3 - A228 Peninsula Way [S]	3	9	2	0
	4 - Dunnock Dr	0	0	0	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 - A228 Peninsula Way [N]	0.80	7.86	4.2	A	1949	1949
2 - Main Road Hoo	0.00	0.00	0.0	A	0	0
3 - A228 Peninsula Way [S]	0.97	41.38	24.7	E	2264	2264
4 - Dunnock Dr	0.00	0.00	0.0	A	0	0

Main Results for each time segment

16:00 - 16:15

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 - A228 Peninsula Way [N]	1949	487	515	2442	0.798	1933	1682	0.0	4.0	7.224	A
2 - Main Road Hoo	0	0	2164	355	0.000	0	284	0.0	0.0	0.000	A
3 - A228 Peninsula Way [S]	2264	566	0	2333	0.970	2197	2164	0.0	16.7	21.594	C
4 - Dunnock Dr	0	0	2197	1	0.000	0	0	0.0	0.0	0.000	A

16:15 - 16:30

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 - A228 Peninsula Way [N]	1949	487	527	2431	0.802	1948	1721	4.0	4.1	7.806	A
2 - Main Road Hoo	0	0	2185	343	0.000	0	291	0.0	0.0	0.000	A
3 - A228 Peninsula Way [S]	2264	566	0	2333	0.970	2248	2185	16.7	20.8	34.780	D
4 - Dunnock Dr	0	0	2248	0	0.000	0	0	0.0	0.0	0.000	A

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 - A228 Peninsula Way [N]	1949	487	529	2430	0.802	1949	1726	4.1	4.2	7.844	A
2 - Main Road Hoo	0	0	2186	342	0.000	0	292	0.0	0.0	0.000	A
3 - A228 Peninsula Way [S]	2264	566	0	2333	0.970	2255	2186	20.8	23.1	38.876	E
4 - Dunnock Dr	0	0	2255	0	0.000	0	0	0.0	0.0	0.000	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 - A228 Peninsula Way [N]	1949	487	530	2429	0.802	1949	1728	4.2	4.2	7.858	A
2 - Main Road Hoo	0	0	2186	342	0.000	0	292	0.0	0.0	0.000	A
3 - A228 Peninsula Way [S]	2264	566	0	2333	0.970	2258	2186	23.1	24.7	41.378	E
4 - Dunnock Dr	0	0	2258	0	0.000	0	0	0.0	0.0	0.000	A



Junctions 10											
ARCADY 10 - Roundabout Module											
Version: 10.1.1.1905											
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Filename: J2_v1.j10

Path: \\GBLON7VS01.europe.jacobs.com\Projects\UNIF\Projects\BESP0016 Kent Countywide Model\KCC Model Custodian Framework\Call-off Tasks\Medway Local Plan\Technical\02 Base Model\08 Models\5_10 year

Report generation date: 02/06/2025 11:05:33

»2041 DS, AM
»2041 DS, PM
»2041 RC, AM
»2041 RC, PM
»5y, AM
»10y, AM
»5y, PM
»10y, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 DS											
1 - Dux Ct Rd	D1	0.0	0.00	0.00	A	-19 % [4 - A288 Peninsula Way [W]]	D2	0.0	20.65	0.04	C	-22 % [2 - A288 Peninsula Way [E]]
2 - A228 Penisula Way [E]		12.6	23.69	0.93	C			258.4	425.68	1.13	F	
3 - Bells Ln		151.8	971.12	1.31	F			122.7	744.69	1.23	F	
4 - A288 Peninsula Way [W]		114.2	153.67	1.04	F			72.2	102.39	1.02	F	
	2041 RC											
1 - Dux Ct Rd	D3	0.2	10.43	0.14	B	10 % [4 - A288 Peninsula Way [W]]	D4	0.3	9.16	0.21	A	4 % [3 - Bells Ln]
2 - A228 Penisula Way [E]		1.1	3.82	0.51	A			3.0	8.17	0.74	A	
3 - Bells Ln		1.8	10.36	0.64	B			3.3	20.54	0.77	C	
4 - A288 Peninsula Way [W]		3.6	6.73	0.77	A			2.4	5.11	0.70	A	
	5y											
1 - Dux Ct Rd	D5	0.0	0.00	0.00	A	10 % [3 - Bells Ln]	D7	0.0	7.57	0.00	A	8 % [3 - Bells Ln]
2 - A228 Penisula Way [E]		1.4	3.79	0.57	A			2.2	5.59	0.69	A	
3 - Bells Ln		2.4	13.92	0.70	B			2.6	16.27	0.72	C	
4 - A288 Peninsula Way [W]		2.5	5.17	0.70	A			2.7	5.54	0.73	A	
	10y											
1 - Dux Ct Rd	D6	0.0	0.00	0.00	A	-5 % [3 - Bells Ln]	D8	0.0	11.62	0.00	B	-3 % [4 - A288 Peninsula Way [W]]
2 - A228 Penisula Way [E]		2.8	6.09	0.73	A			4.1	9.17	0.80	A	
3 - Bells Ln		13.4	78.27	0.95	F			6.8	41.51	0.88	E	
4 - A288 Peninsula Way [W]		3.5	6.73	0.77	A			6.8	11.75	0.87	B	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

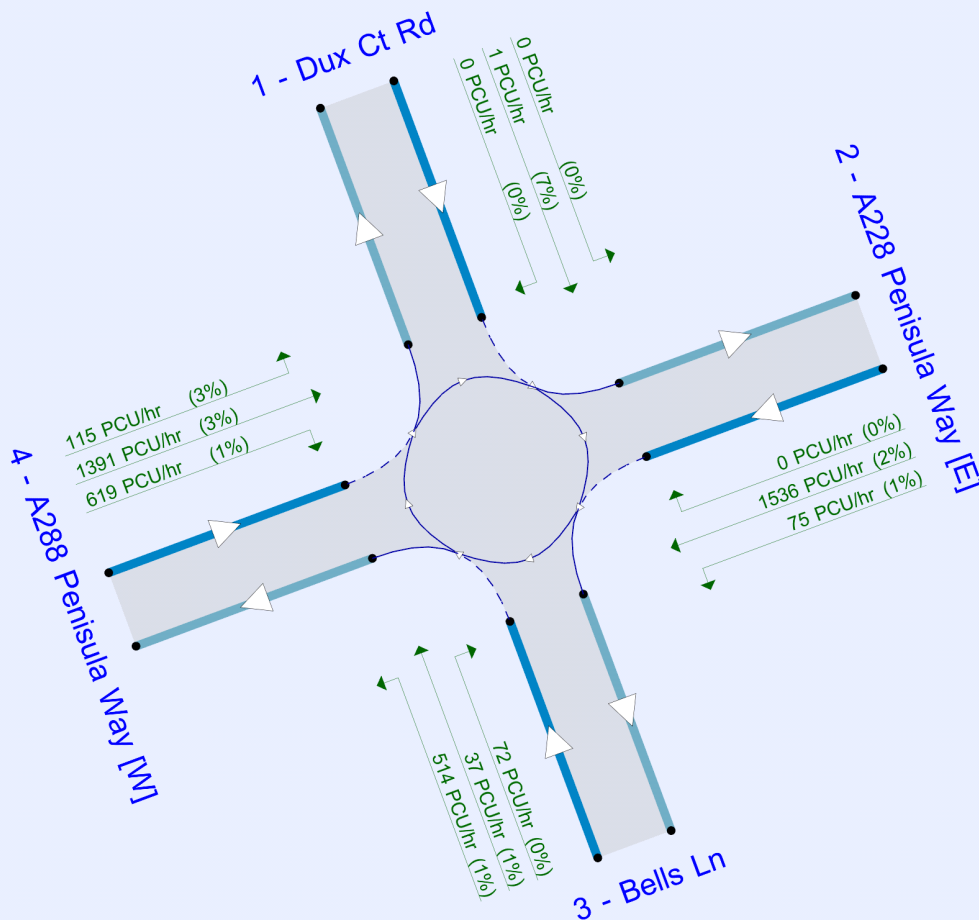
File summary

File Description

Title	
Location	
Site number	
Date	05/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	JEGINTLPIEPRZJ
Description	

Units

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



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	RFC/DOS	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2041 DS	AM	FLAT	07:00	08:00	60	15
D2	2041 DS	PM	FLAT	16:00	17:00	60	15
D3	2041 RC	AM	FLAT	07:00	08:00	60	15
D4	2041 RC	PM	FLAT	16:00	17:00	60	15
D5	5y	AM	FLAT	07:00	08:00	60	15
D6	10y	AM	FLAT	07:00	08:00	60	15
D7	5y	PM	FLAT	16:00	17:00	60	15
D8	10y	PM	FLAT	16:00	17:00	60	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2041 DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	205.44	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-19	4 - A288 Peninsula Way [W]	205.44	F

Arms

Arms

Arm	Name	Description	No give-way line
1	Dux Ct Rd		
2	A228 Peninsula Way [E]		
3	Bells Ln		
4	A288 Peninsula Way [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Dux Ct Rd	3.10	7.00	10.5	24.0	55.0	42.8		
2 - A228 Peninsula Way [E]	7.52	9.00	11.4	30.0	55.0	51.0		
3 - Bells Ln	3.25	7.10	11.5	18.0	55.0	22.2		
4 - A288 Peninsula Way [W]	7.41	9.00	20.2	29.0	55.0	46.8		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Dux Ct Rd	0.524	1425
2 - A228 Peninsula Way [E]	0.705	2449
3 - Bells Ln	0.569	1580
4 - A288 Peninsula Way [W]	0.721	2517

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2041 DS	AM	FLAT	07:00	08:00	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Dux Ct Rd		✓	0	100.000
2 - A228 Peninsula Way [E]		✓	2012	100.000
3 - Bells Ln		✓	651	100.000
4 - A288 Peninsula Way [W]		✓	2565	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Dux Ct Rd	2 - A228 Peninsula Way [E]	3 - Bells Ln	4 - A288 Peninsula Way [W]
From	1 - Dux Ct Rd	0	0	0	0
	2 - A228 Peninsula Way [E]	0	0	105	1907
	3 - Bells Ln	27	52	0	572
	4 - A288 Peninsula Way [W]	107	2034	424	0

Vehicle Mix

Heavy Vehicle %

	To				
		1 - Dux Ct Rd	2 - A228 Peninsula Way [E]	3 - Bells Ln	4 - A288 Peninsula Way [W]
From	1 - Dux Ct Rd	0	0	0	0
	2 - A228 Peninsula Way [E]	0	0	1	3
	3 - Bells Ln	1	0	0	1
	4 - A288 Peninsula Way [W]	3	3	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Dux Ct Rd	0.00	0.00	0.0	A
2 - A228 Peninsula Way [E]	0.93	23.69	12.6	C
3 - Bells Ln	1.31	971.12	151.8	F
4 - A288 Peninsula Way [W]	1.04	153.67	114.2	F

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Dux Ct Rd	0	2349	193	0.000	0	0.0	0.000	A
2 - A228 Peninsula Way [E]	2012	398	2168	0.928	1971	10.3	16.342	C
3 - Bells Ln	651	1868	518	1.256	504	36.7	145.308	F
4 - A288 Peninsula Way [W]	2565	61	2472	1.037	2409	39.0	36.686	E

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Dux Ct Rd	0	2397	168	0.000	0	0.0	0.000	A
2 - A228 Peninsula Way [E]	2012	407	2162	0.931	2006	11.7	22.232	C
3 - Bells Ln	651	1902	499	1.304	498	74.8	417.026	F
4 - A288 Peninsula Way [W]	2565	60	2473	1.037	2460	65.3	83.123	F

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Dux Ct Rd	0	2403	165	0.000	0	0.0	0.000	A
2 - A228 Peninsula Way [E]	2012	408	2162	0.931	2010	12.3	23.231	C
3 - Bells Ln	651	1905	497	1.309	497	113.3	692.823	F
4 - A288 Peninsula Way [W]	2565	60	2473	1.037	2466	90.0	118.930	F

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Dux Ct Rd	0	2405	163	0.000	0	0.0	0.000	A
2 - A228 Peninsula Way [E]	2012	408	2161	0.931	2011	12.6	23.687	C
3 - Bells Ln	651	1906	497	1.310	497	151.8	971.120	F
4 - A288 Peninsula Way [W]	2565	60	2473	1.037	2469	114.2	153.671	F

2041 DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	312.96	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-22	2 - A228 Peninsula Way [E]	312.96	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2041 DS	PM	FLAT	16:00	17:00	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Dux Ct Rd		✓	7	100.000
2 - A228 Peninsula Way [E]		✓	2188	100.000
3 - Bells Ln		✓	648	100.000
4 - A288 Peninsula Way [W]		✓	2490	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Dux Ct Rd	2 - A228 Peninsula Way [E]	3 - Bells Ln	4 - A288 Peninsula Way [W]
From	1 - Dux Ct Rd	0	0	7	0
	2 - A228 Peninsula Way [E]	0	0	93	2095
	3 - Bells Ln	38	72	0	538
	4 - A288 Peninsula Way [W]	136	1614	740	0

Vehicle Mix

Heavy Vehicle %

	To				
		1 - Dux Ct Rd	2 - A228 Peninsula Way [E]	3 - Bells Ln	4 - A288 Peninsula Way [W]
From	1 - Dux Ct Rd	0	0	2	0
	2 - A228 Peninsula Way [E]	0	0	1	2
	3 - Bells Ln	1	0	0	1
	4 - A288 Peninsula Way [W]	2	3	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Dux Ct Rd	0.04	20.65	0.0	C
2 - A228 Peninsula Way [E]	1.13	425.68	258.4	F
3 - Bells Ln	1.23	744.69	122.7	F
4 - A288 Peninsula Way [W]	1.02	102.39	72.2	F

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Dux Ct Rd	7	2299	219	0.032	7	0.0	17.302	C
2 - A228 Peninsula Way [E]	2188	712	1947	1.124	1918	67.4	69.726	F
3 - Bells Ln	648	1837	536	1.209	520	32.1	125.521	F
4 - A288 Peninsula Way [W]	2490	88	2453	1.015	2371	29.7	30.482	D

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Dux Ct Rd	7	2352	191	0.037	7	0.0	19.912	C
2 - A228 Peninsula Way [E]	2188	728	1936	1.130	1934	130.9	190.448	F
3 - Bells Ln	648	1852	527	1.229	526	62.5	337.873	F
4 - A288 Peninsula Way [W]	2490	89	2452	1.015	2426	45.7	62.820	F

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Dux Ct Rd	7	2360	187	0.037	7	0.0	20.403	C
2 - A228 Peninsula Way [E]	2188	731	1934	1.131	1933	194.6	307.525	F
3 - Bells Ln	648	1851	528	1.228	527	92.7	541.287	F
4 - A288 Peninsula Way [W]	2490	90	2452	1.016	2435	59.5	83.620	F

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Dux Ct Rd	7	2365	185	0.038	7	0.0	20.650	C
2 - A228 Peninsula Way [E]	2188	732	1933	1.132	1933	258.4	425.678	F
3 - Bells Ln	648	1851	528	1.227	528	122.7	744.694	F
4 - A288 Peninsula Way [W]	2490	90	2452	1.016	2439	72.2	102.388	F

2041 RC, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.58	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	10	4 - A288 Peninsula Way [W]	6.58	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D3	2041 RC	AM	FLAT	07:00	08:00	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Dux Ct Rd		✓	60	100.000
2 - A228 Peninsula Way [E]		✓	1052	100.000
3 - Bells Ln		✓	629	100.000
4 - A288 Peninsula Way [W]		✓	1924	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Dux Ct Rd	2 - A228 Peninsula Way [E]	3 - Bells Ln	4 - A288 Peninsula Way [W]
From	1 - Dux Ct Rd	0	0	15	45
	2 - A228 Peninsula Way [E]	0	0	41	1011
	3 - Bells Ln	16	15	0	598
	4 - A288 Peninsula Way [W]	65	1353	506	0

Vehicle Mix

Heavy Vehicle %

	To				
		1 - Dux Ct Rd	2 - A228 Peninsula Way [E]	3 - Bells Ln	4 - A288 Peninsula Way [W]
From	1 - Dux Ct Rd	0	0	2	14
	2 - A228 Peninsula Way [E]	0	0	1	6
	3 - Bells Ln	1	1	0	1
	4 - A288 Peninsula Way [W]	5	9	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Dux Ct Rd	0.14	10.43	0.2	B
2 - A228 Peninsula Way [E]	0.51	3.82	1.1	A
3 - Bells Ln	0.64	10.36	1.8	B
4 - A288 Peninsula Way [W]	0.77	6.73	3.6	A

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Dux Ct Rd	60	1860	449	0.134	59	0.2	10.209	B
2 - A228 Peninsula Way [E]	1052	562	2053	0.512	1048	1.1	3.771	A
3 - Bells Ln	629	1051	983	0.640	622	1.7	9.903	A
4 - A288 Peninsula Way [W]	1924	31	2494	0.771	1910	3.5	6.424	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Dux Ct Rd	60	1874	442	0.136	60	0.2	10.432	B
2 - A228 Peninsula Way [E]	1052	566	2050	0.513	1052	1.1	3.815	A
3 - Bells Ln	629	1056	980	0.642	629	1.8	10.345	B
4 - A288 Peninsula Way [W]	1924	31	2494	0.771	1924	3.5	6.724	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Dux Ct Rd	60	1874	442	0.136	60	0.2	10.434	B
2 - A228 Peninsula Way [E]	1052	566	2050	0.513	1052	1.1	3.815	A
3 - Bells Ln	629	1056	980	0.642	629	1.8	10.353	B
4 - A288 Peninsula Way [W]	1924	31	2494	0.771	1924	3.6	6.729	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Dux Ct Rd	60	1874	442	0.136	60	0.2	10.435	B
2 - A228 Peninsula Way [E]	1052	566	2050	0.513	1052	1.1	3.815	A
3 - Bells Ln	629	1056	980	0.642	629	1.8	10.355	B
4 - A288 Peninsula Way [W]	1924	31	2494	0.771	1924	3.6	6.729	A

2041 RC, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	8.72	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	4	3 - Bells Ln	8.72	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D4	2041 RC	PM	FLAT	16:00	17:00	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Dux Ct Rd		✓	112	100.000
2 - A228 Peninsula Way [E]		✓	1352	100.000
3 - Bells Ln		✓	590	100.000
4 - A288 Peninsula Way [W]		✓	1733	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
From		1 - Dux Ct Rd	2 - A228 Peninsula Way [E]	3 - Bells Ln	4 - A288 Peninsula Way [W]
	1 - Dux Ct Rd	0	0	15	97
	2 - A228 Peninsula Way [E]	0	0	17	1335
	3 - Bells Ln	29	44	0	517
	4 - A288 Peninsula Way [W]	63	900	770	0

Vehicle Mix

Heavy Vehicle %

		To			
From		1 - Dux Ct Rd	2 - A228 Peninsula Way [E]	3 - Bells Ln	4 - A288 Peninsula Way [W]
	1 - Dux Ct Rd	0	0	1	6
	2 - A228 Peninsula Way [E]	0	0	1	8
	3 - Bells Ln	2	0	0	1
	4 - A288 Peninsula Way [W]	5	6	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Dux Ct Rd	0.21	9.16	0.3	A
2 - A228 Peninsula Way [E]	0.74	8.17	3.0	A
3 - Bells Ln	0.77	20.54	3.3	C
4 - A288 Peninsula Way [W]	0.70	5.11	2.4	A

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Dux Ct Rd	112	1704	531	0.211	111	0.3	8.995	A
2 - A228 Peninsula Way [E]	1352	877	1831	0.738	1340	2.9	7.740	A
3 - Bells Ln	590	1419	773	0.763	578	3.0	17.679	C
4 - A288 Peninsula Way [W]	1733	72	2465	0.703	1723	2.4	4.971	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Dux Ct Rd	112	1714	526	0.213	112	0.3	9.156	A
2 - A228 Peninsula Way [E]	1352	882	1827	0.740	1352	3.0	8.159	A
3 - Bells Ln	590	1432	766	0.770	589	3.2	20.316	C
4 - A288 Peninsula Way [W]	1733	73	2464	0.703	1733	2.4	5.103	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Dux Ct Rd	112	1714	526	0.213	112	0.3	9.157	A
2 - A228 Peninsula Way [E]	1352	882	1827	0.740	1352	3.0	8.168	A
3 - Bells Ln	590	1432	766	0.770	590	3.3	20.488	C
4 - A288 Peninsula Way [W]	1733	73	2464	0.703	1733	2.4	5.106	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Dux Ct Rd	112	1714	526	0.213	112	0.3	9.158	A
2 - A228 Peninsula Way [E]	1352	882	1827	0.740	1352	3.0	8.169	A
3 - Bells Ln	590	1432	766	0.770	590	3.3	20.541	C
4 - A288 Peninsula Way [W]	1733	73	2464	0.703	1733	2.4	5.106	A

5y, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.17	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	10	3 - Bells Ln	6.17	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D5	5y	AM	FLAT	07:00	08:00	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Dux Ct Rd		✓	0	100.000
2 - A228 Peninsula Way [E]		✓	1295	100.000
3 - Bells Ln		✓	622	100.000
4 - A288 Peninsula Way [W]		✓	1721	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Dux Ct Rd	2 - A228 Peninsula Way [E]	3 - Bells Ln	4 - A288 Peninsula Way [W]
From	1 - Dux Ct Rd	0	0	0	0
	2 - A228 Peninsula Way [E]	0	4	68	1223
	3 - Bells Ln	28	53	0	541
	4 - A288 Peninsula Way [W]	72	1422	227	0

Vehicle Mix

Heavy Vehicle %

	To				
		1 - Dux Ct Rd	2 - A228 Peninsula Way [E]	3 - Bells Ln	4 - A288 Peninsula Way [W]
From	1 - Dux Ct Rd	0	0	0	0
	2 - A228 Peninsula Way [E]	0	0	1	5
	3 - Bells Ln	1	0	0	1
	4 - A288 Peninsula Way [W]	5	6	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Dux Ct Rd	0.00	0.00	0.0	A
2 - A228 Peninsula Way [E]	0.57	3.79	1.4	A
3 - Bells Ln	0.70	13.92	2.4	B
4 - A288 Peninsula Way [W]	0.70	5.17	2.5	A

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Dux Ct Rd	0	1696	535	0.000	0	0.0	0.000	A
2 - A228 Peninsula Way [E]	1295	226	2290	0.566	1290	1.4	3.751	A
3 - Bells Ln	622	1222	886	0.702	613	2.3	12.928	B
4 - A288 Peninsula Way [W]	1721	84	2456	0.701	1711	2.4	5.032	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Dux Ct Rd	0	1706	530	0.000	0	0.0	0.000	A
2 - A228 Peninsula Way [E]	1295	227	2289	0.566	1295	1.4	3.793	A
3 - Bells Ln	622	1227	883	0.705	622	2.3	13.880	B
4 - A288 Peninsula Way [W]	1721	85	2455	0.701	1721	2.4	5.165	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Dux Ct Rd	0	1706	530	0.000	0	0.0	0.000	A
2 - A228 Peninsula Way [E]	1295	227	2289	0.566	1295	1.4	3.793	A
3 - Bells Ln	622	1227	883	0.705	622	2.4	13.908	B
4 - A288 Peninsula Way [W]	1721	85	2455	0.701	1721	2.5	5.167	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Dux Ct Rd	0	1706	530	0.000	0	0.0	0.000	A
2 - A228 Peninsula Way [E]	1295	227	2289	0.566	1295	1.4	3.793	A
3 - Bells Ln	622	1227	883	0.705	622	2.4	13.916	B
4 - A288 Peninsula Way [W]	1721	85	2455	0.701	1721	2.5	5.167	A

10y, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	17.62	C

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-5	3 - Bells Ln	17.62	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D6	10y	AM	FLAT	07:00	08:00	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Dux Ct Rd		✓	0	100.000
2 - A228 Peninsula Way [E]		✓	1658	100.000
3 - Bells Ln		✓	654	100.000
4 - A288 Peninsula Way [W]		✓	1889	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
From		1 - Dux Ct Rd	2 - A228 Peninsula Way [E]	3 - Bells Ln	4 - A288 Peninsula Way [W]
	1 - Dux Ct Rd	0	0	0	0
	2 - A228 Peninsula Way [E]	0	5	89	1564
	3 - Bells Ln	29	56	0	569
	4 - A288 Peninsula Way [W]	79	1559	251	0

Vehicle Mix

Heavy Vehicle %

		To			
From		1 - Dux Ct Rd	2 - A228 Peninsula Way [E]	3 - Bells Ln	4 - A288 Peninsula Way [W]
	1 - Dux Ct Rd	0	0	0	0
	2 - A228 Peninsula Way [E]	0	0	1	4
	3 - Bells Ln	1	0	0	1
	4 - A288 Peninsula Way [W]	4	6	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Dux Ct Rd	0.00	0.00	0.0	A
2 - A228 Peninsula Way [E]	0.73	6.09	2.8	A
3 - Bells Ln	0.95	78.27	13.4	F
4 - A288 Peninsula Way [W]	0.77	6.73	3.5	A

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Dux Ct Rd	0	1855	452	0.000	0	0.0	0.000	A
2 - A228 Peninsula Way [E]	1658	249	2273	0.729	1647	2.7	5.872	A
3 - Bells Ln	654	1559	694	0.942	620	8.5	39.237	E
4 - A288 Peninsula Way [W]	1889	86	2455	0.770	1875	3.4	6.404	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Dux Ct Rd	0	1870	444	0.000	0	0.0	0.000	A
2 - A228 Peninsula Way [E]	1658	251	2272	0.730	1658	2.8	6.082	A
3 - Bells Ln	654	1569	688	0.950	644	11.0	64.119	F
4 - A288 Peninsula Way [W]	1889	89	2453	0.770	1889	3.5	6.719	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Dux Ct Rd	0	1870	444	0.000	0	0.0	0.000	A
2 - A228 Peninsula Way [E]	1658	251	2272	0.730	1658	2.8	6.084	A
3 - Bells Ln	654	1569	688	0.950	648	12.4	72.927	F
4 - A288 Peninsula Way [W]	1889	89	2452	0.770	1889	3.5	6.729	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Dux Ct Rd	0	1871	444	0.000	0	0.0	0.000	A
2 - A228 Peninsula Way [E]	1658	251	2272	0.730	1658	2.8	6.087	A
3 - Bells Ln	654	1569	688	0.950	650	13.4	78.272	F
4 - A288 Peninsula Way [W]	1889	89	2452	0.770	1889	3.5	6.734	A

5y, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	7.21	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	8	3 - Bells Ln	7.21	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D7	5y	PM	FLAT	16:00	17:00	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Dux Ct Rd		✓	1	100.000
2 - A228 Peninsula Way [E]		✓	1431	100.000
3 - Bells Ln		✓	582	100.000
4 - A288 Peninsula Way [W]		✓	1773	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Dux Ct Rd	2 - A228 Peninsula Way [E]	3 - Bells Ln	4 - A288 Peninsula Way [W]
From	1 - Dux Ct Rd	0	0	1	0
	2 - A228 Peninsula Way [E]	0	1	67	1363
	3 - Bells Ln	35	67	0	480
	4 - A288 Peninsula Way [W]	96	1165	512	0

Vehicle Mix

Heavy Vehicle %

	To				
		1 - Dux Ct Rd	2 - A228 Peninsula Way [E]	3 - Bells Ln	4 - A288 Peninsula Way [W]
From	1 - Dux Ct Rd	0	0	7	0
	2 - A228 Peninsula Way [E]	0	0	1	2
	3 - Bells Ln	1	0	0	1
	4 - A288 Peninsula Way [W]	3	4	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Dux Ct Rd	0.00	7.57	0.0	A
2 - A228 Peninsula Way [E]	0.69	5.59	2.2	A
3 - Bells Ln	0.72	16.27	2.6	C
4 - A288 Peninsula Way [W]	0.73	5.54	2.7	A

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Dux Ct Rd	1	1734	516	0.002	0.99	0.0	7.485	A
2 - A228 Peninsula Way [E]	1431	510	2089	0.685	1422	2.2	5.434	A
3 - Bells Ln	582	1356	810	0.719	572	2.4	14.762	B
4 - A288 Peninsula Way [W]	1773	101	2443	0.726	1762	2.7	5.366	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Dux Ct Rd	1	1745	510	0.002	1.00	0.0	7.570	A
2 - A228 Peninsula Way [E]	1431	513	2087	0.686	1431	2.2	5.589	A
3 - Bells Ln	582	1364	805	0.723	582	2.5	16.191	C
4 - A288 Peninsula Way [W]	1773	103	2442	0.726	1773	2.7	5.540	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Dux Ct Rd	1	1745	510	0.002	1	0.0	7.571	A
2 - A228 Peninsula Way [E]	1431	513	2087	0.686	1431	2.2	5.591	A
3 - Bells Ln	582	1364	805	0.723	582	2.6	16.250	C
4 - A288 Peninsula Way [W]	1773	103	2442	0.726	1773	2.7	5.543	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Dux Ct Rd	1	1745	510	0.002	1	0.0	7.571	A
2 - A228 Peninsula Way [E]	1431	513	2087	0.686	1431	2.2	5.591	A
3 - Bells Ln	582	1364	805	0.723	582	2.6	16.268	C
4 - A288 Peninsula Way [W]	1773	103	2442	0.726	1773	2.7	5.543	A

10y, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	15.04	C

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-3	4 - A288 Peninsula Way [W]	15.04	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D8	10y	PM	FLAT	16:00	17:00	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Dux Ct Rd		✓	1	100.000
2 - A228 Peninsula Way [E]		✓	1612	100.000
3 - Bells Ln		✓	623	100.000
4 - A288 Peninsula Way [W]		✓	2125	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Dux Ct Rd	2 - A228 Peninsula Way [E]	3 - Bells Ln	4 - A288 Peninsula Way [W]
From	1 - Dux Ct Rd	0	0	1	0
	2 - A228 Peninsula Way [E]	0	1	75	1536
	3 - Bells Ln	37	72	0	514
	4 - A288 Peninsula Way [W]	115	1391	619	0

Vehicle Mix

Heavy Vehicle %

	To				
		1 - Dux Ct Rd	2 - A228 Peninsula Way [E]	3 - Bells Ln	4 - A288 Peninsula Way [W]
From	1 - Dux Ct Rd	0	0	7	0
	2 - A228 Peninsula Way [E]	0	0	1	2
	3 - Bells Ln	1	0	0	1
	4 - A288 Peninsula Way [W]	3	3	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Dux Ct Rd	0.00	11.62	0.0	B
2 - A228 Peninsula Way [E]	0.80	9.17	4.1	A
3 - Bells Ln	0.88	41.51	6.8	E
4 - A288 Peninsula Way [W]	0.87	11.75	6.8	B

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Dux Ct Rd	1	2057	346	0.003	0.99	0.0	11.155	B
2 - A228 Peninsula Way [E]	1612	613	2017	0.799	1597	3.9	8.443	A
3 - Bells Ln	623	1522	715	0.872	602	5.4	28.235	D
4 - A288 Peninsula Way [W]	2125	106	2440	0.871	2100	6.3	10.185	B

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Dux Ct Rd	1	2081	333	0.003	1.00	0.0	11.592	B
2 - A228 Peninsula Way [E]	1612	620	2012	0.801	1611	4.0	9.135	A
3 - Bells Ln	623	1537	707	0.882	619	6.3	38.769	E
4 - A288 Peninsula Way [W]	2125	109	2438	0.872	2124	6.6	11.633	B

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Dux Ct Rd	1	2082	333	0.003	1.00	0.0	11.610	B
2 - A228 Peninsula Way [E]	1612	620	2012	0.801	1612	4.0	9.158	A
3 - Bells Ln	623	1537	707	0.882	622	6.6	40.702	E
4 - A288 Peninsula Way [W]	2125	110	2437	0.872	2125	6.7	11.715	B

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Dux Ct Rd	1	2083	333	0.003	1.00	0.0	11.615	B
2 - A228 Peninsula Way [E]	1612	620	2012	0.801	1612	4.1	9.166	A
3 - Bells Ln	623	1537	706	0.882	622	6.8	41.508	E
4 - A288 Peninsula Way [W]	2125	110	2437	0.872	2125	6.8	11.746	B

Junctions 10	
ARCADY 10 - Roundabout Module	
Version: 10.1.1.1905 © Copyright TRL Software Limited, 2023	
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Filename: J3_v3.j10

Path: \\GBLON7VS01.europe.jacobs.com\Projects\UNIF\Projects\BESP0016 Kent Countywide Model\KCC Model Custodian Framework\Call-off Tasks\Medway Local Plan\Technical\02 Base Model\08 Models\Models_5_10 year

Report generation date: 09/07/2025 13:19:52

»2041 DS AM - 2041 DS, AM
»2041 DS AM - 5y, AM
»2041 DS AM - 10y, AM
»2041 DS PM - 2041 DS, PM
»2041 DS PM - 5y, PM
»2041 DS PM - 10y, PM
»2041 RC AM - 2041 RC, AM
»2041 RC PM - 2041 RC, PM

Summary of junction performance

	AM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 DS AM - 2041 DS					
1 - Ratcliffe Hwy	A1 D1	0.0	0.00	0.00	A	-32 % [3 - Ropers Ln]
2 - A228 Peninsula Way [E]		216.0	553.20	1.17	F	
3 - Ropers Ln		253.9	2043.86	1.65	F	
4 - A228 Peninsula Way [W]		4.7	8.17	0.82	A	
	2041 DS AM - 5y					
1 - Ratcliffe Hwy	A1 D5	0.0	0.00	0.00	A	14 % [2 - A228 Peninsula Way [E]]
2 - A228 Peninsula Way [E]		3.6	11.20	0.78	B	
3 - Ropers Ln		0.6	15.37	0.35	C	
4 - A228 Peninsula Way [W]		1.1	3.10	0.51	A	
	2041 DS AM - 10y					
1 - Ratcliffe Hwy	A1 D6	0.0	0.00	0.00	A	-11 % [3 - Ropers Ln]
2 - A228 Peninsula Way [E]		13.0	36.68	0.94	E	
3 - Ropers Ln		23.5	257.05	1.04	F	
4 - A228 Peninsula Way [W]		1.4	3.55	0.58	A	

	PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 DS PM - 2041 DS					
1 - Ratcliffe Hwy	A2 D2	0.0	0.00	0.00	A	-41 % [3 - Ropers Ln]
2 - A228 Peninsula Way [E]		3.6	10.61	0.78	B	
3 - Ropers Ln		626.0	4753.16	2.51	F	
4 - A228 Peninsula Way [W]		6.5	14.26	0.87	B	
	2041 DS PM - 5y					
1 - Ratcliffe Hwy	A2 D7	0.0	0.00	0.00	A	4 % [3 - Ropers Ln]
2 - A228 Peninsula Way [E]		1.7	5.80	0.62	A	
3 - Ropers Ln		2.4	24.70	0.71	C	
4 - A228 Peninsula Way [W]		1.2	4.13	0.53	A	
	2041 DS PM - 10y					
1 - Ratcliffe Hwy	A2 D8	0.0	0.00	0.00	A	-10 % [3 - Ropers Ln]
2 - A228 Peninsula Way [E]		2.5	7.94	0.71	A	
3 - Ropers Ln		27.9	227.30	1.03	F	
4 - A228 Peninsula Way [W]		2.4	6.42	0.70	A	

	AM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 RC AM - 2041 RC					
1 - Ratcliffe Hwy	A3 D3	0.0	0.00	0.00	A	43 % [2 - A228 Peninsula Way [E]]
2 - A228 Peninsula Way [E]		1.5	5.64	0.59	A	
3 - Ropers Ln		0.4	7.68	0.24	A	
4 - A228 Peninsula Way [W]		1.8	4.74	0.62	A	

	PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 RC PM - 2041 RC					
1 - Ratcliffe Hwy	A4 D4	0.0	0.00	0.00	A	-2 % [3 - Ropers Ln]
2 - A228 Peninsula Way [E]		0.9	3.73	0.46	A	
3 - Ropers Ln		6.1	42.22	0.85	E	
4 - A228 Peninsula Way [W]		2.0	7.73	0.66	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

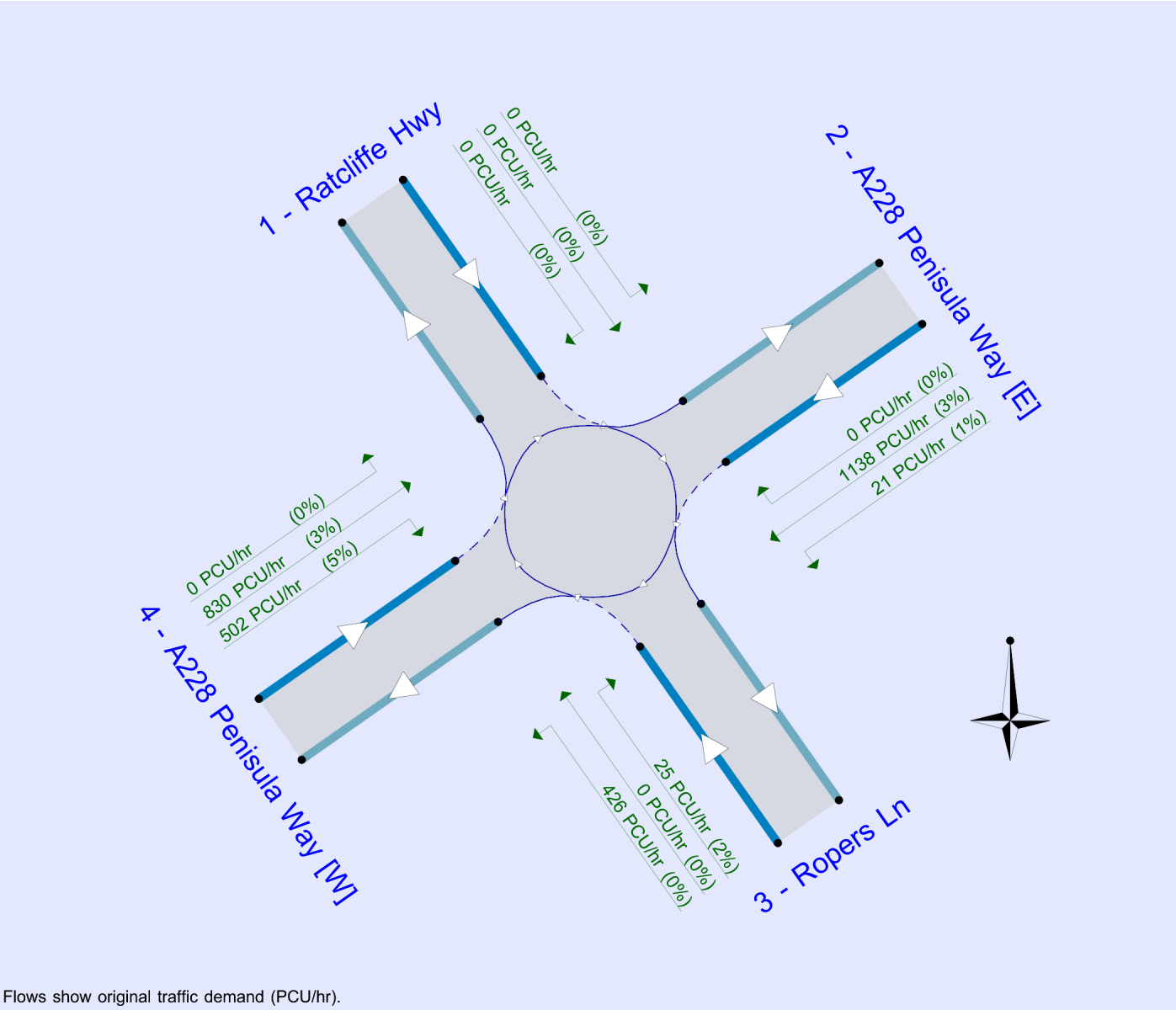
File summary

File Description

Title	
Location	
Site number	
Date	06/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	JEGINTL\PIEPRZJ
Description	

Units

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



Flows show original traffic demand (PCU/hr).
The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2041 DS	AM	FLAT	07:00	08:00	60	15	✓
D2	2041 DS	PM	FLAT	07:00	08:00	60	15	✓
D3	2041 RC	AM	FLAT	07:00	08:00	60	15	✓
D4	2041 RC	PM	FLAT	07:00	08:00	60	15	✓
D5	5y	AM	FLAT	07:00	08:00	60	15	✓
D6	10y	AM	FLAT	07:00	08:00	60	15	✓
D7	5y	PM	FLAT	07:00	08:00	60	15	✓
D8	10y	PM	FLAT	07:00	08:00	60	15	✓

2041 DS AM - 2041 DS, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	2041 DS AM	✓	✓	D1,D5,D6	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	512.40	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-32	3 - Ropers Ln	512.40	F

Arms

Arms

Arm	Name	Description	No give-way line
1	Ratcliffe Hwy		
2	A228 Peninsula Way [E]		
3	Ropers Ln		
4	A228 Peninsula Way [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Ratcliffe Hwy	2.95	6.32	15.2	7.0	56.0	32.5		
2 - A228 Peninsula Way [E]	3.77	8.69	20.2	25.0	56.0	36.3		
3 - Ropers Ln	3.60	8.10	22.6	20.0	56.0	26.6		
4 - A228 Peninsula Way [W]	7.40	9.00	13.3	26.0	56.0	38.6		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Ratcliffe Hwy	None		
2 - A228 Peninsula Way [E]	None		
3 - Ropers Ln	Direct	unequal lane usage	-814
4 - A228 Peninsula Way [W]	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Ratcliffe Hwy	0.488	1343
2 - A228 Peninsula Way [E]	0.622	1956
3 - Ropers Ln	0.627	1132
4 - A228 Peninsula Way [W]	0.726	2544

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2041 DS	AM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Ratcliffe Hwy		FLAT	✓	0	100.000
2 - A228 Peninsula Way [E]		FLAT	✓	1457	100.000
3 - Ropers Ln		FLAT	✓	648	100.000
4 - A228 Peninsula Way [W]		FLAT	✓	2086	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Ratcliffe Hwy	2 - A228 Peninsula Way [E]	3 - Ropers Ln	4 - A228 Peninsula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Peninsula Way [E]	0	0	77	1380
	3 - Ropers Ln	0	16	0	632
	4 - A228 Peninsula Way [W]	0	943	1143	0

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - Ratcliffe Hwy	2 - A228 Peninsula Way [E]	3 - Ropers Ln	4 - A228 Peninsula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Peninsula Way [E]	0	0	2	2
	3 - Ropers Ln	0	2	0	4
	4 - A228 Peninsula Way [W]	0	2	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 - Ratcliffe Hwy	0.00	0.00	0.0	A	0	0
2 - A228 Peninsula Way [E]	1.17	553.20	216.0	F	1457	1457
3 - Ropers Ln	1.65	2043.86	253.9	F	648	648
4 - A228 Peninsula Way [W]	0.82	8.17	4.7	A	2086	2086

Main Results for each time segment

07:00 - 07:15

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 - Ratcliffe Hwy	0	0	2078	330	0.000	0	0	0.0	0.0	0.000	A
2 - A228 Peninsula Way [E]	1457	364	1133	1252	1.164	1229	945	0.0	56.9	91.348	F
3 - Ropers Ln	648	162	1164	403	1.609	396	1198	0.0	63.0	300.065	F
4 - A228 Peninsula Way [W]	2086	522	10	2537	0.822	2068	1551	0.0	4.5	7.597	A

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 - Ratcliffe Hwy	0	0	2095	321	0.000	0	0	0.0	0.0	0.000	A
2 - A228 Peninsula Way [E]	1457	364	1143	1245	1.170	1244	953	56.9	110.1	249.111	F
3 - Ropers Ln	648	162	1179	394	1.645	394	1209	63.0	126.6	880.920	F
4 - A228 Peninsula Way [W]	2086	522	10	2537	0.822	2086	1563	4.5	4.6	8.149	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 - Ratcliffe Hwy	0	0	2096	321	0.000	0	0	0.0	0.0	0.000	A
2 - A228 Peninsula Way [E]	1457	364	1143	1245	1.170	1245	953	110.1	163.1	400.855	F
3 - Ropers Ln	648	162	1179	393	1.647	393	1209	126.6	190.2	1461.722	F
4 - A228 Peninsula Way [W]	2086	522	10	2537	0.822	2086	1563	4.6	4.7	8.163	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 - Ratcliffe Hwy	0	0	2096	321	0.000	0	0	0.0	0.0	0.000	A
2 - A228 Peninsula Way [E]	1457	364	1143	1245	1.170	1245	953	163.1	216.0	553.197	F
3 - Ropers Ln	648	162	1179	393	1.647	393	1209	190.2	253.9	2043.857	F
4 - A228 Peninsula Way [W]	2086	522	10	2537	0.822	2086	1563	4.7	4.7	8.168	A

2041 DS AM - 5y, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	2041 DS AM	✓	✓	D1,D5,D6	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	7.40	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	14	2 - A228 Peninsula Way [E]	7.40	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Ratcliffe Hwy		
2	A228 Peninsula Way [E]		
3	Ropers Ln		
4	A228 Peninsula Way [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Ratcliffe Hwy	2.95	6.32	15.2	7.0	56.0	32.5		
2 - A228 Peninsula Way [E]	3.77	8.69	20.2	25.0	56.0	36.3		
3 - Ropers Ln	3.60	8.10	22.6	20.0	56.0	26.6		
4 - A228 Peninsula Way [W]	7.40	9.00	13.3	26.0	56.0	38.6		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Ratcliffe Hwy	None		
2 - A228 Peninsula Way [E]	None		
3 - Ropers Ln	Direct	unequal lane usage	-814
4 - A228 Peninsula Way [W]	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Ratcliffe Hwy	0.488	1343
2 - A228 Peninsula Way [E]	0.622	1956
3 - Ropers Ln	0.627	1132
4 - A228 Peninsula Way [W]	0.726	2544

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	5y	AM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Ratcliffe Hwy		FLAT	✓	0	100.000
2 - A228 Peninsula Way [E]		FLAT	✓	1160	100.000
3 - Ropers Ln		FLAT	✓	151	100.000
4 - A228 Peninsula Way [W]		FLAT	✓	1303	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To				
		1 - Ratcliffe Hwy	2 - A228 Peninsula Way [E]	3 - Ropers Ln	4 - A228 Peninsula Way [W]
	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Peninsula Way [E]	0	0	59	1101
	3 - Ropers Ln	0	3	0	148
	4 - A228 Peninsula Way [W]	0	554	739	10

Vehicle Mix

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

Heavy Vehicle %

From	To				
		1 - Ratcliffe Hwy	2 - A228 Peninsula Way [E]	3 - Ropers Ln	4 - A228 Peninsula Way [W]
	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Peninsula Way [E]	0	0	2	3
	3 - Ropers Ln	0	11	0	22
	4 - A228 Peninsula Way [W]	0	4	9	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 - Ratcliffe Hwy	0.00	0.00	0.0	A	0	0
2 - A228 Peninsula Way [E]	0.78	11.20	3.6	B	1160	1160
3 - Ropers Ln	0.35	15.37	0.6	C	151	151
4 - A228 Peninsula Way [W]	0.51	3.10	1.1	A	1303	1303

Main Results for each time segment

07:00 - 07:15

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 - Ratcliffe Hwy	0	0	1301	708	0.000	0	0	0.0	0.0	0.000	A
2 - A228 Peninsula Way [E]	1160	290	746	1492	0.777	1146	555	0.0	3.4	10.352	B
3 - Ropers Ln	151	38	1098	444	0.340	149	795	0.0	0.6	14.704	B
4 - A228 Peninsula Way [W]	1303	326	3	2542	0.513	1299	1244	0.0	1.1	3.078	A

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 - Ratcliffe Hwy	0	0	1306	706	0.000	0	0	0.0	0.0	0.000	A
2 - A228 Peninsula Way [E]	1160	290	749	1490	0.778	1160	557	3.4	3.5	11.168	B
3 - Ropers Ln	151	38	1111	436	0.346	151	798	0.6	0.6	15.346	C
4 - A228 Peninsula Way [W]	1303	326	3	2542	0.513	1303	1259	1.1	1.1	3.100	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 - Ratcliffe Hwy	0	0	1306	706	0.000	0	0	0.0	0.0	0.000	A
2 - A228 Peninsula Way [E]	1160	290	749	1490	0.778	1160	557	3.5	3.5	11.193	B
3 - Ropers Ln	151	38	1111	436	0.346	151	798	0.6	0.6	15.363	C
4 - A228 Peninsula Way [W]	1303	326	3	2542	0.513	1303	1259	1.1	1.1	3.100	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 - Ratcliffe Hwy	0	0	1306	706	0.000	0	0	0.0	0.0	0.000	A
2 - A228 Peninsula Way [E]	1160	290	749	1490	0.778	1160	557	3.5	3.6	11.201	B
3 - Ropers Ln	151	38	1111	436	0.346	151	798	0.6	0.6	15.369	C
4 - A228 Peninsula Way [W]	1303	326	3	2542	0.513	1303	1259	1.1	1.1	3.100	A

2041 DS AM - 10y, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	2041 DS AM	✓	✓	D1,D5,D6	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	45.10	E

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-11	3 - Ropers Ln	45.10	E

Arms

Arms

Arm	Name	Description	No give-way line
1	Ratcliffe Hwy		
2	A228 Peninsula Way [E]		
3	Ropers Ln		
4	A228 Peninsula Way [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Ratcliffe Hwy	2.95	6.32	15.2	7.0	56.0	32.5		
2 - A228 Peninsula Way [E]	3.77	8.69	20.2	25.0	56.0	36.3		
3 - Ropers Ln	3.60	8.10	22.6	20.0	56.0	26.6		
4 - A228 Peninsula Way [W]	7.40	9.00	13.3	26.0	56.0	38.6		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Ratcliffe Hwy	None		
2 - A228 Peninsula Way [E]	None		
3 - Ropers Ln	Direct	unequal lane usage	-814
4 - A228 Peninsula Way [W]	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Ratcliffe Hwy	0.488	1343
2 - A228 Peninsula Way [E]	0.622	1956
3 - Ropers Ln	0.627	1132
4 - A228 Peninsula Way [W]	0.726	2544

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	10y	AM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Ratcliffe Hwy		FLAT	✓	0	100.000
2 - A228 Peninsula Way [E]		FLAT	✓	1344	100.000
3 - Ropers Ln		FLAT	✓	340	100.000
4 - A228 Peninsula Way [W]		FLAT	✓	1462	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To				
		1 - Ratcliffe Hwy	2 - A228 Peninsula Way [E]	3 - Ropers Ln	4 - A228 Peninsula Way [W]
	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Peninsula Way [E]	0	0	69	1275
	3 - Ropers Ln	0	8	0	332
	4 - A228 Peninsula Way [W]	0	626	825	11

Vehicle Mix

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

Heavy Vehicle %

From	To				
		1 - Ratcliffe Hwy	2 - A228 Peninsula Way [E]	3 - Ropers Ln	4 - A228 Peninsula Way [W]
	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Peninsula Way [E]	0	0	2	3
	3 - Ropers Ln	0	4	0	9
	4 - A228 Peninsula Way [W]	0	4	8	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 - Ratcliffe Hwy	0.00	0.00	0.0	A	0	0
2 - A228 Peninsula Way [E]	0.94	36.68	13.0	E	1344	1344
3 - Ropers Ln	1.04	257.05	23.5	F	340	340
4 - A228 Peninsula Way [W]	0.58	3.55	1.4	A	1462	1462

Main Results for each time segment

07:00 - 07:15

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 - Ratcliffe Hwy	0	0	1464	629	0.000	0	0	0.0	0.0	0.000	A
2 - A228 Peninsula Way [E]	1344	336	833	1438	0.934	1304	631	0.0	10.0	23.153	C
3 - Ropers Ln	340	85	1248	350	0.971	308	889	0.0	8.0	69.954	F
4 - A228 Peninsula Way [W]	1462	366	7	2539	0.576	1456	1549	0.0	1.4	3.511	A

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 - Ratcliffe Hwy	0	0	1469	626	0.000	0	0	0.0	0.0	0.000	A
2 - A228 Peninsula Way [E]	1344	336	836	1436	0.936	1337	633	10.0	11.7	33.443	D
3 - Ropers Ln	340	85	1280	331	1.029	317	894	8.0	13.8	147.723	F
4 - A228 Peninsula Way [W]	1462	366	7	2539	0.576	1462	1589	1.4	1.4	3.548	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 - Ratcliffe Hwy	0	0	1470	626	0.000	0	0	0.0	0.0	0.000	A
2 - A228 Peninsula Way [E]	1344	336	836	1436	0.936	1341	634	11.7	12.5	35.600	E
3 - Ropers Ln	340	85	1283	328	1.035	320	894	13.8	18.9	205.593	F
4 - A228 Peninsula Way [W]	1462	366	8	2539	0.576	1462	1595	1.4	1.4	3.548	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 - Ratcliffe Hwy	0	0	1470	626	0.000	0	0	0.0	0.0	0.000	A
2 - A228 Peninsula Way [E]	1344	336	836	1436	0.936	1342	634	12.5	13.0	36.681	E
3 - Ropers Ln	340	85	1284	328	1.038	322	894	18.9	23.5	257.054	F
4 - A228 Peninsula Way [W]	1462	366	8	2539	0.576	1462	1598	1.4	1.4	3.548	A

2041 DS PM - 2041 DS, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	2041 DS PM	✓	✓	D2,D7,D8	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	1263.17	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-41	3 - Ropers Ln	1263.17	F

Arms

Arms

Arm	Name	Description	No give-way line
1	Ratcliffe Hwy		
2	A228 Peninsula Way [E]		
3	Ropers Ln		
4	A228 Peninsula Way [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Ratcliffe Hwy	2.95	6.32	15.2	7.0	56.0	32.5		
2 - A228 Peninsula Way [E]	3.77	8.69	20.2	25.0	56.0	36.3		
3 - Ropers Ln	3.60	8.10	22.6	20.0	56.0	26.6		
4 - A228 Peninsula Way [W]	7.40	9.00	13.3	26.0	56.0	38.6		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Ratcliffe Hwy	None		
2 - A228 Peninsula Way [E]	None		
3 - Ropers Ln	Direct	unequal lane usage	-777
4 - A228 Peninsula Way [W]	Direct	unequal lane usage	-584

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Ratcliffe Hwy	0.488	1343
2 - A228 Peninsula Way [E]	0.622	1956
3 - Ropers Ln	0.627	1169
4 - A228 Peninsula Way [W]	0.726	1960

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2041 DS	PM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Ratcliffe Hwy		FLAT	✓	0	100.000
2 - A228 Peninsula Way [E]		FLAT	✓	1225	100.000
3 - Ropers Ln		FLAT	✓	1043	100.000
4 - A228 Peninsula Way [W]		FLAT	✓	1686	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Ratcliffe Hwy	2 - A228 Peninsula Way [E]	3 - Ropers Ln	4 - A228 Peninsula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Peninsula Way [E]	0	0	22	1203
	3 - Ropers Ln	0	58	0	985
	4 - A228 Peninsula Way [W]	0	1071	615	0

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - Ratcliffe Hwy	2 - A228 Peninsula Way [E]	3 - Ropers Ln	4 - A228 Peninsula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Peninsula Way [E]	0	0	1	3
	3 - Ropers Ln	0	1	0	0
	4 - A228 Peninsula Way [W]	0	2	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 - Ratcliffe Hwy	0.00	0.00	0.0	A	0	0
2 - A228 Peninsula Way [E]	0.78	10.61	3.6	B	1225	1225
3 - Ropers Ln	2.51	4753.16	626.0	F	1043	1043
4 - A228 Peninsula Way [W]	0.87	14.26	6.5	B	1686	1686

Main Results for each time segment

07:00 - 07:15

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 - Ratcliffe Hwy	0	0	1685	521	0.000	0	0	0.0	0.0	0.000	A
2 - A228 Peninsula Way [E]	1225	306	606	1579	0.776	1211	1079	0.0	3.4	9.750	A
3 - Ropers Ln	1043	261	1190	424	2.461	421	628	0.0	155.5	679.255	F
4 - A228 Peninsula Way [W]	1686	422	23	1943	0.868	1662	1587	0.0	6.1	12.243	B

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 - Ratcliffe Hwy	0	0	1708	510	0.000	0	0	0.0	0.0	0.000	A
2 - A228 Peninsula Way [E]	1225	306	615	1574	0.778	1225	1093	3.4	3.5	10.573	B
3 - Ropers Ln	1043	261	1203	416	2.508	416	637	155.5	312.3	2035.423	F
4 - A228 Peninsula Way [W]	1686	422	23	1944	0.867	1685	1595	6.1	6.4	14.119	B

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 - Ratcliffe Hwy	0	0	1709	510	0.000	0	0	0.0	0.0	0.000	A
2 - A228 Peninsula Way [E]	1225	306	615	1574	0.778	1225	1094	3.5	3.5	10.603	B
3 - Ropers Ln	1043	261	1203	416	2.510	416	637	312.3	469.1	3394.456	F
4 - A228 Peninsula Way [W]	1686	422	23	1944	0.867	1686	1595	6.4	6.5	14.222	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 - Ratcliffe Hwy	0	0	1709	509	0.000	0	0	0.0	0.0	0.000	A
2 - A228 Peninsula Way [E]	1225	306	615	1574	0.778	1225	1094	3.5	3.6	10.612	B
3 - Ropers Ln	1043	261	1203	416	2.510	416	637	469.1	626.0	4753.157	F
4 - A228 Peninsula Way [W]	1686	422	23	1944	0.867	1686	1595	6.5	6.5	14.264	B

2041 DS PM - 5y, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	2041 DS PM	✓	✓	D2,D7,D8	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	7.84	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	4	3 - Ropers Ln	7.84	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Ratcliffe Hwy		
2	A228 Peninsula Way [E]		
3	Ropers Ln		
4	A228 Peninsula Way [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Ratcliffe Hwy	2.95	6.32	15.2	7.0	56.0	32.5		
2 - A228 Peninsula Way [E]	3.77	8.69	20.2	25.0	56.0	36.3		
3 - Ropers Ln	3.60	8.10	22.6	20.0	56.0	26.6		
4 - A228 Peninsula Way [W]	7.40	9.00	13.3	26.0	56.0	38.6		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Ratcliffe Hwy	None		
2 - A228 Peninsula Way [E]	None		
3 - Ropers Ln	Direct	unequal lane usage	-777
4 - A228 Peninsula Way [W]	Direct	unequal lane usage	-584

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Ratcliffe Hwy	0.488	1343
2 - A228 Peninsula Way [E]	0.622	1956
3 - Ropers Ln	0.627	1169
4 - A228 Peninsula Way [W]	0.726	1960

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	5y	PM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Ratcliffe Hwy		FLAT	✓	0	100.000
2 - A228 Peninsula Way [E]		FLAT	✓	1064	100.000
3 - Ropers Ln		FLAT	✓	356	100.000
4 - A228 Peninsula Way [W]		FLAT	✓	1031	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Ratcliffe Hwy	2 - A228 Peninsula Way [E]	3 - Ropers Ln	4 - A228 Peninsula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Peninsula Way [E]	0	0	20	1044
	3 - Ropers Ln	0	20	0	336
	4 - A228 Peninsula Way [W]	0	624	385	22

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - Ratcliffe Hwy	2 - A228 Peninsula Way [E]	3 - Ropers Ln	4 - A228 Peninsula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Peninsula Way [E]	0	0	1	3
	3 - Ropers Ln	0	2	0	0
	4 - A228 Peninsula Way [W]	0	4	7	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 - Ratcliffe Hwy	0.00	0.00	0.0	A	0	0
2 - A228 Peninsula Way [E]	0.62	5.80	1.7	A	1064	1064
3 - Ropers Ln	0.71	24.70	2.4	C	356	356
4 - A228 Peninsula Way [W]	0.53	4.13	1.2	A	1031	1031

Main Results for each time segment

07:00 - 07:15

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 - Ratcliffe Hwy	0	0	1046	833	0.000	0	0	0.0	0.0	0.000	A
2 - A228 Peninsula Way [E]	1064	266	405	1704	0.624	1057	641	0.0	1.7	5.673	A
3 - Ropers Ln	356	89	1059	506	0.704	347	403	0.0	2.2	21.718	C
4 - A228 Peninsula Way [W]	1031	258	20	1946	0.530	1026	1387	0.0	1.2	4.089	A

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 - Ratcliffe Hwy	0	0	1051	830	0.000	0	0	0.0	0.0	0.000	A
2 - A228 Peninsula Way [E]	1064	266	407	1703	0.625	1064	644	1.7	1.7	5.799	A
3 - Ropers Ln	356	89	1066	501	0.710	355	405	2.2	2.3	24.508	C
4 - A228 Peninsula Way [W]	1031	258	20	1946	0.530	1031	1401	1.2	1.2	4.131	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 - Ratcliffe Hwy	0	0	1051	830	0.000	0	0	0.0	0.0	0.000	A
2 - A228 Peninsula Way [E]	1064	266	407	1703	0.625	1064	644	1.7	1.7	5.799	A
3 - Ropers Ln	356	89	1066	501	0.710	356	405	2.3	2.4	24.654	C
4 - A228 Peninsula Way [W]	1031	258	20	1946	0.530	1031	1402	1.2	1.2	4.131	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 - Ratcliffe Hwy	0	0	1051	830	0.000	0	0	0.0	0.0	0.000	A
2 - A228 Peninsula Way [E]	1064	266	407	1703	0.625	1064	644	1.7	1.7	5.799	A
3 - Ropers Ln	356	89	1066	501	0.710	356	405	2.4	2.4	24.704	C
4 - A228 Peninsula Way [W]	1031	258	20	1946	0.530	1031	1402	1.2	1.2	4.131	A

2041 DS PM - 10y, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	2041 DS PM	✓	✓	D2,D7,D8	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	40.53	E

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-10	3 - Ropers Ln	40.53	E

Arms

Arms

Arm	Name	Description	No give-way line
1	Ratcliffe Hwy		
2	A228 Peninsula Way [E]		
3	Ropers Ln		
4	A228 Peninsula Way [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Ratcliffe Hwy	2.95	6.32	15.2	7.0	56.0	32.5		
2 - A228 Peninsula Way [E]	3.77	8.69	20.2	25.0	56.0	36.3		
3 - Ropers Ln	3.60	8.10	22.6	20.0	56.0	26.6		
4 - A228 Peninsula Way [W]	7.40	9.00	13.3	26.0	56.0	38.6		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Ratcliffe Hwy	None		
2 - A228 Peninsula Way [E]	None		
3 - Ropers Ln	Direct	unequal lane usage	-777
4 - A228 Peninsula Way [W]	Direct	unequal lane usage	-584

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Ratcliffe Hwy	0.488	1343
2 - A228 Peninsula Way [E]	0.622	1956
3 - Ropers Ln	0.627	1169
4 - A228 Peninsula Way [W]	0.726	1960

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	10y	PM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Ratcliffe Hwy		FLAT	✓	0	100.000
2 - A228 Peninsula Way [E]		FLAT	✓	1159	100.000
3 - Ropers Ln		FLAT	✓	451	100.000
4 - A228 Peninsula Way [W]		FLAT	✓	1362	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Ratcliffe Hwy	2 - A228 Peninsula Way [E]	3 - Ropers Ln	4 - A228 Peninsula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Peninsula Way [E]	0	0	21	1138
	3 - Ropers Ln	0	25	0	426
	4 - A228 Peninsula Way [W]	0	830	502	30

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - Ratcliffe Hwy	2 - A228 Peninsula Way [E]	3 - Ropers Ln	4 - A228 Peninsula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Peninsula Way [E]	0	0	1	3
	3 - Ropers Ln	0	2	0	0
	4 - A228 Peninsula Way [W]	0	3	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 - Ratcliffe Hwy	0.00	0.00	0.0	A	0	0
2 - A228 Peninsula Way [E]	0.71	7.94	2.5	A	1159	1159
3 - Ropers Ln	1.03	227.30	27.9	F	451	451
4 - A228 Peninsula Way [W]	0.70	6.42	2.4	A	1362	1362

Main Results for each time segment

07:00 - 07:15

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 - Ratcliffe Hwy	0	0	1375	672	0.000	0	0	0.0	0.0	0.000	A
2 - A228 Peninsula Way [E]	1159	290	528	1628	0.712	1149	847	0.0	2.5	7.598	A
3 - Ropers Ln	451	113	1158	444	1.017	407	519	0.0	11.1	68.816	F
4 - A228 Peninsula Way [W]	1362	341	23	1944	0.701	1353	1542	0.0	2.4	6.212	A

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 - Ratcliffe Hwy	0	0	1385	667	0.000	0	0	0.0	0.0	0.000	A
2 - A228 Peninsula Way [E]	1159	290	532	1625	0.713	1159	853	2.5	2.5	7.937	A
3 - Ropers Ln	451	113	1168	438	1.031	425	523	11.1	17.5	139.560	F
4 - A228 Peninsula Way [W]	1362	341	24	1943	0.701	1362	1569	2.4	2.4	6.416	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 - Ratcliffe Hwy	0	0	1386	667	0.000	0	0	0.0	0.0	0.000	A
2 - A228 Peninsula Way [E]	1159	290	532	1625	0.713	1159	854	2.5	2.5	7.943	A
3 - Ropers Ln	451	113	1168	437	1.031	429	523	17.5	22.9	186.195	F
4 - A228 Peninsula Way [W]	1362	341	24	1943	0.701	1362	1573	2.4	2.4	6.418	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 - Ratcliffe Hwy	0	0	1386	667	0.000	0	0	0.0	0.0	0.000	A
2 - A228 Peninsula Way [E]	1159	290	532	1625	0.713	1159	854	2.5	2.5	7.945	A
3 - Ropers Ln	451	113	1168	437	1.031	431	523	22.9	27.9	227.303	F
4 - A228 Peninsula Way [W]	1362	341	24	1943	0.701	1362	1575	2.4	2.4	6.421	A

2041 RC AM - 2041 RC, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	2041 RC AM	✓	✓	D3	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.29	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	43	2 - A228 Peninsula Way [E]	5.29	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Ratcliffe Hwy		
2	A228 Peninsula Way [E]		
3	Ropers Ln		
4	A228 Peninsula Way [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Ratcliffe Hwy	2.95	6.32	15.2	7.0	56.0	32.5		
2 - A228 Peninsula Way [E]	3.77	8.69	20.2	25.0	56.0	36.3		
3 - Ropers Ln	3.60	8.10	22.6	20.0	56.0	26.6		
4 - A228 Peninsula Way [W]	7.40	9.00	13.3	26.0	56.0	38.6		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Ratcliffe Hwy	None		
2 - A228 Peninsula Way [E]	None		
3 - Ropers Ln	Direct	unequal lane usage	-645
4 - A228 Peninsula Way [W]	Direct	unequal lane usage	-327

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Ratcliffe Hwy	0.488	1343
2 - A228 Peninsula Way [E]	0.622	1956
3 - Ropers Ln	0.627	1301
4 - A228 Peninsula Way [W]	0.726	2217

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2041 RC	AM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Ratcliffe Hwy		FLAT	✓	0	100.000
2 - A228 Peninsula Way [E]		FLAT	✓	931	100.000
3 - Ropers Ln		FLAT	✓	178	100.000
4 - A228 Peninsula Way [W]		FLAT	✓	1367	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Ratcliffe Hwy	2 - A228 Peninsula Way [E]	3 - Ropers Ln	4 - A228 Peninsula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Peninsula Way [E]	0	0	30	901
	3 - Ropers Ln	0	27	0	151
	4 - A228 Peninsula Way [W]	0	776	591	0

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - Ratcliffe Hwy	2 - A228 Peninsula Way [E]	3 - Ropers Ln	4 - A228 Peninsula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Peninsula Way [E]	0	0	4	3
	3 - Ropers Ln	0	2	0	23
	4 - A228 Peninsula Way [W]	0	3	19	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 - Ratcliffe Hwy	0.00	0.00	0.0	A	0	0
2 - A228 Peninsula Way [E]	0.59	5.64	1.5	A	931	931
3 - Ropers Ln	0.24	7.68	0.4	A	178	178
4 - A228 Peninsula Way [W]	0.62	4.74	1.8	A	1367	1367

Main Results for each time segment

07:00 - 07:15

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 - Ratcliffe Hwy	0	0	1387	667	0.000	0	0	0.0	0.0	0.000	A
2 - A228 Peninsula Way [E]	931	233	588	1591	0.585	925	799	0.0	1.4	5.528	A
3 - Ropers Ln	178	45	895	740	0.240	177	618	0.0	0.4	7.597	A
4 - A228 Peninsula Way [W]	1367	342	27	2198	0.622	1360	1045	0.0	1.8	4.659	A

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 - Ratcliffe Hwy	0	0	1394	663	0.000	0	0	0.0	0.0	0.000	A
2 - A228 Peninsula Way [E]	931	233	591	1589	0.586	931	803	1.4	1.4	5.639	A
3 - Ropers Ln	178	45	901	737	0.242	178	621	0.4	0.4	7.684	A
4 - A228 Peninsula Way [W]	1367	342	27	2198	0.622	1367	1052	1.8	1.8	4.738	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 - Ratcliffe Hwy	0	0	1394	663	0.000	0	0	0.0	0.0	0.000	A
2 - A228 Peninsula Way [E]	931	233	591	1589	0.586	931	803	1.4	1.5	5.639	A
3 - Ropers Ln	178	45	901	737	0.242	178	621	0.4	0.4	7.684	A
4 - A228 Peninsula Way [W]	1367	342	27	2198	0.622	1367	1052	1.8	1.8	4.738	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 - Ratcliffe Hwy	0	0	1394	663	0.000	0	0	0.0	0.0	0.000	A
2 - A228 Peninsula Way [E]	931	233	591	1589	0.586	931	803	1.5	1.5	5.639	A
3 - Ropers Ln	178	45	901	737	0.242	178	621	0.4	0.4	7.684	A
4 - A228 Peninsula Way [W]	1367	342	27	2198	0.622	1367	1052	1.8	1.8	4.738	A

2041 RC PM - 2041 RC, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A4	2041 RC PM	✓	✓	D4	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	14.22	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-2	3 - Ropers Ln	14.22	B

Arms

Arms

Arm	Name	Description	No give-way line
1	Ratcliffe Hwy		
2	A228 Peninsula Way [E]		
3	Ropers Ln		
4	A228 Peninsula Way [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Ratcliffe Hwy	2.95	6.32	15.2	7.0	56.0	32.5		
2 - A228 Peninsula Way [E]	3.77	8.69	20.2	25.0	56.0	36.3		
3 - Ropers Ln	3.60	8.10	22.6	20.0	56.0	26.6		
4 - A228 Peninsula Way [W]	7.40	9.00	13.3	26.0	56.0	38.6		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Ratcliffe Hwy	None		
2 - A228 Peninsula Way [E]	None		
3 - Ropers Ln	Direct	unequal lane usage	-786
4 - A228 Peninsula Way [W]	Direct	unequal lane usage	-1090

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Ratcliffe Hwy	0.488	1343
2 - A228 Peninsula Way [E]	0.622	1956
3 - Ropers Ln	0.627	1160
4 - A228 Peninsula Way [W]	0.726	1454

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2041 RC	PM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Ratcliffe Hwy		FLAT	✓	0	100.000
2 - A228 Peninsula Way [E]		FLAT	✓	862	100.000
3 - Ropers Ln		FLAT	✓	542	100.000
4 - A228 Peninsula Way [W]		FLAT	✓	944	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Ratcliffe Hwy	2 - A228 Peninsula Way [E]	3 - Ropers Ln	4 - A228 Peninsula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Peninsula Way [E]	0	0	26	836
	3 - Ropers Ln	0	26	0	516
	4 - A228 Peninsula Way [W]	0	783	161	0

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - Ratcliffe Hwy	2 - A228 Peninsula Way [E]	3 - Ropers Ln	4 - A228 Peninsula Way [W]
From	1 - Ratcliffe Hwy	0	0	0	0
	2 - A228 Peninsula Way [E]	0	0	1	3
	3 - Ropers Ln	0	2	0	15
	4 - A228 Peninsula Way [W]	0	3	20	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 - Ratcliffe Hwy	0.00	0.00	0.0	A	0	0
2 - A228 Peninsula Way [E]	0.46	3.73	0.9	A	862	862
3 - Ropers Ln	0.85	42.22	6.1	E	542	542
4 - A228 Peninsula Way [W]	0.66	7.73	2.0	A	944	944

Main Results for each time segment

07:00 - 07:15

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 - Ratcliffe Hwy	0	0	961	874	0.000	0	0	0.0	0.0	0.000	A
2 - A228 Peninsula Way [E]	862	216	160	1857	0.464	858	801	0.0	0.9	3.700	A
3 - Ropers Ln	542	136	833	639	0.849	522	186	0.0	5.1	31.223	D
4 - A228 Peninsula Way [W]	944	236	25	1436	0.657	936	1329	0.0	2.0	7.485	A

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 - Ratcliffe Hwy	0	0	970	870	0.000	0	0	0.0	0.0	0.000	A
2 - A228 Peninsula Way [E]	862	216	161	1856	0.464	862	809	0.9	0.9	3.726	A
3 - Ropers Ln	542	136	836	636	0.852	540	187	5.1	5.7	40.435	E
4 - A228 Peninsula Way [W]	944	236	26	1436	0.658	944	1350	2.0	2.0	7.722	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 - Ratcliffe Hwy	0	0	970	870	0.000	0	0	0.0	0.0	0.000	A
2 - A228 Peninsula Way [E]	862	216	161	1856	0.464	862	809	0.9	0.9	3.727	A
3 - Ropers Ln	542	136	836	636	0.852	541	187	5.7	5.9	41.686	E
4 - A228 Peninsula Way [W]	944	236	26	1436	0.658	944	1351	2.0	2.0	7.726	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 - Ratcliffe Hwy	0	0	970	870	0.000	0	0	0.0	0.0	0.000	A
2 - A228 Peninsula Way [E]	862	216	161	1856	0.464	862	809	0.9	0.9	3.727	A
3 - Ropers Ln	542	136	836	636	0.852	541	187	5.9	6.1	42.216	E
4 - A228 Peninsula Way [W]	944	236	26	1436	0.658	944	1351	2.0	2.0	7.728	A

Junctions 10
ARCADY 10 - Roundabout Module
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Filename: J4_v4.j10

Path: \\GBLON7VS01.europe.jacobs.com\Projects\UNIF\Projects\BESP0016 Kent Countywide Model\KCC Model Custodian Framework\Call-off Tasks\Medway Local Plan\Technical\02 Base Model\08 Models\Models_5_10 year

Report generation date: 14/07/2025 15:29:19

»2041 DS AM - 2041 DS, AM
»2041 DS AM - 5y, AM
»2041 DS AM - 10y, AM
»2041 DS PM - 2041 DS, PM
»2041 DS PM - 5y, PM
»2041 DS PM - 10y, PM
»2041 RC AM - 2041 RC, AM
»2041 RC PM - 2041 RC, PM

Summary of junction performance

AM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
2041 DS AM - 2041 DS						
1 - Wainscott Rd	A1 D1	121.4	1572.16	1.49	F	-45 % [2 - Wulfere Way]
2 - Wulfere Way		0.5	2.48	0.31	A	
3 - Berwick Way		1133.8	1779.74	1.56	F	
4 - Frindsbury Hill		2.3	13.92	0.70	B	
2041 DS AM - 5y						
1 - Wainscott Rd	A1 D5	87.0	1075.22	1.33	F	-37 % [2 - Wulfere Way]
2 - Wulfere Way		0.4	2.26	0.26	A	
3 - Berwick Way		483.1	730.24	1.23	F	
4 - Frindsbury Hill		1.6	11.56	0.61	B	
2041 DS AM - 10y						
1 - Wainscott Rd	A1 D6	101.8	1233.78	1.38	F	-43 % [2 - Wulfere Way]
2 - Wulfere Way		0.4	2.40	0.30	A	
3 - Berwick Way		728.5	1133.04	1.36	F	
4 - Frindsbury Hill		1.8	11.94	0.64	B	

	PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 DS PM - 2041 DS					
1 - Wainscott Rd	A2 D2	87.4	929.14	1.28	F	-44 % [3 - Berwick Way]
2 - Wulfere Way		0.4	2.39	0.26	A	
3 - Berwick Way		1325.2	2014.05	1.64	F	
4 - Frindsbury Hill		1.1	9.47	0.53	A	
	2041 DS PM - 5y					
1 - Wainscott Rd	A2 D7	61.5	601.75	1.17	F	-34 % [3 - Berwick Way]
2 - Wulfere Way		0.3	2.18	0.21	A	
3 - Berwick Way		745.7	1094.48	1.35	F	
4 - Frindsbury Hill		0.9	8.47	0.47	A	
	2041 DS PM - 10y					
1 - Wainscott Rd	A2 D8	99.6	1012.78	1.31	F	-39 % [3 - Berwick Way]
2 - Wulfere Way		0.3	2.26	0.23	A	
3 - Berwick Way		1043.3	1553.05	1.49	F	
4 - Frindsbury Hill		1.2	9.65	0.55	A	

AM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
2041 RC AM - 2041 RC						
1 - Wainscott Rd	A3 D3	190.4	1350.80	1.43	F	-27 % [2 - Wulfere Way]
2 - Wulfere Way		0.2	2.31	0.19	A	
3 - Berwick Way		46.0	69.75	1.00	F	
4 - Frindsbury Hill		3.5	21.82	0.78	C	

PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
2041 RC PM - 2041 RC						
1 - Wainscott Rd	A4 D4	10.9	83.95	0.94	F	-25 % [2 - Wulfere Way]
2 - Wulfere Way		0.2	2.29	0.17	A	
3 - Berwick Way		140.7	193.09	1.05	F	
4 - Frindsbury Hill		3.6	22.65	0.79	C	

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. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

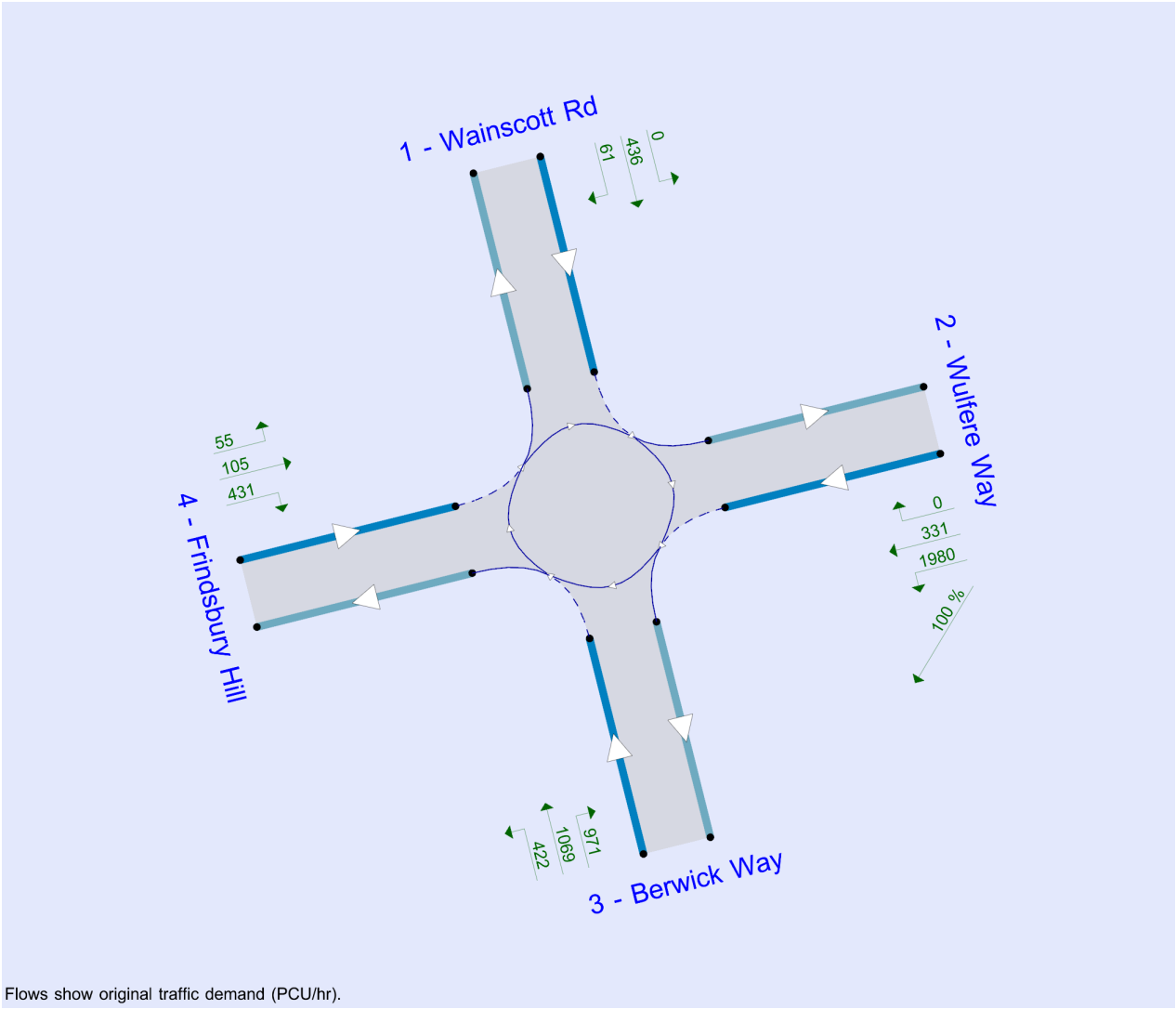
File summary

File Description

Title	
Location	
Site number	
Date	14/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	JEGINTLVHAMIDMH
Description	

Units

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



Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2041 DS	AM	FLAT	07:00	08:00	60	15	✓
D2	2041 DS	PM	FLAT	16:00	17:00	60	15	✓
D3	2041 RC	AM	FLAT	07:00	08:00	60	15	✓
D4	2041 RC	PM	FLAT	16:00	17:00	60	15	✓
D5	5y	AM	FLAT	07:00	08:00	60	15	✓
D6	10y	AM	FLAT	07:00	08:00	60	15	✓
D7	5y	PM	FLAT	16:00	17:00	60	15	✓
D8	10y	PM	FLAT	16:00	17:00	60	15	✓

2041 DS AM - 2041 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Frindsbury Hill - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	2041 DS AM	✓	✓	D1,D5,D6	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Sans Pareil Roundabout	Standard Roundabout		1, 2, 3, 4	819.76	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-45	2 - Wulfere Way	819.76	F

Arms

Arms

Arm	Name	Description	No give-way line
1	Wainscott Rd		
2	Wulfere Way		
3	Berwick Way		
4	Frindsbury Hill		

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 - Wainscott Rd	3.87	6.50	2.9	15.1	58.9	64.8		
2 - Wulfere Way	9.00	9.00	0.0	45.0	58.9	52.4		
3 - Berwick Way	11.73	11.73	0.0	34.5	58.9	46.7		
4 - Frindsbury Hill	3.60	7.00	95.5	21.4	58.9	45.0		

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - Wainscott Rd		
2 - Wulfere Way	✓	100
3 - Berwick Way		
4 - Frindsbury Hill		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Wainscott Rd	None		
2 - Wulfere Way	None		
3 - Berwick Way	Direct	unequal lane usage	-844
4 - Frindsbury Hill	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Wainscott Rd	0.437	1187
2 - Wulfere Way	0.706	2589
3 - Berwick Way	0.855	2577
4 - Frindsbury Hill	0.588	1917

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2041 DS	AM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wainscott Rd		FLAT	✓	367	100.000
2 - Wulfere Way		FLAT	✓	3432	100.000
3 - Berwick Way		FLAT	✓	3142	100.000
4 - Frindsbury Hill		FLAT	✓	605	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
From		1 - Wainscott Rd	2 - Wulfere Way	3 - Berwick Way	4 - Frindsbury Hill
	1 - Wainscott Rd	0	0	367	0
	2 - Wulfere Way	2	0	2768	662
	3 - Berwick Way	362	2239	180	361
	4 - Frindsbury Hill	0	293	312	0

Vehicle Mix

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

Heavy Vehicle %

		To			
From		1 - Wainscott Rd	2 - Wulfere Way	3 - Berwick Way	4 - Frindsbury Hill
	1 - Wainscott Rd	0	0	0	0
	2 - Wulfere Way	0	0	7	0
	3 - Berwick Way	0	7	2	1
	4 - Frindsbury Hill	0	3	2	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 - Wainscott Rd	1.49	1572.16	121.4	F	367	367
2 - Wulfere Way	0.31	2.48	0.5	A	3432	664
3 - Berwick Way	1.56	1779.74	1133.8	F	3142	3142
4 - Frindsbury Hill	0.70	13.92	2.3	B	605	605

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	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 - Wainscott Rd	367	367	92	0	0	2139	252	1.456	244	233	0.0	30.7	247.354	F
2 - Wulfere Way	3432	664	166	2768	0	666	2119	0.313	662	1717	0.0	0.5	2.467	A
3 - Berwick Way	3142	3142	786	0	2768	662	2011	1.562	2004	666	0.0	284.5	258.226	F
4 - Frindsbury Hill	605	605	151	0	0	1776	873	0.693	596	890	0.0	2.2	12.957	B

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	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 - Wainscott Rd	367	367	92	0	0	2152	246	1.490	246	234	30.7	61.0	693.363	F
2 - Wulfere Way	3432	664	166	2768	0	673	2114	0.314	664	1725	0.5	0.5	2.481	A
3 - Berwick Way	3142	3142	786	0	2768	664	2010	1.563	2010	673	284.5	567.6	766.212	F
4 - Frindsbury Hill	605	605	151	0	0	1781	870	0.696	605	893	2.2	2.3	13.884	B

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	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 - Wainscott Rd	367	367	92	0	0	2152	246	1.490	246	234	61.0	91.2	1132.065	F
2 - Wulfere Way	3432	664	166	2768	0	673	2114	0.314	664	1725	0.5	0.5	2.481	A
3 - Berwick Way	3142	3142	786	0	2768	664	2010	1.563	2010	673	567.6	850.7	1272.859	F
4 - Frindsbury Hill	605	605	151	0	0	1781	870	0.696	605	893	2.3	2.3	13.912	B

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	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 - Wainscott Rd	367	367	92	0	0	2152	246	1.490	246	234	91.2	121.4	1572.161	F
2 - Wulfere Way	3432	664	166	2768	0	673	2114	0.314	664	1725	0.5	0.5	2.481	A
3 - Berwick Way	3142	3142	786	0	2768	664	2010	1.563	2010	673	850.7	1133.8	1779.743	F
4 - Frindsbury Hill	605	605	151	0	0	1781	870	0.696	605	893	2.3	2.3	13.920	B

2041 DS AM - 5y, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Frindsbury Hill - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	2041 DS AM	✓	✓	D1,D5,D6	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Sans Pareil Roundabout	Standard Roundabout		1, 2, 3, 4	351.55	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-37	2 - Wulfere Way	351.55	F

Arms

Arms

Arm	Name	Description	No give-way line
1	Wainscott Rd		
2	Wulfere Way		
3	Berwick Way		
4	Frindsbury Hill		

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 - Wainscott Rd	3.87	6.50	2.9	15.1	58.9	64.8		
2 - Wulfere Way	9.00	9.00	0.0	45.0	58.9	52.4		
3 - Berwick Way	11.73	11.73	0.0	34.5	58.9	46.7		
4 - Frindsbury Hill	3.60	7.00	95.5	21.4	58.9	45.0		

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - Wainscott Rd		
2 - Wulfere Way	✓	100
3 - Berwick Way		
4 - Frindsbury Hill		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Wainscott Rd	None		
2 - Wulfere Way	None		
3 - Berwick Way	Direct	unequal lane usage	-844
4 - Frindsbury Hill	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Wainscott Rd	0.437	1187
2 - Wulfere Way	0.706	2589
3 - Berwick Way	0.855	2577
4 - Frindsbury Hill	0.588	1917

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	5y	AM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wainscott Rd		FLAT	✓	346	100.000
2 - Wulfere Way		FLAT	✓	3016	100.000
3 - Berwick Way		FLAT	✓	2574	100.000
4 - Frindsbury Hill		FLAT	✓	505	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
From		1 - Wainscott Rd	2 - Wulfere Way	3 - Berwick Way	4 - Frindsbury Hill
	1 - Wainscott Rd	0	0	346	0
	2 - Wulfere Way	2	0	2452	562
	3 - Berwick Way	296	1868	117	293
	4 - Frindsbury Hill	0	243	262	0

Vehicle Mix

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

Heavy Vehicle %

		To			
From		1 - Wainscott Rd	2 - Wulfere Way	3 - Berwick Way	4 - Frindsbury Hill
	1 - Wainscott Rd	0	0	0	0
	2 - Wulfere Way	0	0	8	0
	3 - Berwick Way	0	9	4	1
	4 - Frindsbury Hill	0	3	2	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 - Wainscott Rd	1.33	1075.22	87.0	F	346	346
2 - Wulfere Way	0.26	2.26	0.4	A	3016	564
3 - Berwick Way	1.23	730.24	483.1	F	2574	2574
4 - Frindsbury Hill	0.61	11.56	1.6	B	505	505

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	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 - Wainscott Rd	346	346	87	0	0	2102	268	1.290	257	241	0.0	22.3	178.917	F
2 - Wulfere Way	3016	564	141	2452	0	610	2159	0.261	563	1748	0.0	0.4	2.253	A
3 - Berwick Way	2574	2574	644	0	2452	563	2096	1.228	2078	610	0.0	123.9	111.746	F
4 - Frindsbury Hill	505	505	126	0	0	1844	833	0.607	499	797	0.0	1.5	10.866	B

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	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 - Wainscott Rd	346	346	87	0	0	2120	260	1.330	259	243	22.3	43.9	483.569	F
2 - Wulfere Way	3016	564	141	2452	0	617	2154	0.262	564	1763	0.4	0.4	2.263	A
3 - Berwick Way	2574	2574	644	0	2452	564	2095	1.229	2095	617	123.9	243.7	320.100	F
4 - Frindsbury Hill	505	505	126	0	0	1858	824	0.613	505	800	1.5	1.6	11.537	B

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	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 - Wainscott Rd	346	346	87	0	0	2121	260	1.330	260	243	43.9	65.5	778.862	F
2 - Wulfere Way	3016	564	141	2452	0	617	2154	0.262	564	1763	0.4	0.4	2.263	A
3 - Berwick Way	2574	2574	644	0	2452	564	2095	1.229	2095	617	243.7	363.4	524.942	F
4 - Frindsbury Hill	505	505	126	0	0	1859	824	0.613	505	800	1.6	1.6	11.555	B

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	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 - Wainscott Rd	346	346	87	0	0	2121	260	1.331	260	243	65.5	87.0	1075.215	F
2 - Wulfere Way	3016	564	141	2452	0	617	2154	0.262	564	1763	0.4	0.4	2.263	A
3 - Berwick Way	2574	2574	644	0	2452	564	2095	1.229	2095	617	363.4	483.1	730.239	F
4 - Frindsbury Hill	505	505	126	0	0	1859	824	0.613	505	800	1.6	1.6	11.561	B

2041 DS AM - 10y, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Frindsbury Hill - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	2041 DS AM	✓	✓	D1,D5,D6	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Sans Pareil Roundabout	Standard Roundabout		1, 2, 3, 4	509.63	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-43	2 - Wulfere Way	509.63	F

Arms

Arms

Arm	Name	Description	No give-way line
1	Wainscott Rd		
2	Wulfere Way		
3	Berwick Way		
4	Frindsbury Hill		

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 - Wainscott Rd	3.87	6.50	2.9	15.1	58.9	64.8		
2 - Wulfere Way	9.00	9.00	0.0	45.0	58.9	52.4		
3 - Berwick Way	11.73	11.73	0.0	34.5	58.9	46.7		
4 - Frindsbury Hill	3.60	7.00	95.5	21.4	58.9	45.0		

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - Wainscott Rd		
2 - Wulfere Way	✓	100
3 - Berwick Way		
4 - Frindsbury Hill		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Wainscott Rd	None		
2 - Wulfere Way	None		
3 - Berwick Way	Direct	unequal lane usage	-844
4 - Frindsbury Hill	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Wainscott Rd	0.437	1187
2 - Wulfere Way	0.706	2589
3 - Berwick Way	0.855	2577
4 - Frindsbury Hill	0.588	1917

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	10y	AM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wainscott Rd		FLAT	✓	365	100.000
2 - Wulfere Way		FLAT	✓	3370	100.000
3 - Berwick Way		FLAT	✓	2757	100.000
4 - Frindsbury Hill		FLAT	✓	550	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Wainscott Rd	2 - Wulfere Way	3 - Berwick Way	4 - Frindsbury Hill
From	1 - Wainscott Rd	0	0	365	0
	2 - Wulfere Way	2	0	2731	637
	3 - Berwick Way	321	1993	126	317
	4 - Frindsbury Hill	0	264	286	0

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - Wainscott Rd	2 - Wulfere Way	3 - Berwick Way	4 - Frindsbury Hill
From	1 - Wainscott Rd	0	0	0	0
	2 - Wulfere Way	0	0	7	0
	3 - Berwick Way	0	8	3	1
	4 - Frindsbury Hill	0	3	2	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 - Wainscott Rd	1.38	1233.78	101.8	F	365	365
2 - Wulfere Way	0.30	2.40	0.4	A	3370	639
3 - Berwick Way	1.36	1133.04	728.5	F	2757	2757
4 - Frindsbury Hill	0.64	11.94	1.8	B	550	550

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	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 - Wainscott Rd	365	365	91	0	0	2096	271	1.348	261	237	0.0	26.1	201.209	F
2 - Wulfere Way	3370	639	160	2731	0	635	2141	0.298	637	1722	0.0	0.4	2.392	A
3 - Berwick Way	2757	2757	689	0	2731	637	2033	1.356	2021	635	0.0	184.0	167.352	F
4 - Frindsbury Hill	550	550	138	0	0	1791	864	0.637	543	868	0.0	1.7	11.264	B

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	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 - Wainscott Rd	365	365	91	0	0	2111	264	1.381	264	238	26.1	51.4	551.140	F
2 - Wulfere Way	3370	639	160	2731	0	642	2136	0.299	639	1732	0.4	0.4	2.404	A
3 - Berwick Way	2757	2757	689	0	2731	639	2031	1.357	2031	642	184.0	365.5	490.612	F
4 - Frindsbury Hill	550	550	138	0	0	1799	859	0.640	550	871	1.7	1.8	11.921	B

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	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 - Wainscott Rd	365	365	91	0	0	2111	264	1.381	264	238	51.4	76.6	891.872	F
2 - Wulfere Way	3370	639	160	2731	0	643	2136	0.299	639	1732	0.4	0.4	2.404	A
3 - Berwick Way	2757	2757	689	0	2731	639	2031	1.357	2031	643	365.5	547.0	811.652	F
4 - Frindsbury Hill	550	550	138	0	0	1800	859	0.640	550	871	1.8	1.8	11.939	B

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	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 - Wainscott Rd	365	365	91	0	0	2111	264	1.381	264	238	76.6	101.8	1233.778	F
2 - Wulfere Way	3370	639	160	2731	0	643	2136	0.299	639	1732	0.4	0.4	2.404	A
3 - Berwick Way	2757	2757	689	0	2731	639	2031	1.357	2031	643	547.0	728.5	1133.043	F
4 - Frindsbury Hill	550	550	138	0	0	1800	859	0.640	550	871	1.8	1.8	11.941	B

2041 DS PM - 2041 DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Frindsbury Hill - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	2041 DS PM	✓	✓	D2,D7,D8	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Sans Pareil Roundabout	Standard Roundabout		1, 2, 3, 4	999.52	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-44	3 - Berwick Way	999.52	F

Arms

Arms

Arm	Name	Description	No give-way line
1	Wainscott Rd		
2	Wulfere Way		
3	Berwick Way		
4	Frindsbury Hill		

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 - Wainscott Rd	3.87	6.50	2.9	15.1	58.9	64.8		
2 - Wulfere Way	9.00	9.00	0.0	45.0	58.9	52.4		
3 - Berwick Way	11.73	11.73	0.0	34.5	58.9	46.7		
4 - Frindsbury Hill	3.60	7.00	95.5	21.4	58.9	45.0		

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - Wainscott Rd		
2 - Wulfere Way	✓	100
3 - Berwick Way		
4 - Frindsbury Hill		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Wainscott Rd	None		
2 - Wulfere Way	None		
3 - Berwick Way	Direct	unequal lane usage	-888
4 - Frindsbury Hill	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Wainscott Rd	0.437	1187
2 - Wulfere Way	0.706	2589
3 - Berwick Way	0.855	2533
4 - Frindsbury Hill	0.588	1917

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2041 DS	PM	FLAT	16:00	17:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wainscott Rd		FLAT	✓	388	100.000
2 - Wulfere Way		FLAT	✓	3000	100.000
3 - Berwick Way		FLAT	✓	3399	100.000
4 - Frindsbury Hill		FLAT	✓	434	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
From		1 - Wainscott Rd	2 - Wulfere Way	3 - Berwick Way	4 - Frindsbury Hill
	1 - Wainscott Rd	0	0	388	0
	2 - Wulfere Way	1	0	2464	535
	3 - Berwick Way	459	2330	271	339
	4 - Frindsbury Hill	0	128	306	0

Vehicle Mix

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

Heavy Vehicle %

		To			
From		1 - Wainscott Rd	2 - Wulfere Way	3 - Berwick Way	4 - Frindsbury Hill
	1 - Wainscott Rd	0	0	0	0
	2 - Wulfere Way	0	0	3	0
	3 - Berwick Way	0	3	0	1
	4 - Frindsbury Hill	0	1	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 - Wainscott Rd	1.28	929.14	87.4	F	388	388
2 - Wulfere Way	0.26	2.39	0.4	A	3000	536
3 - Berwick Way	1.64	2014.05	1325.2	F	3399	3399
4 - Frindsbury Hill	0.53	9.47	1.1	A	434	434

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	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 - Wainscott Rd	388	388	97	0	0	2014	307	1.264	294	281	0.0	23.4	163.501	F
2 - Wulfere Way	3000	536	134	2464	0	762	2052	0.261	535	1546	0.0	0.4	2.371	A
3 - Berwick Way	3399	3399	850	0	2464	535	2076	1.637	2070	762	0.0	332.3	291.236	F
4 - Frindsbury Hill	434	434	109	0	0	1865	820	0.529	430	740	0.0	1.1	9.201	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	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 - Wainscott Rd	388	388	97	0	0	2022	303	1.280	302	281	23.4	44.9	428.273	F
2 - Wulfere Way	3000	536	134	2464	0	774	2043	0.262	536	1550	0.4	0.4	2.387	A
3 - Berwick Way	3399	3399	850	0	2464	536	2075	1.638	2075	774	332.3	663.2	866.198	F
4 - Frindsbury Hill	434	434	109	0	0	1869	818	0.531	434	742	1.1	1.1	9.468	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	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 - Wainscott Rd	388	388	97	0	0	2022	303	1.280	303	281	44.9	66.2	678.370	F
2 - Wulfere Way	3000	536	134	2464	0	774	2043	0.262	536	1550	0.4	0.4	2.388	A
3 - Berwick Way	3399	3399	850	0	2464	536	2075	1.638	2075	774	663.2	994.2	1440.023	F
4 - Frindsbury Hill	434	434	109	0	0	1869	818	0.531	434	742	1.1	1.1	9.472	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	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 - Wainscott Rd	388	388	97	0	0	2022	303	1.280	303	281	66.2	87.4	929.145	F
2 - Wulfere Way	3000	536	134	2464	0	774	2043	0.262	536	1550	0.4	0.4	2.388	A
3 - Berwick Way	3399	3399	850	0	2464	536	2075	1.638	2075	774	994.2	1325.2	2014.049	F
4 - Frindsbury Hill	434	434	109	0	0	1869	818	0.531	434	742	1.1	1.1	9.474	A

2041 DS PM - 5y, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Frindsbury Hill - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	2041 DS PM	✓	✓	D2,D7,D8	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Sans Pareil Roundabout	Standard Roundabout		1, 2, 3, 4	547.96	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-34	3 - Berwick Way	547.96	F

Arms

Arms

Arm	Name	Description	No give-way line
1	Wainscott Rd		
2	Wulfere Way		
3	Berwick Way		
4	Frindsbury Hill		

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 - Wainscott Rd	3.87	6.50	2.9	15.1	58.9	64.8		
2 - Wulfere Way	9.00	9.00	0.0	45.0	58.9	52.4		
3 - Berwick Way	11.73	11.73	0.0	34.5	58.9	46.7		
4 - Frindsbury Hill	3.60	7.00	95.5	21.4	58.9	45.0		

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - Wainscott Rd		
2 - Wulfere Way	✓	100
3 - Berwick Way		
4 - Frindsbury Hill		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Wainscott Rd	None		
2 - Wulfere Way	None		
3 - Berwick Way	Direct	unequal lane usage	-888
4 - Frindsbury Hill	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Wainscott Rd	0.437	1187
2 - Wulfere Way	0.706	2589
3 - Berwick Way	0.855	2533
4 - Frindsbury Hill	0.588	1917

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	5y	PM	FLAT	16:00	17:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wainscott Rd		FLAT	✓	392	100.000
2 - Wulfere Way		FLAT	✓	2558	100.000
3 - Berwick Way		FLAT	✓	2895	100.000
4 - Frindsbury Hill		FLAT	✓	384	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Wainscott Rd	2 - Wulfere Way	3 - Berwick Way	4 - Frindsbury Hill
From	1 - Wainscott Rd	0	2	390	0
	2 - Wulfere Way	1	0	2112	445
	3 - Berwick Way	414	1948	158	375
	4 - Frindsbury Hill	0	132	252	0

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - Wainscott Rd	2 - Wulfere Way	3 - Berwick Way	4 - Frindsbury Hill
From	1 - Wainscott Rd	0	0	0	0
	2 - Wulfere Way	0	0	4	0
	3 - Berwick Way	0	4	1	1
	4 - Frindsbury Hill	0	2	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 - Wainscott Rd	1.17	601.75	61.5	F	392	392
2 - Wulfere Way	0.21	2.18	0.3	A	2558	446
3 - Berwick Way	1.35	1094.48	745.7	F	2895	2895
4 - Frindsbury Hill	0.47	8.47	0.9	A	384	384

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	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 - Wainscott Rd	392	392	98	0	0	1938	340	1.154	322	307	0.0	17.6	119.860	F
2 - Wulfere Way	2558	446	112	2112	0	686	2105	0.212	445	1573	0.0	0.3	2.167	A
3 - Berwick Way	2895	2895	724	0	2112	445	2153	1.345	2141	686	0.0	188.4	161.621	F
4 - Frindsbury Hill	384	384	96	0	0	1865	820	0.468	380	721	0.0	0.9	8.233	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	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 - Wainscott Rd	392	392	98	0	0	1949	335	1.171	332	309	17.6	32.5	293.343	F
2 - Wulfere Way	2558	446	112	2112	0	700	2095	0.213	446	1582	0.3	0.3	2.182	A
3 - Berwick Way	2895	2895	724	0	2112	446	2152	1.345	2152	700	188.4	374.2	473.919	F
4 - Frindsbury Hill	384	384	96	0	0	1874	815	0.471	384	724	0.9	0.9	8.464	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	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 - Wainscott Rd	392	392	98	0	0	1949	335	1.171	334	309	32.5	47.1	447.918	F
2 - Wulfere Way	2558	446	112	2112	0	701	2094	0.213	446	1582	0.3	0.3	2.183	A
3 - Berwick Way	2895	2895	724	0	2112	446	2152	1.345	2152	701	374.2	559.9	784.031	F
4 - Frindsbury Hill	384	384	96	0	0	1874	815	0.471	384	724	0.9	0.9	8.468	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	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 - Wainscott Rd	392	392	98	0	0	1950	335	1.171	334	309	47.1	61.5	601.749	F
2 - Wulfere Way	2558	446	112	2112	0	702	2094	0.213	446	1582	0.3	0.3	2.184	A
3 - Berwick Way	2895	2895	724	0	2112	446	2152	1.345	2152	702	559.9	745.7	1094.475	F
4 - Frindsbury Hill	384	384	96	0	0	1874	815	0.471	384	724	0.9	0.9	8.469	A

2041 DS PM - 10y, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Frindsbury Hill - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	2041 DS PM	✓	✓	D2,D7,D8	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Sans Pareil Roundabout	Standard Roundabout		1, 2, 3, 4	786.17	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-39	3 - Berwick Way	786.17	F

Arms

Arms

Arm	Name	Description	No give-way line
1	Wainscott Rd		
2	Wulfere Way		
3	Berwick Way		
4	Frindsbury Hill		

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 - Wainscott Rd	3.87	6.50	2.9	15.1	58.9	64.8		
2 - Wulfere Way	9.00	9.00	0.0	45.0	58.9	52.4		
3 - Berwick Way	11.73	11.73	0.0	34.5	58.9	46.7		
4 - Frindsbury Hill	3.60	7.00	95.5	21.4	58.9	45.0		

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - Wainscott Rd		
2 - Wulfere Way	✓	100
3 - Berwick Way		
4 - Frindsbury Hill		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Wainscott Rd	None		
2 - Wulfere Way	None		
3 - Berwick Way	Direct	unequal lane usage	-888
4 - Frindsbury Hill	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Wainscott Rd	0.437	1187
2 - Wulfere Way	0.706	2589
3 - Berwick Way	0.855	2533
4 - Frindsbury Hill	0.588	1917

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	10y	PM	FLAT	16:00	17:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wainscott Rd		FLAT	✓	413	100.000
2 - Wulfere Way		FLAT	✓	2762	100.000
3 - Berwick Way		FLAT	✓	3161	100.000
4 - Frindsbury Hill		FLAT	✓	454	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
From		1 - Wainscott Rd	2 - Wulfere Way	3 - Berwick Way	4 - Frindsbury Hill
	1 - Wainscott Rd	0	2	411	0
	2 - Wulfere Way	1	0	2278	483
	3 - Berwick Way	454	2122	174	411
	4 - Frindsbury Hill	0	156	298	0

Vehicle Mix

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

Heavy Vehicle %

		To			
From		1 - Wainscott Rd	2 - Wulfere Way	3 - Berwick Way	4 - Frindsbury Hill
	1 - Wainscott Rd	0	0	0	0
	2 - Wulfere Way	0	0	4	0
	3 - Berwick Way	0	3	1	1
	4 - Frindsbury Hill	0	2	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 - Wainscott Rd	1.31	1012.78	99.6	F	413	413
2 - Wulfere Way	0.23	2.26	0.3	A	2762	484
3 - Berwick Way	1.49	1553.05	1043.3	F	3161	3161
4 - Frindsbury Hill	0.55	9.65	1.2	A	454	454

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	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 - Wainscott Rd	413	413	103	0	0	1984	320	1.291	308	304	0.0	26.2	172.162	F
2 - Wulfere Way	2762	484	121	2278	0	718	2083	0.232	483	1574	0.0	0.3	2.249	A
3 - Berwick Way	3161	3161	790	0	2278	483	2121	1.491	2112	718	0.0	262.2	226.002	F
4 - Frindsbury Hill	454	454	114	0	0	1839	836	0.543	449	756	0.0	1.2	9.334	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	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 - Wainscott Rd	413	413	103	0	0	1993	316	1.308	315	305	26.2	50.7	460.234	F
2 - Wulfere Way	2762	484	121	2278	0	728	2076	0.233	484	1580	0.3	0.3	2.261	A
3 - Berwick Way	3161	3161	790	0	2278	484	2120	1.491	2120	728	262.2	522.5	669.272	F
4 - Frindsbury Hill	454	454	114	0	0	1845	832	0.546	454	759	1.2	1.2	9.640	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	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 - Wainscott Rd	413	413	103	0	0	1994	316	1.309	315	305	50.7	75.2	736.061	F
2 - Wulfere Way	2762	484	121	2278	0	728	2075	0.233	484	1580	0.3	0.3	2.261	A
3 - Berwick Way	3161	3161	790	0	2278	484	2120	1.491	2120	728	522.5	782.9	1111.037	F
4 - Frindsbury Hill	454	454	114	0	0	1845	832	0.546	454	759	1.2	1.2	9.649	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	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 - Wainscott Rd	413	413	103	0	0	1994	316	1.309	315	305	75.2	99.6	1012.778	F
2 - Wulfere Way	2762	484	121	2278	0	729	2075	0.233	484	1580	0.3	0.3	2.261	A
3 - Berwick Way	3161	3161	790	0	2278	484	2120	1.491	2120	729	782.9	1043.3	1553.050	F
4 - Frindsbury Hill	454	454	114	0	0	1845	832	0.546	454	759	1.2	1.2	9.649	A

2041 RC AM - 2041 RC, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Frindsbury Hill - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	2041 RC AM	✓	✓	D3	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Sans Pareil Roundabout	Standard Roundabout		1, 2, 3, 4	175.83	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-27	2 - Wulfere Way	175.83	F

Arms

Arms

Arm	Name	Description	No give-way line
1	Wainscott Rd		
2	Wulfere Way		
3	Berwick Way		
4	Frindsbury Hill		

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 - Wainscott Rd	3.87	6.50	2.9	15.1	58.9	64.8		
2 - Wulfere Way	9.00	9.00	0.0	45.0	58.9	52.4		
3 - Berwick Way	11.73	11.73	0.0	34.5	58.9	46.7		
4 - Frindsbury Hill	3.60	7.00	95.5	21.4	58.9	45.0		

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - Wainscott Rd		
2 - Wulfere Way	✓	100
3 - Berwick Way		
4 - Frindsbury Hill		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Wainscott Rd	None		
2 - Wulfere Way	None		
3 - Berwick Way	Direct	unequal lane usage	-641
4 - Frindsbury Hill	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Wainscott Rd	0.437	1187
2 - Wulfere Way	0.706	2589
3 - Berwick Way	0.855	2780
4 - Frindsbury Hill	0.588	1917

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2041 RC	AM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wainscott Rd		FLAT	✓	640	100.000
2 - Wulfere Way		FLAT	✓	2324	100.000
3 - Berwick Way		FLAT	✓	2420	100.000
4 - Frindsbury Hill		FLAT	✓	598	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Wainscott Rd	2 - Wulfere Way	3 - Berwick Way	4 - Frindsbury Hill
From	1 - Wainscott Rd	0	0	582	58
	2 - Wulfere Way	0.00	0	1954	371
	3 - Berwick Way	827	1082	67	443
	4 - Frindsbury Hill	42	152	404	0

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - Wainscott Rd	2 - Wulfere Way	3 - Berwick Way	4 - Frindsbury Hill
From	1 - Wainscott Rd	0	0	0	0
	2 - Wulfere Way	0	0	9	1
	3 - Berwick Way	0	14	1	1
	4 - Frindsbury Hill	0	5	2	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 - Wainscott Rd	1.43	1350.80	190.4	F	640	640
2 - Wulfere Way	0.19	2.31	0.2	A	2324	371
3 - Berwick Way	1.00	69.75	46.0	F	2420	2420
4 - Frindsbury Hill	0.78	21.82	3.5	C	598	598

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	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 - Wainscott Rd	640	640	160	0	0	1650	466	1.375	456	836	0.0	46.1	196.043	F
2 - Wulfere Way	2324	371	93	1954	0	917	1943	0.191	370	1189	0.0	0.2	2.310	A
3 - Berwick Way	2420	2420	605	0	1954	411	2429	0.996	2325	876	0.0	23.7	26.558	D
4 - Frindsbury Hill	598	598	149	0	0	1899	800	0.747	586	837	0.0	2.8	16.526	C

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	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 - Wainscott Rd	640	640	160	0	0	1686	450	1.423	450	856	46.1	93.7	574.413	F
2 - Wulfere Way	2324	371	93	1954	0	919	1941	0.191	371	1217	0.2	0.2	2.314	A
3 - Berwick Way	2420	2420	605	0	1954	411	2429	0.996	2382	878	23.7	33.2	49.484	E
4 - Frindsbury Hill	598	598	149	0	0	1946	773	0.774	596	848	2.8	3.3	20.575	C

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	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 - Wainscott Rd	640	640	160	0	0	1692	447	1.431	447	859	93.7	141.9	960.798	F
2 - Wulfere Way	2324	371	93	1954	0	917	1942	0.191	371	1222	0.2	0.2	2.313	A
3 - Berwick Way	2420	2420	605	0	1954	411	2429	0.996	2392	877	33.2	40.3	60.843	F
4 - Frindsbury Hill	598	598	149	0	0	1954	768	0.778	597	849	3.3	3.4	21.425	C

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	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 - Wainscott Rd	640	640	160	0	0	1694	446	1.434	446	861	141.9	190.4	1350.800	F
2 - Wulfere Way	2324	371	93	1954	0	917	1943	0.191	371	1224	0.2	0.2	2.312	A
3 - Berwick Way	2420	2420	605	0	1954	411	2429	0.996	2397	876	40.3	46.0	69.747	F
4 - Frindsbury Hill	598	598	149	0	0	1958	765	0.781	597	850	3.4	3.5	21.818	C

2041 RC PM - 2041 RC, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Frindsbury Hill - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A4	2041 RC PM	✓	✓	D4	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Sans Pareil Roundabout	Standard Roundabout		1, 2, 3, 4	92.24	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-25	2 - Wulfere Way	92.24	F

Arms

Arms

Arm	Name	Description	No give-way line
1	Wainscott Rd		
2	Wulfere Way		
3	Berwick Way		
4	Frindsbury Hill		

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 - Wainscott Rd	3.87	6.50	2.9	15.1	58.9	64.8		
2 - Wulfere Way	9.00	9.00	0.0	45.0	58.9	52.4		
3 - Berwick Way	11.73	11.73	0.0	34.5	58.9	46.7		
4 - Frindsbury Hill	3.60	7.00	95.5	21.4	58.9	45.0		

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - Wainscott Rd		
2 - Wulfere Way	✓	100
3 - Berwick Way		
4 - Frindsbury Hill		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Wainscott Rd	None		
2 - Wulfere Way	None		
3 - Berwick Way	Direct	unequal lane usage	-701
4 - Frindsbury Hill	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Wainscott Rd	0.437	1187
2 - Wulfere Way	0.706	2589
3 - Berwick Way	0.855	2720
4 - Frindsbury Hill	0.588	1917

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2041 RC	PM	FLAT	16:00	17:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wainscott Rd		FLAT	✓	497	100.000
2 - Wulfere Way		FLAT	✓	2311	100.000
3 - Berwick Way		FLAT	✓	2510	100.000
4 - Frindsbury Hill		FLAT	✓	591	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Wainscott Rd	2 - Wulfere Way	3 - Berwick Way	4 - Frindsbury Hill
From	1 - Wainscott Rd	0	0	436	61
	2 - Wulfere Way	0	0	1980	331
	3 - Berwick Way	1069	971	48	422
	4 - Frindsbury Hill	55	105	431	0

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - Wainscott Rd	2 - Wulfere Way	3 - Berwick Way	4 - Frindsbury Hill
From	1 - Wainscott Rd	0	0	0	0
	2 - Wulfere Way	0	0	4	0
	3 - Berwick Way	0	7	0	1
	4 - Frindsbury Hill	0	3	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 - Wainscott Rd	0.94	83.95	10.9	F	497	497
2 - Wulfere Way	0.17	2.29	0.2	A	2311	331
3 - Berwick Way	1.05	193.09	140.7	F	2510	2510
4 - Frindsbury Hill	0.79	22.65	3.6	C	591	591

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	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 - Wainscott Rd	497	497	124	0	0	1474	543	0.916	471	1048	0.0	6.5	41.179	E
2 - Wulfere Way	2311	331	83	1980	0	938	1927	0.171	330	1006	0.0	0.2	2.252	A
3 - Berwick Way	2510	2510	627	0	1980	388	2389	1.051	2334	880	0.0	43.9	41.253	E
4 - Frindsbury Hill	591	591	148	0	0	1942	775	0.763	579	780	0.0	3.0	17.695	C

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	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 - Wainscott Rd	497	497	124	0	0	1501	531	0.936	488	1067	6.5	8.8	67.545	F
2 - Wulfere Way	2311	331	83	1980	0	964	1909	0.173	331	1025	0.2	0.2	2.279	A
3 - Berwick Way	2510	2510	627	0	1980	391	2386	1.052	2378	904	43.9	77.0	98.219	F
4 - Frindsbury Hill	591	591	148	0	0	1978	754	0.785	590	790	3.0	3.4	21.843	C

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	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 - Wainscott Rd	497	497	124	0	0	1503	530	0.938	492	1069	8.8	10.0	77.834	F
2 - Wulfere Way	2311	331	83	1980	0	968	1906	0.173	331	1027	0.2	0.2	2.284	A
3 - Berwick Way	2510	2510	627	0	1980	391	2386	1.052	2382	908	77.0	109.0	145.868	F
4 - Frindsbury Hill	591	591	148	0	0	1981	752	0.787	591	791	3.4	3.6	22.450	C

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	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 - Wainscott Rd	497	497	124	0	0	1504	529	0.939	494	1070	10.0	10.9	83.954	F
2 - Wulfere Way	2311	331	83	1980	0	970	1905	0.174	331	1027	0.2	0.2	2.286	A
3 - Berwick Way	2510	2510	627	0	1980	391	2386	1.052	2383	910	109.0	140.7	193.085	F
4 - Frindsbury Hill	591	591	148	0	0	1983	751	0.787	591	792	3.6	3.6	22.651	C

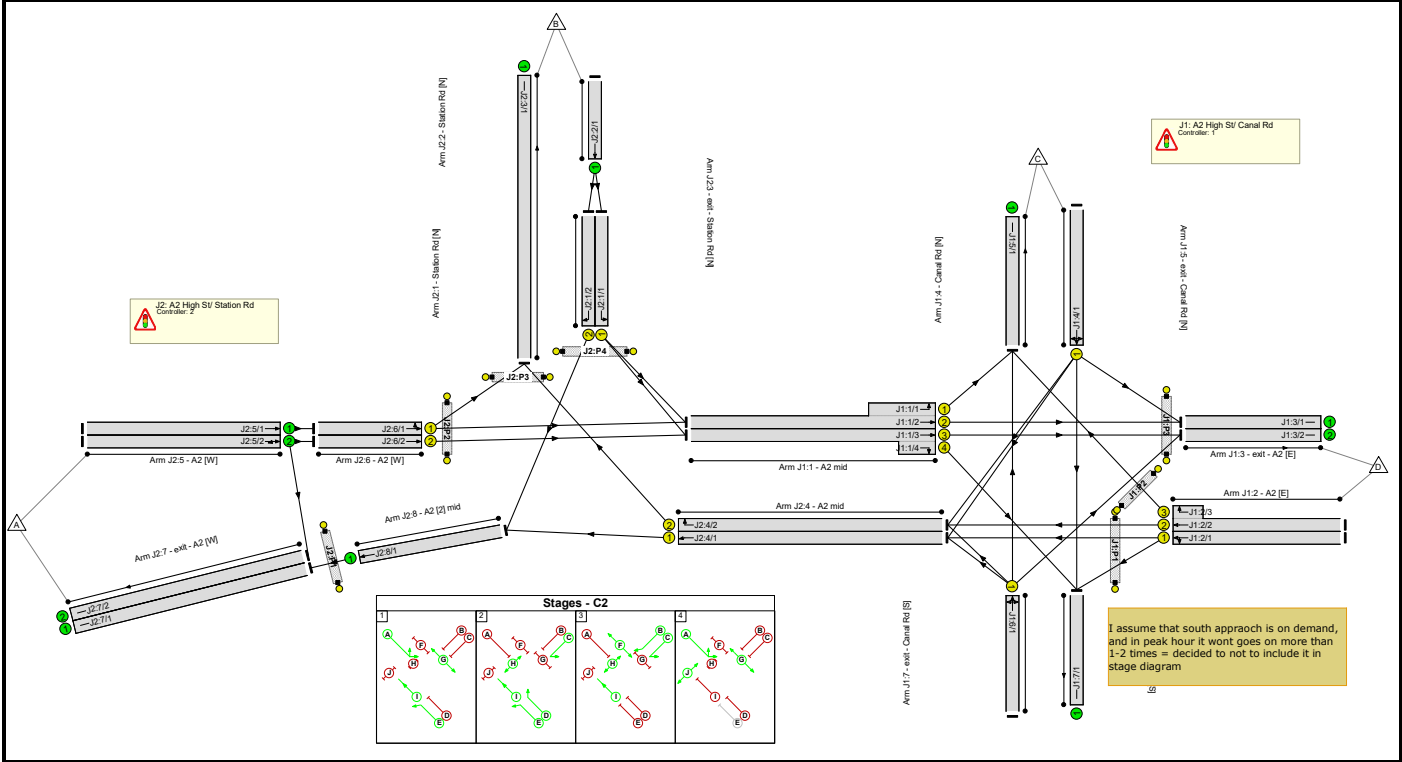
Full Input Data And Results

Full Input Data And Results

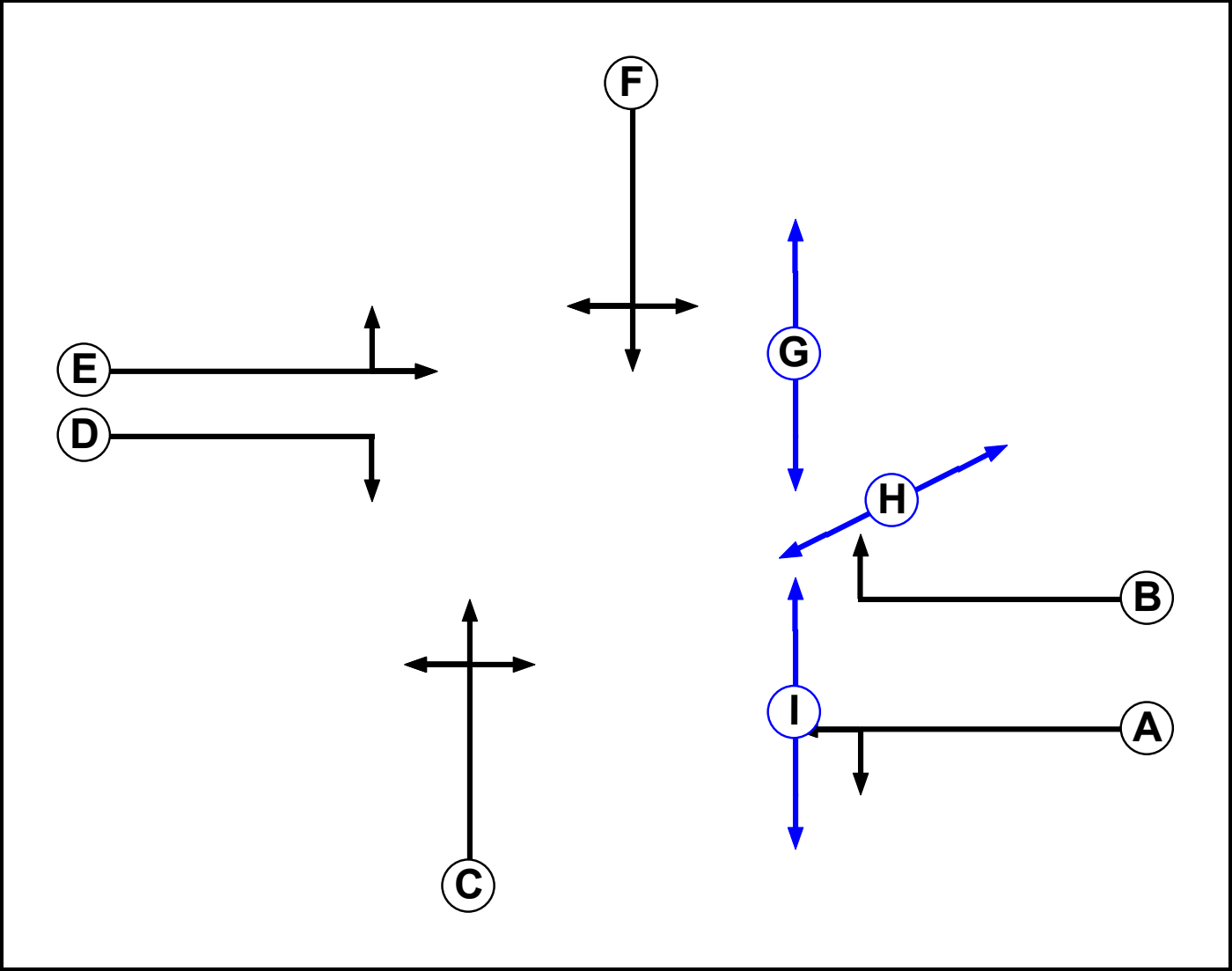
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
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Author:	
Company:	
Address:	

Network Layout Diagram



C1
Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Pedestrian		6	6
H	Pedestrian		6	6
I	Pedestrian		6	6

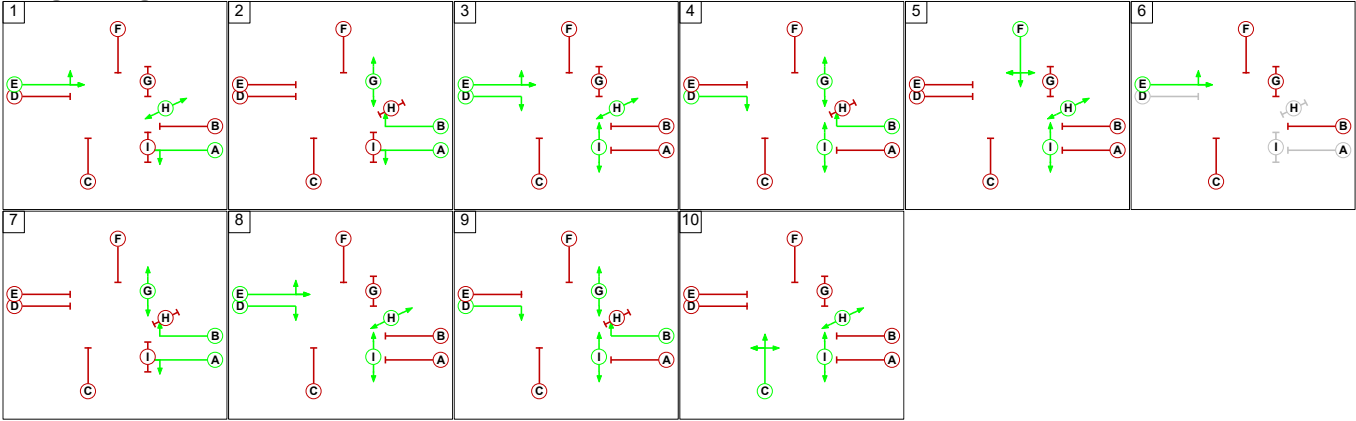
Phase Intergreens Matrix

Terminating Phase	Starting Phase									
		A	B	C	D	E	F	G	H	I
	A		-	5	7	-	7	-	-	5
	B	-		10	-	10	11	-	10	-
	C	9	14		8	8	8	14	-	-
	D	10	-	5		-	6	-	-	-
	E	-	11	5	-		6	11	-	-
	F	8	8	8	9	8		12	-	-
	G	-	-	10	-	10	10		-	-
	H	-	11	-	-	-	-	-		-
	I	10	-	-	-	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A E H
2	A B G
3	D E H I
4	B D G I
5	F H I
6	E
7	A B G
8	D E H I
9	B D G I
10	C H I

Stage Diagram

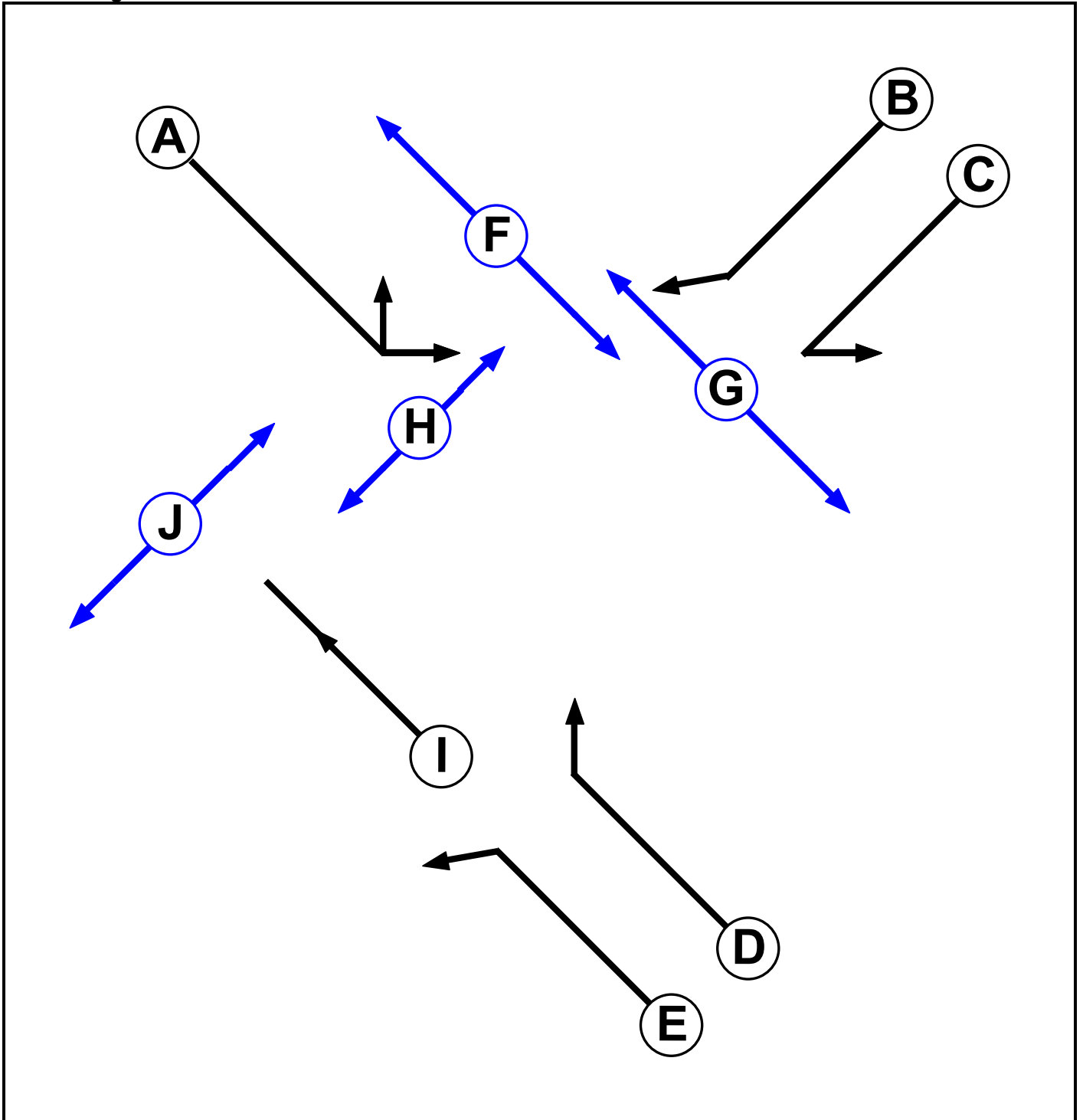


Phase Delays

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

Prohibited Stage Change

From Stage	To Stage										
		1	2	3	4	5	6	7	8	9	10
	1		11	7	11	7	0	11	7	11	5
	2	10		X	X	11	10	0	10	7	10
	3	10	X		X	6	0	11	0	11	5
	4	10	X	X		11	10	10	10	0	10
	5	10	12	9	12		8	12	9	12	8
	6	2	11	2	11	6		11	2	11	5
	7	10	0	10	7	11	10		X	X	10
	8	10	11	0	11	6	0	X		X	5
	9	10	10	10	0	11	10	X	X		10
	10	10	14	8	14	8	8	14	8	14	



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Pedestrian		5	5
G	Pedestrian		5	5
H	Pedestrian		5	5
I	Traffic		7	1
J	Pedestrian		7	7

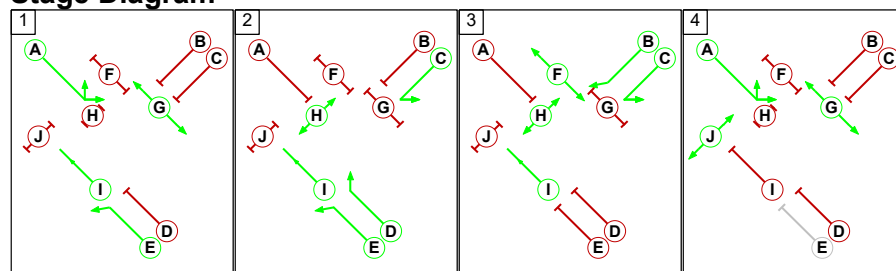
Phase Intergreens Matrix

Terminating Phase	Starting Phase										
		A	B	C	D	E	F	G	H	I	J
	A		13	13	9	-	11	-	9	-	-
	B	11		-	6	7	-	5	-	-	-
	C	11	-		-	-	-	5	-	-	-
	D	11	5	-		-	13	-	-	-	-
	E	-	5	-	-		-	-	-	-	-
	F	8	-	-	8	-		-	-	-	-
	G	-	8	8	-	-	-		-	-	-
	H	9	-	-	-	-	-	-		-	-
	I	-	-	-	-	-	-	-	-		5
	J	-	-	-	-	-	-	-	-	9	

Phases in Stage

Stage No.	Phases in Stage
1	A E G I
2	C D E H I
3	B C F H I
4	A G J

Stage Diagram



Full Input Data And Results

Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	4	I	Losing	6	6
2	4	I	Losing	6	6
3	4	I	Losing	6	6

Prohibited Stage Change

	To Stage				
From Stage	1	2	3	4	
	1		13	13	11
	2	11		13	11
	3	11	8		11
	4	9	13	13	

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: A2 High St/ Canal Rd
There are no Opposed Lanes in this Junction

Junction: J2: A2 High St/ Station Rd
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: J1: A2 High St/ Canal Rd												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J1:1/1 (A2 mid)	U	E	2	3	7.8	Geom	-	2.85	0.00	Y	Arm J1:5 Left	16.00
J1:1/2 (A2 mid)	U	E	2	3	30.6	Geom	-	2.85	0.00	Y	Arm J1:3 Ahead	Inf
J1:1/3 (A2 mid)	U	E	2	3	30.6	Geom	-	2.85	0.00	Y	Arm J1:3 Ahead	Inf
J1:1/4 (A2 mid)	U	D	2	3	4.3	Geom	-	2.85	0.00	Y	Arm J1:7 Right	16.00
J1:2/1 (A2 [E])	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:4 Ahead	Inf
											Arm J1:7 Left	8.00
J1:2/2 (A2 [E])	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:4 Ahead	Inf
J1:2/3 (A2 [E])	U	B	2	3	3.5	Geom	-	3.25	0.00	Y	Arm J1:5 Right	10.00
J1:3/1 (exit - A2 [E])	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:3/2 (exit - A2 [E])	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:4/1 (Canal Rd [N])	U	F	2	3	60.0	Geom	-	2.85	0.00	Y	Arm J2:4 Right	30.00
											Arm J1:3 Left	15.00
											Arm J1:7 Ahead	Inf
J1:5/1 (exit - Canal Rd [N])	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:6/1 (Canal Rd [S])	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:4 Left	8.00
											Arm J1:3 Right	8.00
											Arm J1:5 Ahead	Inf
J1:7/1 (exit - Canal Rd [S])	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Junction: J2: A2 High St/ Station Rd												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J2:1/1 (Station Rd [N])	U	C	2	3	8.0	Geom	-	3.25	0.00	Y	Arm J1:1 Left	12.00
J2:1/2 (Station Rd [N])	U	B	2	3	8.0	Geom	-	3.25	0.00	Y	Arm J2:8 Right	20.00
J2:2/1 (Station Rd [N])	U		2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:1 Ahead	Inf
J2:3/1 (exit - Station Rd [N])	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:4/1 (A2 mid)	U	E	2	3	32.2	Geom	-	3.50	0.00	Y	Arm J2:8 Ahead	Inf
J2:4/2 (A2 mid)	U	D	2	3	32.2	Geom	-	3.50	0.00	Y	Arm J2:3 Right	10.00
J2:5/1 (A2 [W])	U		2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:6 Ahead	Inf
J2:5/2 (A2 [W])	U		2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:6 Ahead	Inf
											Arm J2:7 U-Turn	15.00
J2:6/1 (A2 [W])	U	A	2	3	5.4	Geom	-	3.25	0.00	Y	Arm J2:3 Left	16.00
											Arm J1:1 Ahead	Inf
J2:6/2 (A2 [W])	U	A	2	3	5.4	Geom	-	3.25	0.00	Y	Arm J1:1 Ahead	Inf
J2:7/1 (exit - A2 [W])	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:7/2 (exit - A2 [W])	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:8/1 (A2 [2] mid)	U		2	3	8.5	Geom	-	3.50	0.00	Y	Arm J2:7 Ahead	Inf

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM Peak MaxSet A-AM Peak MaxSetA'	08:00	09:00	01:00	
2: '2041 DS AM'	08:00	09:00	01:00	
3: '2041 DS PM'	16:00	17:00	01:00	
4: '2041 RC AM'	08:00	09:00	01:00	
5: '2041 RC PM'	16:00	17:00	01:00	
6: '2023 Base AM'	07:30	08:30	01:00	
7: '2023 Base PM'	16:45	17:45	01:00	
8: '5y AM'	08:00	09:00	01:00	
9: '10y AM'	08:00	09:00	01:00	
10: '5y PM'	16:00	17:00	01:00	
11: '10y PM'	16:00	17:00	01:00	

Scenario 1: 'AM Peak MaxSet A-AM Peak MaxSetA' (FG1: 'AM Peak MaxSet A-AM Peak MaxSetA', Plan 1: 'NCP')
Traffic Flows, Desired
Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	0	0	0	0
	B	0	0	0	0	0
	C	0	0	0	0	0
	D	0	0	0	0	0
	Tot.	0	0	0	0	0

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: AM Peak MaxSet A-AM Peak MaxSetA
Junction: J1: A2 High St/ Canal Rd	
J1:1/1 (short)	0
J1:1/2 (with short)	0(In) 0(Out)
J1:1/3 (with short)	0(In) 0(Out)
J1:1/4 (short)	0
J1:2/1	0
J1:2/2 (with short)	0(In) 0(Out)
J1:2/3 (short)	0
J1:3/1	0
J1:3/2	0
J1:4/1	0
J1:5/1	0
J1:6/1	0
J1:7/1	0
Junction: J2: A2 High St/ Station Rd	
J2:1/1	0
J2:1/2	0
J2:2/1	0
J2:3/1	0
J2:4/1	0
J2:4/2	0
J2:5/1	0
J2:5/2	0
J2:6/1	0
J2:6/2	0
J2:7/1	0
J2:7/2	0
J2:8/1	0

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A2 High St/ Canal Rd								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A2 mid)	2.85	0.00	Y	Arm J1:5 Left	16.00	0.0 %	1900	1900
J1:1/2 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	0.0 %	1900	1900
J1:1/3 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	0.0 %	1900	1900
J1:1/4 (A2 mid)	2.85	0.00	Y	Arm J1:7 Right	16.00	0.0 %	1900	1900
J1:2/1 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	0.0 %	1940	1940
				Arm J1:7 Left	8.00	0.0 %		
J1:2/2 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	0.0 %	1940	1940
J1:2/3 (A2 [E])	3.25	0.00	Y	Arm J1:5 Right	10.00	0.0 %	1940	1940
J1:3/1 (exit - A2 [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (exit - A2 [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Canal Rd [N])	2.85	0.00	Y	Arm J2:4 Right	30.00	0.0 %	1900	1900
				Arm J1:3 Left	15.00	0.0 %		
				Arm J1:7 Ahead	Inf	0.0 %		
J1:5/1 (exit - Canal Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Canal Rd [S])	3.25	0.00	Y	Arm J2:4 Left	8.00	0.0 %	1940	1940
				Arm J1:3 Right	8.00	0.0 %		
				Arm J1:5 Ahead	Inf	0.0 %		
J1:7/1 (exit - Canal Rd [S] Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A2 High St/ Station Rd								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Station Rd [N])	3.25	0.00	Y	Arm J1:1 Left	12.00	0.0 %	1940	1940
J2:1/2 (Station Rd [N])	3.25	0.00	Y	Arm J2:8 Right	20.00	0.0 %	1940	1940
J2:2/1 (Station Rd [N])	3.25	0.00	Y	Arm J2:1 Ahead	Inf	0.0 %	1940	1940
J2:3/1 (exit - Station Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (A2 mid)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	0.0 %	1965	1965
J2:4/2 (A2 mid)	3.50	0.00	Y	Arm J2:3 Right	10.00	0.0 %	1965	1965
J2:5/1 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	0.0 %	1940	1940
J2:5/2 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	0.0 %	1940	1940
J2:6/1 (A2 [W])	3.25	0.00	Y	Arm J2:7 U-Turn	15.00	0.0 %		
				Arm J2:3 Left	16.00	0.0 %	1940	1940
				Arm J1:1 Ahead	Inf	0.0 %		
J2:6/2 (A2 [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	0.0 %	1940	1940
J2:7/1 (exit - A2 [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (exit - A2 [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (A2 [2] mid)	3.50	0.00	Y	Arm J2:7 Ahead	Inf	0.0 %	1965	1965

Scenario 2: '2041 DS AM' (FG2: '2041 DS AM', Plan 2: 'Copy of NCP')

Traffic Flows, Desired

Desired Flow :

Desired Flow						
	Destination					
Origin		A	B	C	D	Tot.
	A	522	0	4	1022	1548
	B	60	0	1	776	837
	C	11	5	0	17	33
	D	1090	636	3	0	1729
	Tot.	1683	641	8	1815	4147

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2041 DS AM
Junction: J1: A2 High St/ Canal Rd	
J1:1/1 (short)	5
J1:1/2 (with short)	902(In) 897(Out)
J1:1/3 (with short)	901(In) 901(Out)
J1:1/4 (short)	0
J1:2/1	1090
J1:2/2 (with short)	639(In) 636(Out)
J1:2/3 (short)	3
J1:3/1	914
J1:3/2	901
J1:4/1	33
J1:5/1	8
J1:6/1	0
J1:7/1	0
Junction: J2: A2 High St/ Station Rd	
J2:1/1	777
J2:1/2	60
J2:2/1	837
J2:3/1	641
J2:4/1	1101
J2:4/2	641
J2:5/1	514
J2:5/2	1034
J2:6/1	514
J2:6/2	512
J2:7/1	1161
J2:7/2	522
J2:8/1	1161

Lane Saturation Flows

[illegible]

Full Input Data And Results

Junction: J2: A2 High St/ Station Rd								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Station Rd [N])	3.25	0.00	Y	Arm J1:1 Left	12.00	100.0 %	1724	1724
J2:1/2 (Station Rd [N])	3.25	0.00	Y	Arm J2:8 Right	20.00	100.0 %	1805	1805
J2:2/1 (Station Rd [N])	3.25	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1940	1940
J2:3/1 (exit - Station Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (A2 mid)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:4/2 (A2 mid)	3.50	0.00	Y	Arm J2:3 Right	10.00	100.0 %	1709	1709
J2:5/1 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1940	1940
J2:5/2 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	49.5 %	1847	1847
J2:6/1 (A2 [W])	3.25	0.00	Y	Arm J2:7 U-Turn	15.00	50.5 %		
				Arm J2:3 Left	16.00	0.0 %	1940	1940
				Arm J1:1 Ahead	Inf	100.0 %		
J2:6/2 (A2 [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J2:7/1 (exit - A2 [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (exit - A2 [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (A2 [2] mid)	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965

Scenario 3: '2041 DS PM' (FG3: '2041 DS PM', Plan 2: 'Copy of NCP')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	461	0	14	1134	1609
	B	0	0	4	810	814
	C	4	2	0	8	14
	D	944	569	11	0	1524
	Tot.	1409	571	29	1952	3961

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2041 DS PM
Junction: J1: A2 High St/ Canal Rd	
J1:1/1 (short)	18
J1:1/2 (with short)	988(In) 970(Out)
J1:1/3 (with short)	974(In) 974(Out)
J1:1/4 (short)	0
J1:2/1	944
J1:2/2 (with short)	580(In) 569(Out)
J1:2/3 (short)	11
J1:3/1	978
J1:3/2	974
J1:4/1	14
J1:5/1	29
J1:6/1	0
J1:7/1	0
Junction: J2: A2 High St/ Station Rd	
J2:1/1	814
J2:1/2	0
J2:2/1	814
J2:3/1	571
J2:4/1	948
J2:4/2	571
J2:5/1	575
J2:5/2	1034
J2:6/1	575
J2:6/2	573
J2:7/1	948
J2:7/2	461
J2:8/1	948

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A2 High St/ Canal Rd								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A2 mid)	2.85	0.00	Y	Arm J1:5 Left	16.00	100.0 %	1737	1737
J1:1/2 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/3 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/4 (A2 mid)	2.85	0.00	Y	Arm J1:7 Right	16.00	0.0 %	1900	1900
J1:2/1 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
				Arm J1:7 Left	8.00	0.0 %		
J1:2/2 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
J1:2/3 (A2 [E])	3.25	0.00	Y	Arm J1:5 Right	10.00	100.0 %	1687	1687
J1:3/1 (exit - A2 [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (exit - A2 [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Canal Rd [N])	2.85	0.00	Y	Arm J2:4 Right	30.00	42.9 %	1762	1762
				Arm J1:3 Left	15.00	57.1 %		
				Arm J1:7 Ahead	Inf	0.0 %		
J1:5/1 (exit - Canal Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Canal Rd [S])	3.25	0.00	Y	Arm J2:4 Left	8.00	0.0 %	1940	1940
				Arm J1:3 Right	8.00	0.0 %		
				Arm J1:5 Ahead	Inf	0.0 %		
J1:7/1 (exit - Canal Rd [S] Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A2 High St/ Station Rd								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Station Rd [N])	3.25	0.00	Y	Arm J1:1 Left	12.00	100.0 %	1724	1724
J2:1/2 (Station Rd [N])	3.25	0.00	Y	Arm J2:8 Right	20.00	0.0 %	1940	1940
J2:2/1 (Station Rd [N])	3.25	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1940	1940
J2:3/1 (exit - Station Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (A2 mid)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:4/2 (A2 mid)	3.50	0.00	Y	Arm J2:3 Right	10.00	100.0 %	1709	1709
J2:5/1 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1940	1940
J2:5/2 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	55.4 %	1857	1857
J2:6/1 (A2 [W])	3.25	0.00	Y	Arm J2:7 U-Turn	15.00	44.6 %		
				Arm J2:3 Left	16.00	0.0 %	1940	1940
				Arm J1:1 Ahead	Inf	100.0 %		
J2:6/2 (A2 [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J2:7/1 (exit - A2 [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (exit - A2 [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (A2 [2] mid)	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965

Scenario 4: '2041 RC AM' (FG4: '2041 RC AM', Plan 2: 'Copy of NCP')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	501	0	0	760	1261
	B	88	0	0	642	730
	C	0	0	0	0	0
	D	989	542	0	0	1531
	Tot.	1578	542	0	1402	3522

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2041 RC AM
Junction: J1: A2 High St/ Canal Rd	
J1:1/1 (short)	0
J1:1/2 (with short)	690(In) 690(Out)
J1:1/3 (with short)	712(In) 712(Out)
J1:1/4 (short)	0
J1:2/1	989
J1:2/2 (with short)	542(In) 542(Out)
J1:2/3 (short)	0
J1:3/1	690
J1:3/2	712
J1:4/1	0
J1:5/1	0
J1:6/1	0
J1:7/1	0
Junction: J2: A2 High St/ Station Rd	
J2:1/1	642
J2:1/2	88
J2:2/1	730
J2:3/1	542
J2:4/1	989
J2:4/2	542
J2:5/1	383
J2:5/2	878
J2:6/1	383
J2:6/2	377
J2:7/1	1077
J2:7/2	501
J2:8/1	1077

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A2 High St/ Canal Rd								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A2 mid)	2.85	0.00	Y	Arm J1:5 Left	16.00	0.0 %	1900	1900
J1:1/2 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/3 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/4 (A2 mid)	2.85	0.00	Y	Arm J1:7 Right	16.00	0.0 %	1900	1900
J1:2/1 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
				Arm J1:7 Left	8.00	0.0 %		
J1:2/2 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
J1:2/3 (A2 [E])	3.25	0.00	Y	Arm J1:5 Right	10.00	0.0 %	1940	1940
J1:3/1 (exit - A2 [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (exit - A2 [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Canal Rd [N])	2.85	0.00	Y	Arm J2:4 Right	30.00	0.0 %	1900	1900
				Arm J1:3 Left	15.00	0.0 %		
				Arm J1:7 Ahead	Inf	0.0 %		
J1:5/1 (exit - Canal Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Canal Rd [S])	3.25	0.00	Y	Arm J2:4 Left	8.00	0.0 %	1940	1940
				Arm J1:3 Right	8.00	0.0 %		
				Arm J1:5 Ahead	Inf	0.0 %		
J1:7/1 (exit - Canal Rd [S] Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A2 High St/ Station Rd								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Station Rd [N])	3.25	0.00	Y	Arm J1:1 Left	12.00	100.0 %	1724	1724
J2:1/2 (Station Rd [N])	3.25	0.00	Y	Arm J2:8 Right	20.00	100.0 %	1805	1805
J2:2/1 (Station Rd [N])	3.25	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1940	1940
J2:3/1 (exit - Station Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (A2 mid)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:4/2 (A2 mid)	3.50	0.00	Y	Arm J2:3 Right	10.00	100.0 %	1709	1709
J2:5/1 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1940	1940
J2:5/2 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	42.9 %	1835	1835
J2:6/1 (A2 [W])	3.25	0.00	Y	Arm J2:7 U-Turn	15.00	57.1 %		
				Arm J2:3 Left	16.00	0.0 %	1940	1940
				Arm J1:1 Ahead	Inf	100.0 %		
J2:6/2 (A2 [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J2:7/1 (exit - A2 [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (exit - A2 [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (A2 [2] mid)	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965

Scenario 5: '2041 RC PM' (FG5: '2041 RC PM', Plan 2: 'Copy of NCP')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	496	0	0	855	1351
	B	1	0	0	712	713
	C	0	0	0	0	0
	D	828	472	0	0	1300
	Tot.	1325	472	0	1567	3364

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2041 RC PM
Junction: J1: A2 High St/ Canal Rd	
J1:1/1 (short)	0
J1:1/2 (with short)	781(In) 781(Out)
J1:1/3 (with short)	786(In) 786(Out)
J1:1/4 (short)	0
J1:2/1	828
J1:2/2 (with short)	472(In) 472(Out)
J1:2/3 (short)	0
J1:3/1	781
J1:3/2	786
J1:4/1	0
J1:5/1	0
J1:6/1	0
J1:7/1	0
Junction: J2: A2 High St/ Station Rd	
J2:1/1	712
J2:1/2	1
J2:2/1	713
J2:3/1	472
J2:4/1	828
J2:4/2	472
J2:5/1	431
J2:5/2	920
J2:6/1	431
J2:6/2	424
J2:7/1	829
J2:7/2	496
J2:8/1	829

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A2 High St/ Canal Rd								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A2 mid)	2.85	0.00	Y	Arm J1:5 Left	16.00	0.0 %	1900	1900
J1:1/2 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/3 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/4 (A2 mid)	2.85	0.00	Y	Arm J1:7 Right	16.00	0.0 %	1900	1900
J1:2/1 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
				Arm J1:7 Left	8.00	0.0 %		
J1:2/2 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
J1:2/3 (A2 [E])	3.25	0.00	Y	Arm J1:5 Right	10.00	0.0 %	1940	1940
J1:3/1 (exit - A2 [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (exit - A2 [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Canal Rd [N])	2.85	0.00	Y	Arm J2:4 Right	30.00	0.0 %	1900	1900
				Arm J1:3 Left	15.00	0.0 %		
				Arm J1:7 Ahead	Inf	0.0 %		
J1:5/1 (exit - Canal Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Canal Rd [S])	3.25	0.00	Y	Arm J2:4 Left	8.00	0.0 %	1940	1940
				Arm J1:3 Right	8.00	0.0 %		
				Arm J1:5 Ahead	Inf	0.0 %		
J1:7/1 (exit - Canal Rd [S] Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A2 High St/ Station Rd								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Station Rd [N])	3.25	0.00	Y	Arm J1:1 Left	12.00	100.0 %	1724	1724
J2:1/2 (Station Rd [N])	3.25	0.00	Y	Arm J2:8 Right	20.00	100.0 %	1805	1805
J2:2/1 (Station Rd [N])	3.25	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1940	1940
J2:3/1 (exit - Station Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (A2 mid)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:4/2 (A2 mid)	3.50	0.00	Y	Arm J2:3 Right	10.00	100.0 %	1709	1709
J2:5/1 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1940	1940
J2:5/2 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	46.1 %	1841	1841
				Arm J2:7 U-Turn	15.00	53.9 %		
J2:6/1 (A2 [W])	3.25	0.00	Y	Arm J2:3 Left	16.00	0.0 %	1940	1940
				Arm J1:1 Ahead	Inf	100.0 %		
J2:6/2 (A2 [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J2:7/1 (exit - A2 [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (exit - A2 [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (A2 [2] mid)	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965

Scenario 6: '2023 Base AM' (FG6: '2023 Base AM', Plan 2: 'Copy of NCP')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	278	49	0	1007	1334
	B	187	0	0	494	681
	C	0	0	0	0	0
	D	949	538	0	0	1487
	Tot.	1414	587	0	1501	3502

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2023 Base AM
Junction: J1: A2 High St/ Canal Rd	
J1:1/1 (short)	0
J1:1/2 (with short)	719(In) 719(Out)
J1:1/3 (with short)	782(In) 782(Out)
J1:1/4 (short)	0
J1:2/1	949
J1:2/2 (with short)	538(In) 538(Out)
J1:2/3 (short)	0
J1:3/1	719
J1:3/2	782
J1:4/1	0
J1:5/1	0
J1:6/1	0
J1:7/1	0
Junction: J2: A2 High St/ Station Rd	
J2:1/1	494
J2:1/2	187
J2:2/1	681
J2:3/1	587
J2:4/1	949
J2:4/2	538
J2:5/1	528
J2:5/2	806
J2:6/1	528
J2:6/2	528
J2:7/1	1136
J2:7/2	278
J2:8/1	1136

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A2 High St/ Canal Rd								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A2 mid)	2.85	0.00	Y	Arm J1:5 Left	16.00	0.0 %	1900	1900
J1:1/2 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/3 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/4 (A2 mid)	2.85	0.00	Y	Arm J1:7 Right	16.00	0.0 %	1900	1900
J1:2/1 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
				Arm J1:7 Left	8.00	0.0 %		
J1:2/2 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
J1:2/3 (A2 [E])	3.25	0.00	Y	Arm J1:5 Right	10.00	0.0 %	1940	1940
J1:3/1 (exit - A2 [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (exit - A2 [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Canal Rd [N])	2.85	0.00	Y	Arm J2:4 Right	30.00	0.0 %	1900	1900
				Arm J1:3 Left	15.00	0.0 %		
				Arm J1:7 Ahead	Inf	0.0 %		
J1:5/1 (exit - Canal Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Canal Rd [S])	3.25	0.00	Y	Arm J2:4 Left	8.00	0.0 %	1940	1940
				Arm J1:3 Right	8.00	0.0 %		
				Arm J1:5 Ahead	Inf	0.0 %		
J1:7/1 (exit - Canal Rd [S] Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A2 High St/ Station Rd								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Station Rd [N])	3.25	0.00	Y	Arm J1:1 Left	12.00	100.0 %	1724	1724
J2:1/2 (Station Rd [N])	3.25	0.00	Y	Arm J2:8 Right	20.00	100.0 %	1805	1805
J2:2/1 (Station Rd [N])	3.25	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1940	1940
J2:3/1 (exit - Station Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (A2 mid)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:4/2 (A2 mid)	3.50	0.00	Y	Arm J2:3 Right	10.00	100.0 %	1709	1709
J2:5/1 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1940	1940
J2:5/2 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	65.5 %	1875	1875
J2:6/1 (A2 [W])	3.25	0.00	Y	Arm J2:7 U-Turn	15.00	34.5 %		
				Arm J2:3 Left	16.00	9.3 %	1923	1923
				Arm J1:1 Ahead	Inf	90.7 %		
J2:6/2 (A2 [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J2:7/1 (exit - A2 [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (exit - A2 [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (A2 [2] mid)	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965

Scenario 7: '2023 Base PM' (FG7: '2023 Base PM', Plan 2: 'Copy of NCP')

Traffic Flows, Desired

Desired Flow :

Desired Flow:						
	Destination					
Origin		A	B	C	D	Tot.
	A	390	38	0	1128	1556
	B	256	0	0	500	756
	C	0	0	0	0	0
	D	847	410	0	0	1257
	Tot.	1493	448	0	1628	3569

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2023 Base PM
Junction: J1: A2 High St/ Canal Rd	
J1:1/1 (short)	0
J1:1/2 (with short)	810(In) 810(Out)
J1:1/3 (with short)	818(In) 818(Out)
J1:1/4 (short)	0
J1:2/1	847
J1:2/2 (with short)	410(In) 410(Out)
J1:2/3 (short)	0
J1:3/1	810
J1:3/2	818
J1:4/1	0
J1:5/1	0
J1:6/1	0
J1:7/1	0
Junction: J2: A2 High St/ Station Rd	
J2:1/1	500
J2:1/2	256
J2:2/1	756
J2:3/1	448
J2:4/1	847
J2:4/2	410
J2:5/1	584
J2:5/2	972
J2:6/1	584
J2:6/2	582
J2:7/1	1103
J2:7/2	390
J2:8/1	1103

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A2 High St/ Canal Rd								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A2 mid)	2.85	0.00	Y	Arm J1:5 Left	16.00	0.0 %	1900	1900
J1:1/2 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/3 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/4 (A2 mid)	2.85	0.00	Y	Arm J1:7 Right	16.00	0.0 %	1900	1900
J1:2/1 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
				Arm J1:7 Left	8.00	0.0 %		
J1:2/2 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
J1:2/3 (A2 [E])	3.25	0.00	Y	Arm J1:5 Right	10.00	0.0 %	1940	1940
J1:3/1 (exit - A2 [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (exit - A2 [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Canal Rd [N])	2.85	0.00	Y	Arm J2:4 Right	30.00	0.0 %	1900	1900
				Arm J1:3 Left	15.00	0.0 %		
				Arm J1:7 Ahead	Inf	0.0 %		
J1:5/1 (exit - Canal Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Canal Rd [S])	3.25	0.00	Y	Arm J2:4 Left	8.00	0.0 %	1940	1940
				Arm J1:3 Right	8.00	0.0 %		
				Arm J1:5 Ahead	Inf	0.0 %		
J1:7/1 (exit - Canal Rd [S] Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A2 High St/ Station Rd								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Station Rd [N])	3.25	0.00	Y	Arm J1:1 Left	12.00	100.0 %	1724	1724
J2:1/2 (Station Rd [N])	3.25	0.00	Y	Arm J2:8 Right	20.00	100.0 %	1805	1805
J2:2/1 (Station Rd [N])	3.25	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1940	1940
J2:3/1 (exit - Station Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (A2 mid)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:4/2 (A2 mid)	3.50	0.00	Y	Arm J2:3 Right	10.00	100.0 %	1709	1709
J2:5/1 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1940	1940
J2:5/2 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	59.9 %	1865	1865
J2:6/1 (A2 [W])	3.25	0.00	Y	Arm J2:7 U-Turn	15.00	40.1 %		
				Arm J2:3 Left	16.00	6.5 %	1928	1928
				Arm J1:1 Ahead	Inf	93.5 %		
J2:6/2 (A2 [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J2:7/1 (exit - A2 [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (exit - A2 [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (A2 [2] mid)	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965

Scenario 8: '5y AM' (FG8: '5y AM', Plan 2: 'Copy of NCP')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	508	0	3	985	1496
	B	28	0	1	590	619
	C	0	0	0	0	0
	D	999	597	3	0	1599
	Tot.	1535	597	7	1575	3714

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 5y AM
Junction: J1: A2 High St/ Canal Rd	
J1:1/1 (short)	4
J1:1/2 (with short)	787(In) 783(Out)
J1:1/3 (with short)	792(In) 792(Out)
J1:1/4 (short)	0
J1:2/1	999
J1:2/2 (with short)	600(In) 597(Out)
J1:2/3 (short)	3
J1:3/1	783
J1:3/2	792
J1:4/1	0
J1:5/1	7
J1:6/1	0
J1:7/1	0
Junction: J2: A2 High St/ Station Rd	
J2:1/1	591
J2:1/2	28
J2:2/1	619
J2:3/1	597
J2:4/1	999
J2:4/2	597
J2:5/1	496
J2:5/2	1000
J2:6/1	496
J2:6/2	492
J2:7/1	1027
J2:7/2	508
J2:8/1	1027

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A2 High St/ Canal Rd								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A2 mid)	2.85	0.00	Y	Arm J1:5 Left	16.00	100.0 %	1737	1737
J1:1/2 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/3 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/4 (A2 mid)	2.85	0.00	Y	Arm J1:7 Right	16.00	0.0 %	1900	1900
J1:2/1 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
				Arm J1:7 Left	8.00	0.0 %		
J1:2/2 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
J1:2/3 (A2 [E])	3.25	0.00	Y	Arm J1:5 Right	10.00	100.0 %	1687	1687
J1:3/1 (exit - A2 [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (exit - A2 [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Canal Rd [N])	2.85	0.00	Y	Arm J2:4 Right	30.00	0.0 %	1900	1900
				Arm J1:3 Left	15.00	0.0 %		
				Arm J1:7 Ahead	Inf	0.0 %		
J1:5/1 (exit - Canal Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Canal Rd [S])	3.25	0.00	Y	Arm J2:4 Left	8.00	0.0 %	1940	1940
				Arm J1:3 Right	8.00	0.0 %		
				Arm J1:5 Ahead	Inf	0.0 %		
J1:7/1 (exit - Canal Rd [S] Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A2 High St/ Station Rd								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Station Rd [N])	3.25	0.00	Y	Arm J1:1 Left	12.00	100.0 %	1724	1724
J2:1/2 (Station Rd [N])	3.25	0.00	Y	Arm J2:8 Right	20.00	100.0 %	1805	1805
J2:2/1 (Station Rd [N])	3.25	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1940	1940
J2:3/1 (exit - Station Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (A2 mid)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:4/2 (A2 mid)	3.50	0.00	Y	Arm J2:3 Right	10.00	100.0 %	1709	1709
J2:5/1 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1940	1940
J2:5/2 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	49.2 %	1846	1846
J2:6/1 (A2 [W])	3.25	0.00	Y	Arm J2:7 U-Turn	15.00	50.8 %		
				Arm J2:3 Left	16.00	0.0 %	1940	1940
				Arm J1:1 Ahead	Inf	100.0 %		
J2:6/2 (A2 [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J2:7/1 (exit - A2 [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (exit - A2 [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (A2 [2] mid)	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965

Scenario 9: '10y AM' (FG9: '10y AM', Plan 2: 'Copy of NCP')

Traffic Flows, Desired

Desired Flow :

Desired Flow:						
	Destination					
Origin		A	B	C	D	Tot.
	A	521	0	4	1010	1535
	B	32	0	1	685	718
	C	11	5	0	16	32
	D	1067	637	3	0	1707
	Tot.	1631	642	8	1711	3992

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 10y AM
Junction: J1: A2 High St/ Canal Rd	
J1:1/1 (short)	5
J1:1/2 (with short)	849(In) 844(Out)
J1:1/3 (with short)	851(In) 851(Out)
J1:1/4 (short)	0
J1:2/1	1067
J1:2/2 (with short)	640(In) 637(Out)
J1:2/3 (short)	3
J1:3/1	860
J1:3/2	851
J1:4/1	32
J1:5/1	8
J1:6/1	0
J1:7/1	0
Junction: J2: A2 High St/ Station Rd	
J2:1/1	686
J2:1/2	32
J2:2/1	718
J2:3/1	642
J2:4/1	1078
J2:4/2	642
J2:5/1	508
J2:5/2	1027
J2:6/1	508
J2:6/2	506
J2:7/1	1110
J2:7/2	521
J2:8/1	1110

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A2 High St/ Canal Rd								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A2 mid)	2.85	0.00	Y	Arm J1:5 Left	16.00	100.0 %	1737	1737
J1:1/2 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/3 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/4 (A2 mid)	2.85	0.00	Y	Arm J1:7 Right	16.00	0.0 %	1900	1900
J1:2/1 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
				Arm J1:7 Left	8.00	0.0 %		
J1:2/2 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
J1:2/3 (A2 [E])	3.25	0.00	Y	Arm J1:5 Right	10.00	100.0 %	1687	1687
J1:3/1 (exit - A2 [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (exit - A2 [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Canal Rd [N])	2.85	0.00	Y	Arm J2:4 Right	30.00	50.0 %	1767	1767
				Arm J1:3 Left	15.00	50.0 %		
				Arm J1:7 Ahead	Inf	0.0 %		
J1:5/1 (exit - Canal Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Canal Rd [S])	3.25	0.00	Y	Arm J2:4 Left	8.00	0.0 %	1940	1940
				Arm J1:3 Right	8.00	0.0 %		
				Arm J1:5 Ahead	Inf	0.0 %		
J1:7/1 (exit - Canal Rd [S] Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A2 High St/ Station Rd								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Station Rd [N])	3.25	0.00	Y	Arm J1:1 Left	12.00	100.0 %	1724	1724
J2:1/2 (Station Rd [N])	3.25	0.00	Y	Arm J2:8 Right	20.00	100.0 %	1805	1805
J2:2/1 (Station Rd [N])	3.25	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1940	1940
J2:3/1 (exit - Station Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (A2 mid)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:4/2 (A2 mid)	3.50	0.00	Y	Arm J2:3 Right	10.00	100.0 %	1709	1709
J2:5/1 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1940	1940
J2:5/2 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	49.3 %	1846	1846
J2:6/1 (A2 [W])	3.25	0.00	Y	Arm J2:7 U-Turn	15.00	50.7 %		
				Arm J2:3 Left	16.00	0.0 %	1940	1940
				Arm J1:1 Ahead	Inf	100.0 %		
J2:6/2 (A2 [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J2:7/1 (exit - A2 [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (exit - A2 [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (A2 [2] mid)	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965

Scenario 10: '5y PM' (FG10: '5y PM', Plan 2: 'Copy of NCP')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	462	0	13	1115	1590
	B	0	0	4	638	642
	C	0	0	0	0	0
	D	849	519	10	0	1378
	Tot.	1311	519	27	1753	3610

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 5y PM
Junction: J1: A2 High St/ Canal Rd	
J1:1/1 (short)	17
J1:1/2 (with short)	889(In) 872(Out)
J1:1/3 (with short)	881(In) 881(Out)
J1:1/4 (short)	0
J1:2/1	849
J1:2/2 (with short)	529(In) 519(Out)
J1:2/3 (short)	10
J1:3/1	872
J1:3/2	881
J1:4/1	0
J1:5/1	27
J1:6/1	0
J1:7/1	0
Junction: J2: A2 High St/ Station Rd	
J2:1/1	642
J2:1/2	0
J2:2/1	642
J2:3/1	519
J2:4/1	849
J2:4/2	519
J2:5/1	565
J2:5/2	1025
J2:6/1	565
J2:6/2	563
J2:7/1	849
J2:7/2	462
J2:8/1	849

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A2 High St/ Canal Rd								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A2 mid)	2.85	0.00	Y	Arm J1:5 Left	16.00	100.0 %	1737	1737
J1:1/2 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/3 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/4 (A2 mid)	2.85	0.00	Y	Arm J1:7 Right	16.00	0.0 %	1900	1900
J1:2/1 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
				Arm J1:7 Left	8.00	0.0 %		
J1:2/2 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
J1:2/3 (A2 [E])	3.25	0.00	Y	Arm J1:5 Right	10.00	100.0 %	1687	1687
J1:3/1 (exit - A2 [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (exit - A2 [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Canal Rd [N])	2.85	0.00	Y	Arm J2:4 Right	30.00	0.0 %	1900	1900
				Arm J1:3 Left	15.00	0.0 %		
				Arm J1:7 Ahead	Inf	0.0 %		
J1:5/1 (exit - Canal Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Canal Rd [S])	3.25	0.00	Y	Arm J2:4 Left	8.00	0.0 %	1940	1940
				Arm J1:3 Right	8.00	0.0 %		
				Arm J1:5 Ahead	Inf	0.0 %		
J1:7/1 (exit - Canal Rd [S] Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A2 High St/ Station Rd								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Station Rd [N])	3.25	0.00	Y	Arm J1:1 Left	12.00	100.0 %	1724	1724
J2:1/2 (Station Rd [N])	3.25	0.00	Y	Arm J2:8 Right	20.00	0.0 %	1940	1940
J2:2/1 (Station Rd [N])	3.25	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1940	1940
J2:3/1 (exit - Station Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (A2 mid)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:4/2 (A2 mid)	3.50	0.00	Y	Arm J2:3 Right	10.00	100.0 %	1709	1709
J2:5/1 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1940	1940
J2:5/2 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	54.9 %	1856	1856
J2:6/1 (A2 [W])	3.25	0.00	Y	Arm J2:7 U-Turn	15.00	45.1 %		
J2:6/1 (A2 [W])	3.25	0.00	Y	Arm J2:3 Left	16.00	0.0 %	1940	1940
J2:6/2 (A2 [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J2:7/1 (exit - A2 [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (exit - A2 [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (A2 [2] mid)	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965

Scenario 11: '10y PM' (FG11: '10y PM', Plan 2: 'Copy of NCP')

Traffic Flows, Desired

Desired Flow :

Desired Flow:						
	Destination					
Origin		A	B	C	D	Tot.
	A	486	0	14	1174	1674
	B	0	0	4	710	714
	C	2	2	0	9	13
	D	900	551	10	0	1461
	Tot.	1388	553	28	1893	3862

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: 10y PM
Junction: J1: A2 High St/ Canal Rd	
J1:1/1 (short)	18
J1:1/2 (with short)	956(In) 938(Out)
J1:1/3 (with short)	946(In) 946(Out)
J1:1/4 (short)	0
J1:2/1	900
J1:2/2 (with short)	561(In) 551(Out)
J1:2/3 (short)	10
J1:3/1	947
J1:3/2	946
J1:4/1	13
J1:5/1	28
J1:6/1	0
J1:7/1	0
Junction: J2: A2 High St/ Station Rd	
J2:1/1	714
J2:1/2	0
J2:2/1	714
J2:3/1	553
J2:4/1	902
J2:4/2	553
J2:5/1	595
J2:5/2	1079
J2:6/1	595
J2:6/2	593
J2:7/1	902
J2:7/2	486
J2:8/1	902

Full Input Data And Results

Lane Saturation Flows

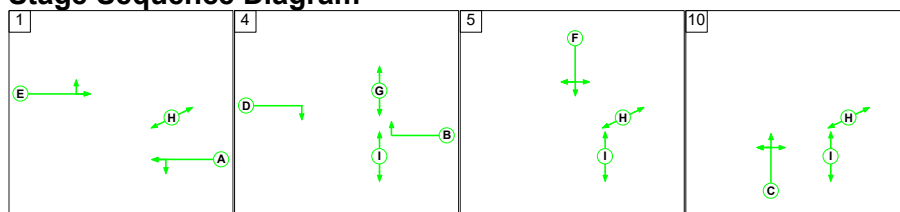
Junction: J1: A2 High St/ Canal Rd								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A2 mid)	2.85	0.00	Y	Arm J1:5 Left	16.00	100.0 %	1737	1737
J1:1/2 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/3 (A2 mid)	2.85	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1900	1900
J1:1/4 (A2 mid)	2.85	0.00	Y	Arm J1:7 Right	16.00	0.0 %	1900	1900
J1:2/1 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
				Arm J1:7 Left	8.00	0.0 %		
J1:2/2 (A2 [E])	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
J1:2/3 (A2 [E])	3.25	0.00	Y	Arm J1:5 Right	10.00	100.0 %	1687	1687
J1:3/1 (exit - A2 [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (exit - A2 [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:4/1 (Canal Rd [N])	2.85	0.00	Y	Arm J2:4 Right	30.00	30.8 %	1752	1752
				Arm J1:3 Left	15.00	69.2 %		
				Arm J1:7 Ahead	Inf	0.0 %		
J1:5/1 (exit - Canal Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Canal Rd [S])	3.25	0.00	Y	Arm J2:4 Left	8.00	0.0 %	1940	1940
				Arm J1:3 Right	8.00	0.0 %		
				Arm J1:5 Ahead	Inf	0.0 %		
J1:7/1 (exit - Canal Rd [S] Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A2 High St/ Station Rd								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Station Rd [N])	3.25	0.00	Y	Arm J1:1 Left	12.00	100.0 %	1724	1724
J2:1/2 (Station Rd [N])	3.25	0.00	Y	Arm J2:8 Right	20.00	0.0 %	1940	1940
J2:2/1 (Station Rd [N])	3.25	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1940	1940
J2:3/1 (exit - Station Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (A2 mid)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:4/2 (A2 mid)	3.50	0.00	Y	Arm J2:3 Right	10.00	100.0 %	1709	1709
J2:5/1 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1940	1940
J2:5/2 (A2 [W])	3.25	0.00	Y	Arm J2:6 Ahead	Inf	55.0 %	1856	1856
J2:6/1 (A2 [W])	3.25	0.00	Y	Arm J2:7 U-Turn	15.00	45.0 %		
				Arm J2:3 Left	16.00	0.0 %	1940	1940
				Arm J1:1 Ahead	Inf	100.0 %		
J2:6/2 (A2 [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J2:7/1 (exit - A2 [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (exit - A2 [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (A2 [2] mid)	3.50	0.00	Y	Arm J2:7 Ahead	Inf	100.0 %	1965	1965

Scenario 1: 'AM Peak MaxSet A-AM Peak MaxSetA' (FG1: 'AM Peak MaxSet A-AM Peak MaxSetA', Plan 1: 'NCP') C1

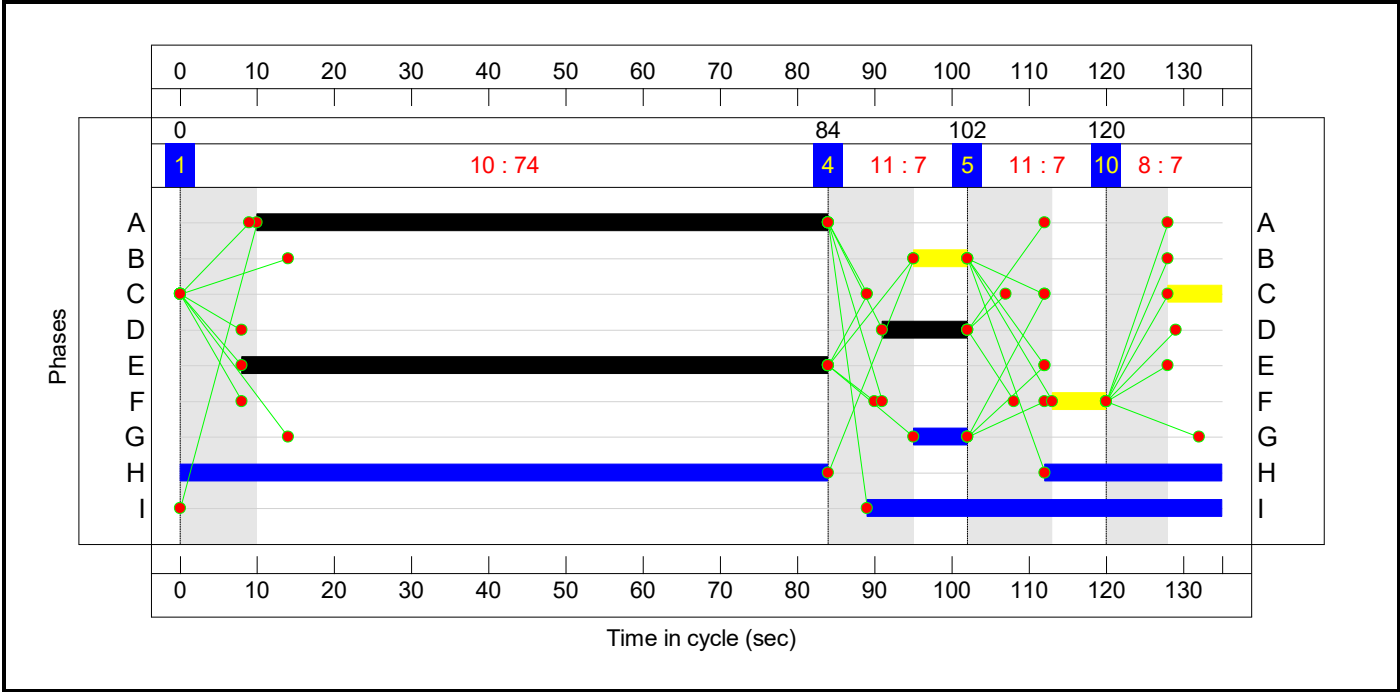
Stage Sequence Diagram



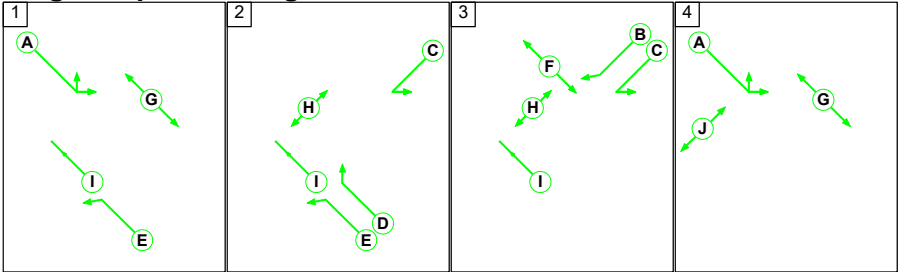
Stage Timings

Stage	1	4	5	10
Duration	74	7	7	7
Change Point	0	84	102	120

Signal Timings Diagram



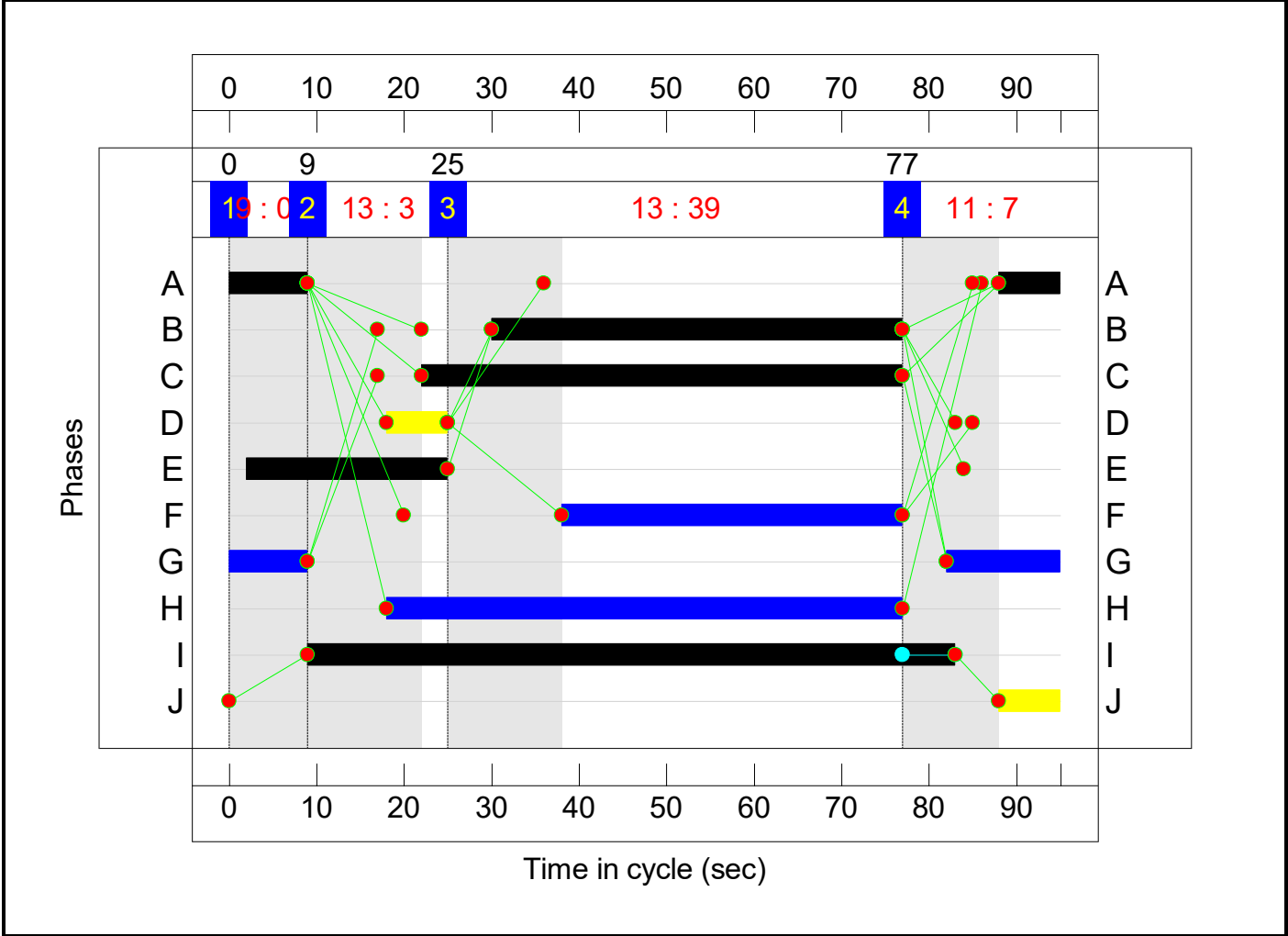
C2
Stage Sequence Diagram



Stage Timings

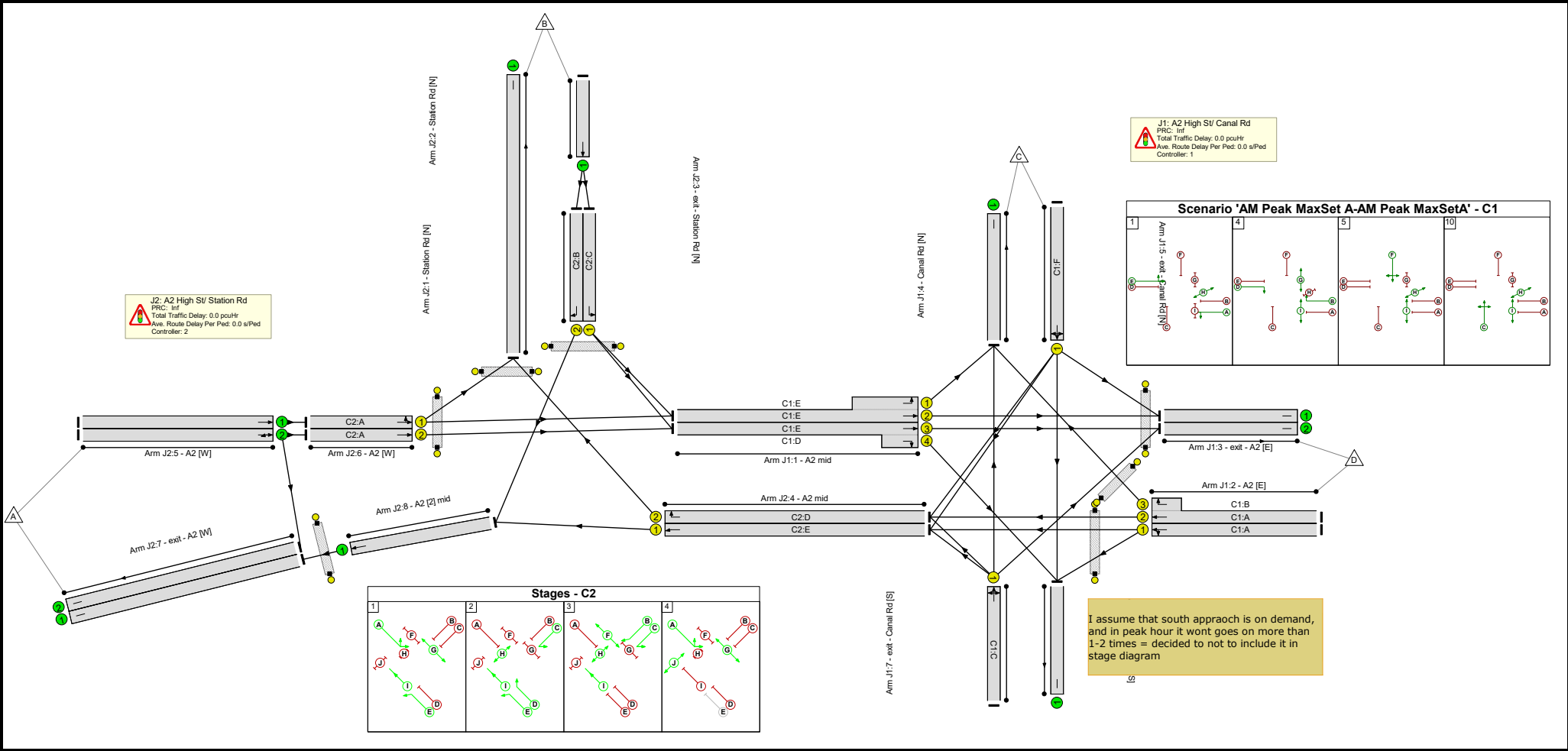
Stage	1	2	3	4
Duration	0	3	39	7
Change Point	0	9	25	77

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	Inf	0.00
C2	1	Inf	0.00
Total Network Delay: 0.00 pcuHr			
Worst PRC: Inf % (On Lane J2:1/1 in Stream 1)			

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	-	-	N/A	-	-		-	-	-	-	-	-	0.0%
J1: A2 High St/ Canal Rd	-	-	N/A	-	-		-	-	-	-	-	-	0.0%
1/2+1/1	A2 mid Ahead Left	U	N/A	N/A	C1:E		1	76	-	0	1900:1900	653+653	0.0 : 0.0%
1/3+1/4	A2 mid Ahead Right	U	N/A	N/A	C1:E C1:D		1	76:11	-	0	1900:1900	1082+0	0.0 : 0.0%
2/1	A2 [E] Ahead Left	U	N/A	N/A	C1:A		1	74	-	0	1940	1078	0.0%
2/2+2/3	A2 [E] Ahead Right	U	N/A	N/A	C1:A C1:B		1	74:7	-	0	1940:1940	105+105	0.0 : 0.0%
3/1	exit - A2 [E]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
3/2	exit - A2 [E]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
4/1	Canal Rd [N] Right Left Ahead	U	N/A	N/A	C1:F		1	7	-	0	1900	113	0.0%
5/1	exit - Canal Rd [N]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
6/1	Canal Rd [S] Left Right Ahead	U	N/A	N/A	C1:C		1	7	-	0	1940	-	-
7/1	exit - Canal Rd [S]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	-
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:I		1	46	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:H		1	107	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C1:G		1	7	-	0	-	0	0.0%
J2: A2 High St/ Station Rd	-	-	N/A	-	-		-	-	-	-	-	-	0.0%
1/1	Station Rd [N] Left	U	N/A	N/A	C2:C		1	55	-	0	1940	1144	0.0%

Full Input Data And Results

1/2	Station Rd [N] Right	U	N/A	N/A	C2:B		1	47	-	0	1940	980	0.0%
2/1	Station Rd [N] Ahead	U	N/A	N/A	-		-	-	-	0	1940	1940	0.0%
3/1	exit - Station Rd [N]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
4/1	A2 mid Ahead	U	N/A	N/A	C2:E		1	23	-	0	1965	496	0.0%
4/2	A2 mid Right	U	N/A	N/A	C2:D		1	7	-	0	1965	165	0.0%
5/1	A2 [W] Ahead	U	N/A	N/A	-		-	-	-	0	1940	1940	0.0%
5/2	A2 [W] Ahead U-Turn	U	N/A	N/A	-		-	-	-	0	1940	1940	0.0%
6/1	A2 [W] Left Ahead	U	N/A	N/A	C2:A		1	16	-	0	1940	347	0.0%
6/2	A2 [W] Ahead	U	N/A	N/A	C2:A		1	16	-	0	1940	347	0.0%
7/1	exit - A2 [W]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
7/2	exit - A2 [W]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
8/1	A2 [2] mid Ahead	U	N/A	N/A	-		-	-	-	0	1965	1965	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C2:J		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C2:H		1	59	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C2:F		1	39	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C2:G		1	22	-	0	-	0	0.0%

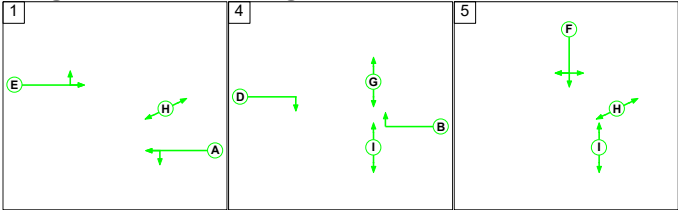
Full Input Data And Results

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	-	-	0	0	0	0.0	0.0	0.0	0.0	-	-	-	-
J1: A2 High St/ Canal Rd	-	-	0	0	0	0.0	0.0	0.0	0.0	-	-	-	-
1/2+1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
1/3+1/4	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2+2/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	-	-	-	-	-	-	-	-	-	-	-	-	-
7/1	-	-	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A2 High St/ Station Rd	-	-	0	0	0	0.0	0.0	0.0	0.0	-	-	-	-
1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
1/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

6/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 C2 PRC for Signalised Lanes (%): PRC for Signalised Lanes (%): PRC Over All Lanes (%): Inf Inf Inf Total Delay for Signalised Lanes (pcuHr): Total Delay for Signalised Lanes (pcuHr): Total Delay Over All Lanes(pcuHr): 0.00 0.00 0.00 Cycle Time (s): Cycle Time (s): 135 95													

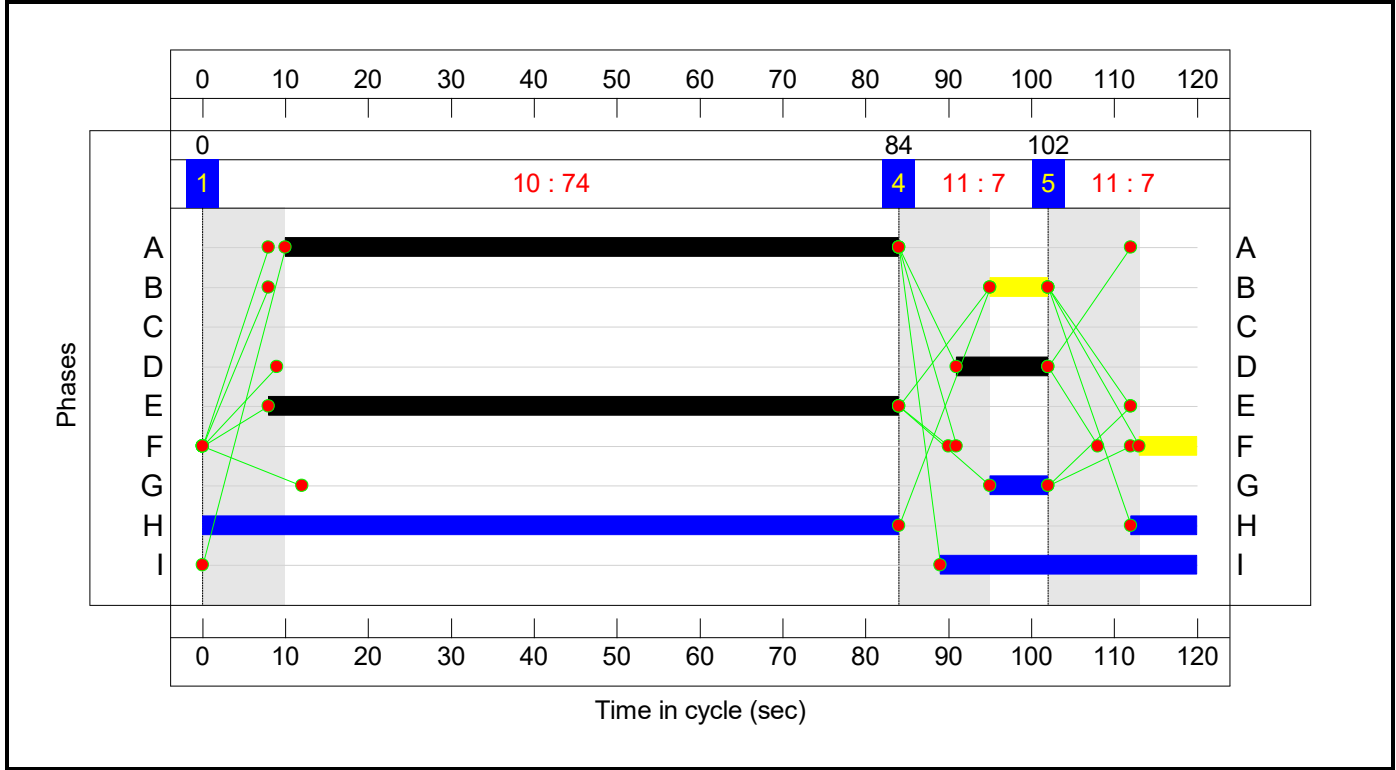
Stage Sequence Diagram



Stage Timings

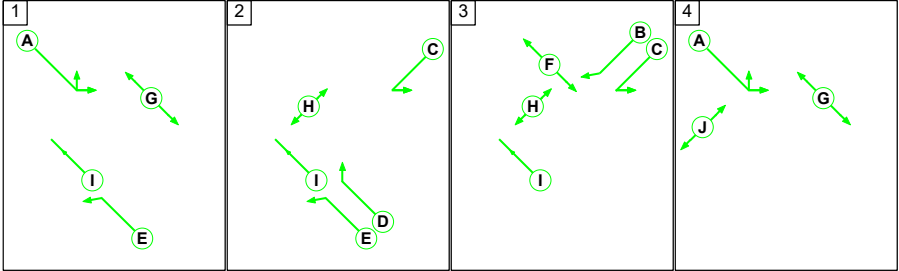
Stage	1	4	5
Duration	74	7	7
Change Point	0	84	102

Signal Timings Diagram



C2

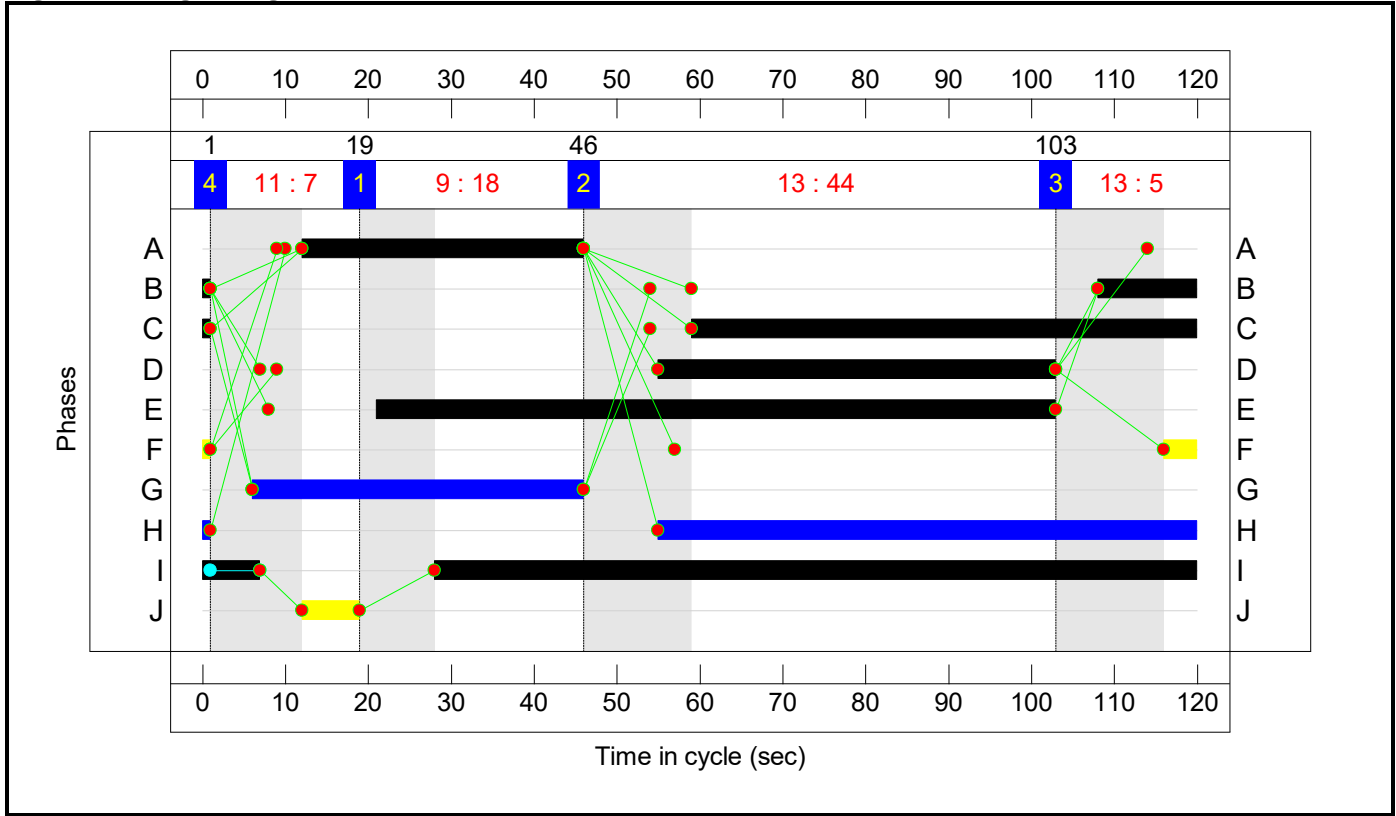
Stage Sequence Diagram



Stage Timings

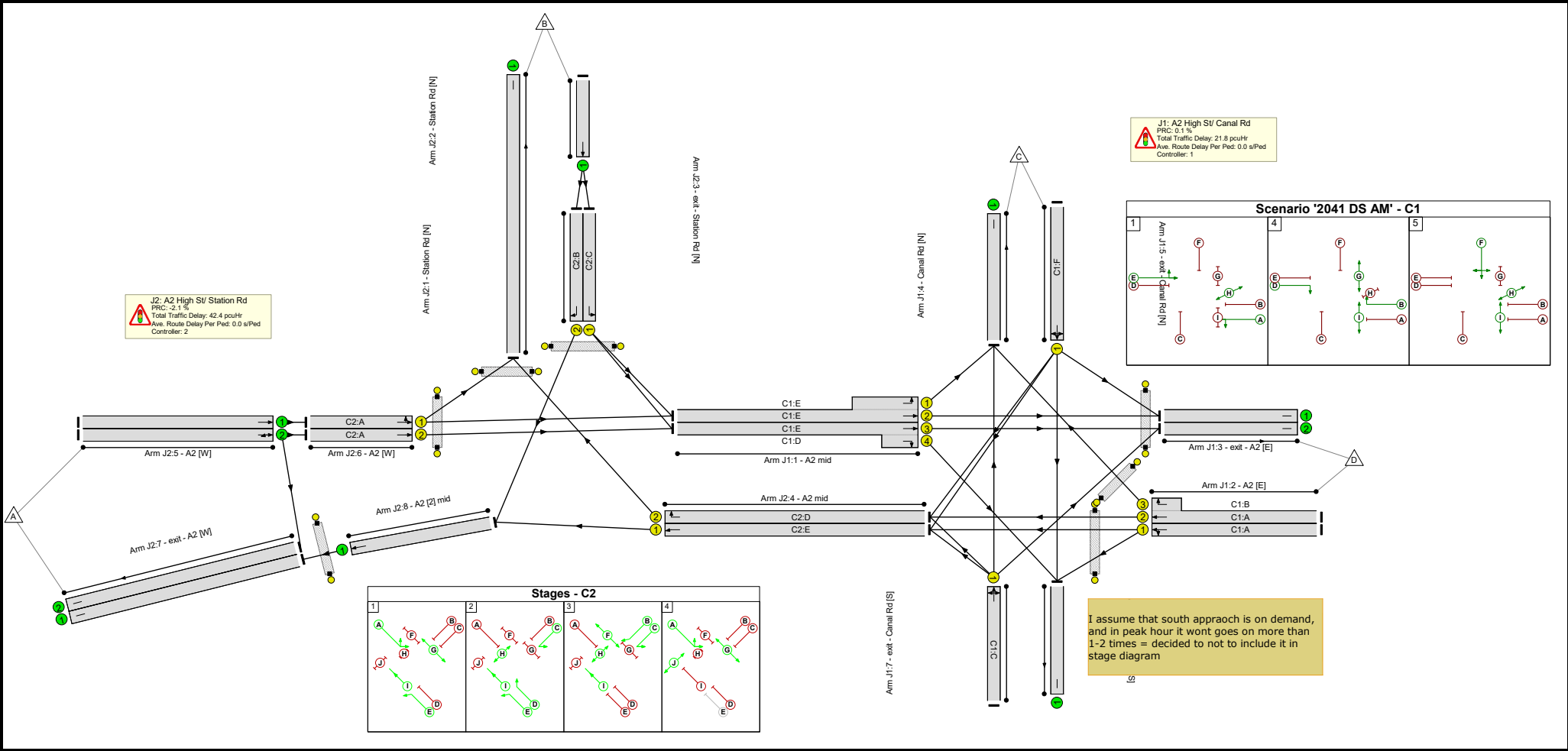
Stage	1	2	3	4
Duration	18	44	5	7
Change Point	19	46	103	1

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	0.11	21.77
C2	1	-2.06	40.48
Total Network Delay: 64.16 pcuHr			
Worst PRC: -2.06 % (On Lane J2:4/2 in Stream 1)			

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	-	-	N/A	-	-		-	-	-	-	-	-	91.9%
J1: A2 High St/ Canal Rd	-	-	N/A	-	-		-	-	-	-	-	-	89.9%
1/2+1/1	A2 mid Ahead Left	U	N/A	N/A	C1:E		1	76	-	902	1900:1737	1219+7	73.6 : 73.6%
1/3+1/4	A2 mid Ahead Right	U	N/A	N/A	C1:E C1:D		1	76:11	-	901	1900:1900	1217+0	74.0 : 0.0%
2/1	A2 [E] Ahead Left	U	N/A	N/A	C1:A		1	74	-	1090	1940	1213	89.9%
2/2+2/3	A2 [E] Ahead Right	U	N/A	N/A	C1:A C1:B		1	74:7	-	639	1940:1687	1206+6	52.7 : 52.7%
3/1	exit - A2 [E]	U	N/A	N/A	-		-	-	-	914	Inf	Inf	0.0%
3/2	exit - A2 [E]	U	N/A	N/A	-		-	-	-	901	Inf	Inf	0.0%
4/1	Canal Rd [N] Right Left Ahead	U	N/A	N/A	C1:F		1	7	-	33	1766	118	28.0%
5/1	exit - Canal Rd [N]	U	N/A	N/A	-		-	-	-	8	Inf	Inf	0.0%
6/1	Canal Rd [S] Left Right Ahead	U	N/A	N/A	C1:C		0	0	-	0	1940	-	-
7/1	exit - Canal Rd [S]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	-
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:I		1	31	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:H		1	92	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C1:G		1	7	-	0	-	0	0.0%
J2: A2 High St/ Station Rd	-	-	N/A	-	-		-	-	-	-	-	-	91.9%
1/1	Station Rd [N] Left	U	N/A	N/A	C2:C		1	62	-	777	1724	905	85.8%

Full Input Data And Results

1/2	Station Rd [N] Right	U	N/A	N/A	C2:B		1	13	-	60	1805	211	28.5%
2/1	Station Rd [N] Ahead	U	N/A	N/A	-		-	-	-	837	1940	1940	43.1%
3/1	exit - Station Rd [N]	U	N/A	N/A	-		-	-	-	641	Inf	Inf	0.0%
4/1	A2 mid Ahead	U	N/A	N/A	C2:E		1	82	-	1101	1965	1359	81.0%
4/2	A2 mid Right	U	N/A	N/A	C2:D		1	48	-	641	1709	698	91.9%
5/1	A2 [W] Ahead	U	N/A	N/A	-		-	-	-	514	1940	1940	26.5%
5/2	A2 [W] Ahead U-Turn	U	N/A	N/A	-		-	-	-	1034	1847	1847	56.0%
6/1	A2 [W] Left Ahead	U	N/A	N/A	C2:A		1	34	-	514	1940	566	90.8%
6/2	A2 [W] Ahead	U	N/A	N/A	C2:A		1	34	-	512	1940	566	90.5%
7/1	exit - A2 [W]	U	N/A	N/A	-		-	-	-	1161	Inf	Inf	0.0%
7/2	exit - A2 [W]	U	N/A	N/A	-		-	-	-	522	Inf	Inf	0.0%
8/1	A2 [2] mid Ahead	U	N/A	N/A	-		-	-	-	1161	1965	1965	59.1%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C2:J		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C2:H		1	66	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C2:F		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C2:G		1	40	-	0	-	0	0.0%

Full Input Data And Results

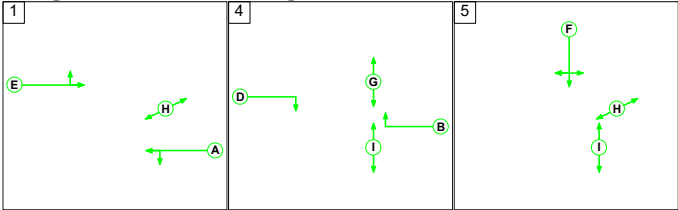
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	36.1	28.0	0.0	64.2	-	-	-	-
J1: A2 High St/ Canal Rd	-	-	0	0	0	14.1	7.7	0.0	21.8	-	-	-	-
1/2+1/1	902	902	-	-	-	2.7	1.4	-	4.1	16.4	16.8	1.4	18.2
1/3+1/4	901	901	-	-	-	2.7	1.4	-	4.1	16.6	12.3	1.4	13.7
2/1	1090	1090	-	-	-	5.8	4.2	-	10.0	33.0	30.9	4.2	35.0
2/2+2/3	639	639	-	-	-	2.3	0.6	-	2.8	15.9	11.9	0.6	12.4
3/1	914	914	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	901	901	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	33	33	-	-	-	0.5	0.2	-	0.7	74.4	1.0	0.2	1.2
5/1	8	8	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	-	-	-	-	-	-	-	-	-	-	-	-	-
7/1	-	-	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A2 High St/ Station Rd	-	-	0	0	0	22.1	20.3	0.0	42.4	-	-	-	-
1/1	777	777	-	-	-	5.3	2.9	-	8.2	38.1	22.2	2.9	25.1
1/2	60	60	-	-	-	0.8	0.2	-	1.0	60.4	1.8	0.2	2.0
2/1	837	837	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
3/1	641	641	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1101	1101	-	-	-	0.2	2.1	-	2.3	7.7	1.2	2.1	3.3
4/2	641	641	-	-	-	4.0	4.8	-	8.9	49.7	20.5	4.8	25.4
5/1	514	514	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/2	1034	1034	-	-	-	0.0	0.6	-	0.6	2.2	0.0	0.6	0.6
6/1	514	514	-	-	-	5.8	4.3	-	10.1	70.8	16.4	4.3	20.7

Full Input Data And Results

[illegible]

Full Input Data And Results
Scenario 3: '2041 DS PM' (FG3: '2041 DS PM', Plan 2: 'Copy of NCP')
C1

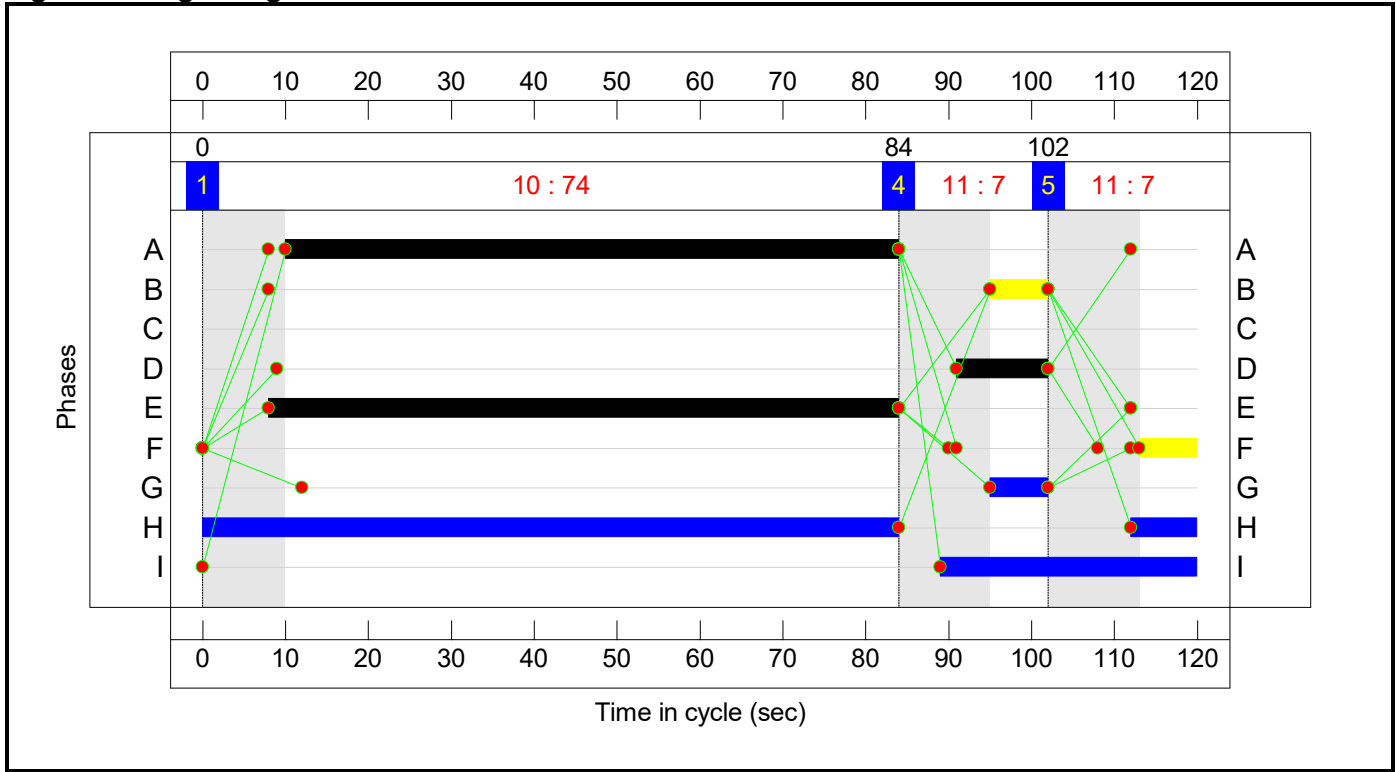
Stage Sequence Diagram



Stage Timings

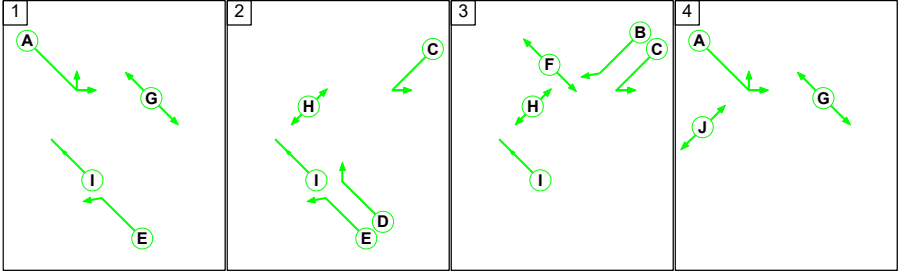
Stage	1	4	5
Duration	74	7	7
Change Point	0	84	102

Signal Timings Diagram



C2

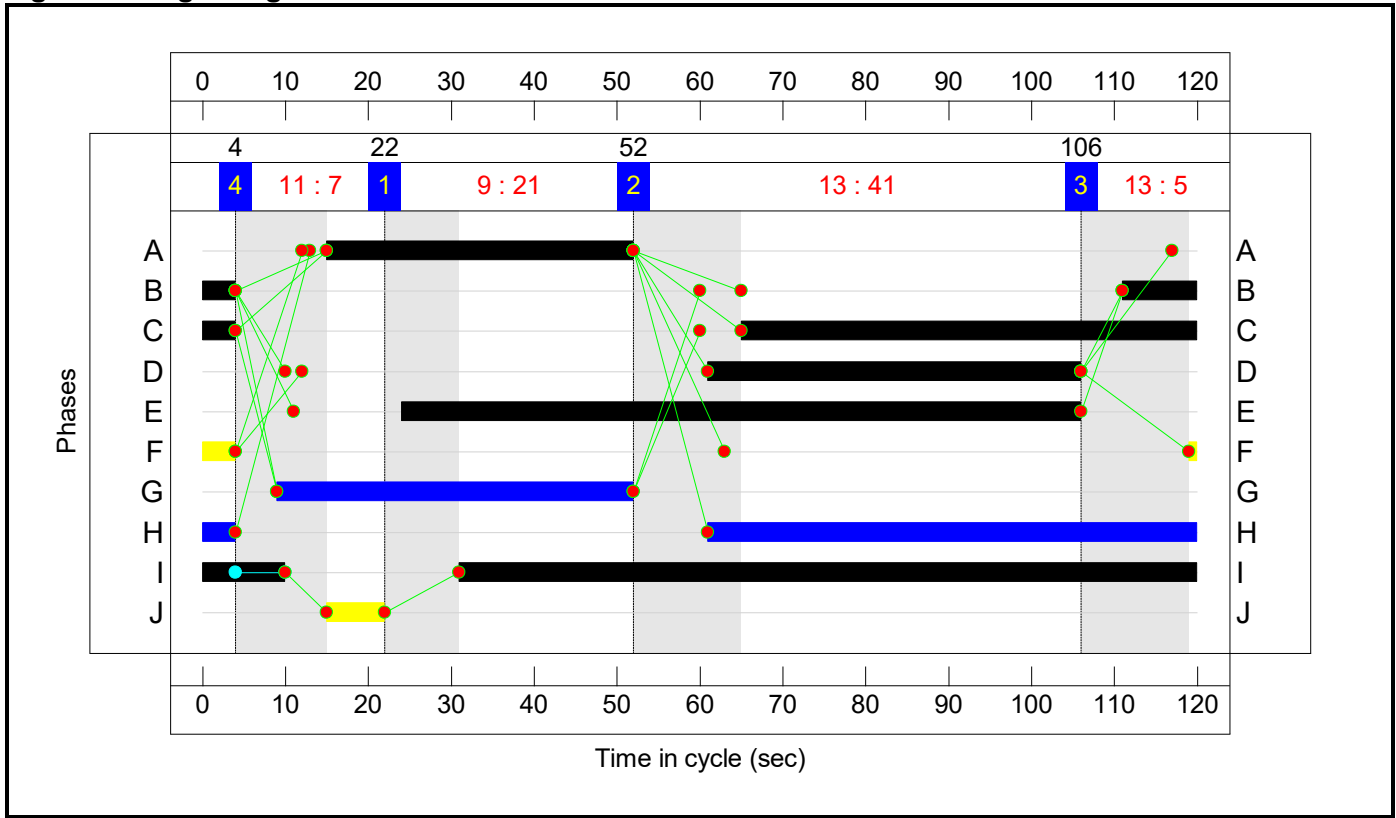
Stage Sequence Diagram



Stage Timings

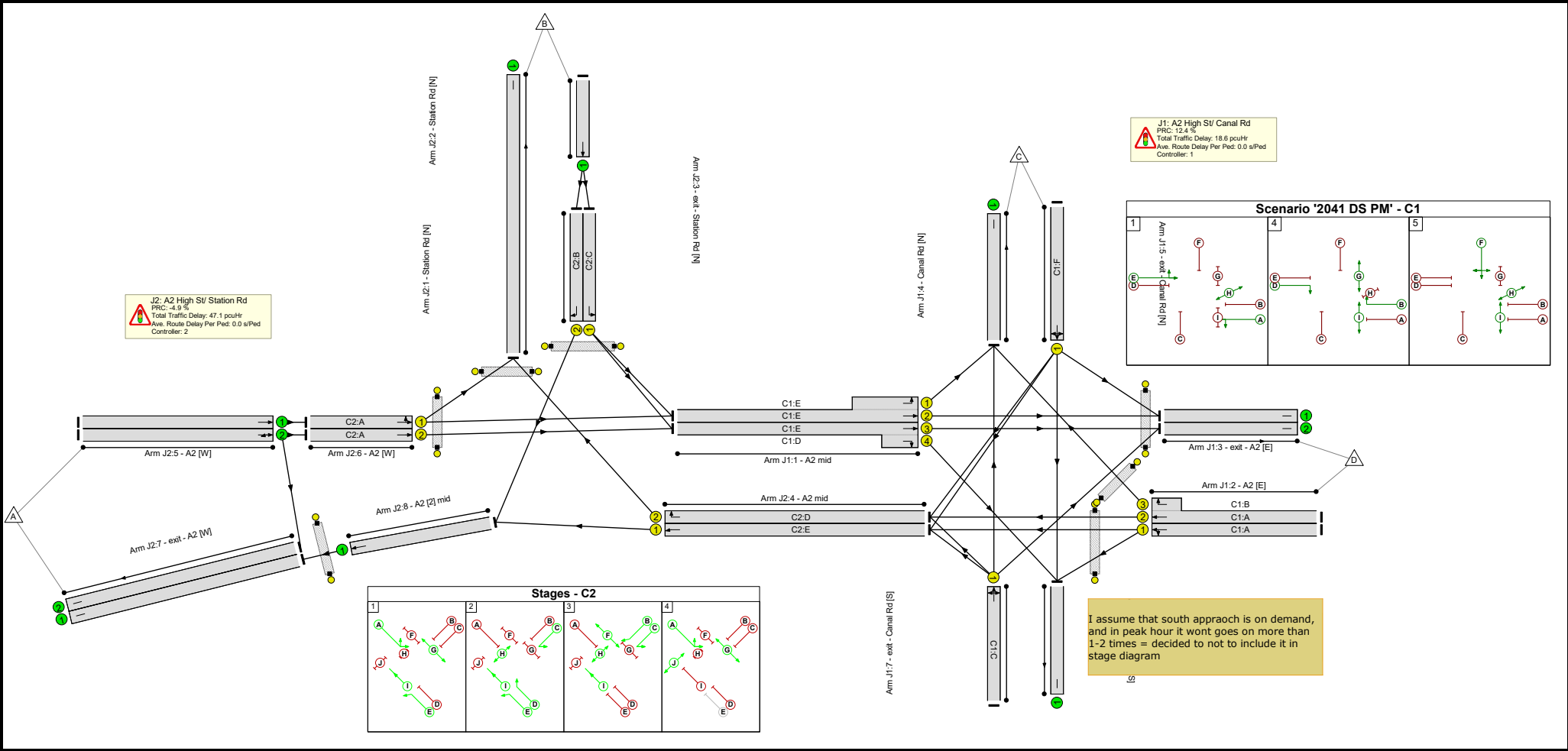
Stage	1	2	3	4
Duration	21	41	5	7
Change Point	22	52	106	4

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	12.43	18.62
C2	1	-4.92	45.39
Total Network Delay: 65.68 pcuHr			
Worst PRC: -4.92 % (On Lane J2:1/1 in Stream 1)			

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	-	-	N/A	-	-		-	-	-	-	-	-	94.4%
J1: A2 High St/ Canal Rd	-	-	N/A	-	-		-	-	-	-	-	-	80.0%
1/2+1/1	A2 mid Ahead Left	U	N/A	N/A	C1:E		1	76	-	988	1900:1737	1215+23	79.8 : 79.8%
1/3+1/4	A2 mid Ahead Right	U	N/A	N/A	C1:E C1:D		1	76:11	-	974	1900:1900	1217+0	80.0 : 0.0%
2/1	A2 [E] Ahead Left	U	N/A	N/A	C1:A		1	74	-	944	1940	1213	77.9%
2/2+2/3	A2 [E] Ahead Right	U	N/A	N/A	C1:A C1:B		1	74:7	-	580	1940:1687	1188+23	47.9 : 47.9%
3/1	exit - A2 [E]	U	N/A	N/A	-		-	-	-	978	Inf	Inf	0.0%
3/2	exit - A2 [E]	U	N/A	N/A	-		-	-	-	974	Inf	Inf	0.0%
4/1	Canal Rd [N] Right Left Ahead	U	N/A	N/A	C1:F		1	7	-	14	1762	117	11.9%
5/1	exit - Canal Rd [N]	U	N/A	N/A	-		-	-	-	29	Inf	Inf	0.0%
6/1	Canal Rd [S] Left Right Ahead	U	N/A	N/A	C1:C		0	0	-	0	1940	0	0.0%
7/1	exit - Canal Rd [S]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	-
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:I		1	31	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:H		1	92	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C1:G		1	7	-	0	-	0	0.0%
J2: A2 High St/ Station Rd	-	-	N/A	-	-		-	-	-	-	-	-	94.4%
1/1	Station Rd [N] Left	U	N/A	N/A	C2:C		1	59	-	814	1724	862	94.4%

Full Input Data And Results

1/2	Station Rd [N] Right	U	N/A	N/A	C2:B		1	13	-	0	1940	226	0.0%
2/1	Station Rd [N] Ahead	U	N/A	N/A	-		-	-	-	814	1940	1940	42.0%
3/1	exit - Station Rd [N]	U	N/A	N/A	-		-	-	-	571	Inf	Inf	0.0%
4/1	A2 mid Ahead	U	N/A	N/A	C2:E		1	82	-	948	1965	1359	69.8%
4/2	A2 mid Right	U	N/A	N/A	C2:D		1	45	-	571	1709	655	87.2%
5/1	A2 [W] Ahead	U	N/A	N/A	-		-	-	-	575	1940	1940	29.6%
5/2	A2 [W] Ahead U-Turn	U	N/A	N/A	-		-	-	-	1034	1857	1857	55.7%
6/1	A2 [W] Left Ahead	U	N/A	N/A	C2:A		1	37	-	575	1940	614	93.6%
6/2	A2 [W] Ahead	U	N/A	N/A	C2:A		1	37	-	573	1940	614	93.3%
7/1	exit - A2 [W]	U	N/A	N/A	-		-	-	-	948	Inf	Inf	0.0%
7/2	exit - A2 [W]	U	N/A	N/A	-		-	-	-	461	Inf	Inf	0.0%
8/1	A2 [2] mid Ahead	U	N/A	N/A	-		-	-	-	948	1965	1965	48.2%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C2:J		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C2:H		1	63	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C2:F		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C2:G		1	43	-	0	-	0	0.0%

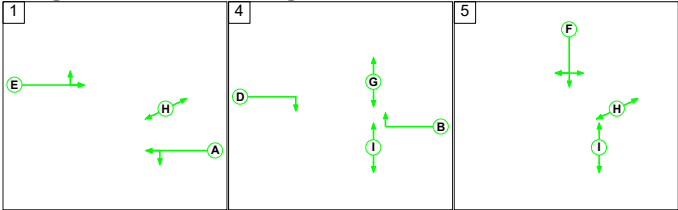
Full Input Data And Results

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	-	-	0	0	0	35.7	29.9	0.0	65.7	-	-	-	-
J1: A2 High St/ Canal Rd	-	-	0	0	0	12.4	6.2	0.0	18.6	-	-	-	-
1/2+1/1	988	988	-	-	-	3.0	2.0	-	4.9	18.0	19.4	2.0	21.4
1/3+1/4	974	974	-	-	-	2.9	2.0	-	4.9	17.9	14.9	2.0	16.8
2/1	944	944	-	-	-	4.3	1.7	-	6.0	23.1	22.8	1.7	24.5
2/2+2/3	580	580	-	-	-	2.1	0.5	-	2.5	15.6	10.2	0.5	10.7
3/1	978	978	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	974	974	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	14	14	-	-	-	0.2	0.1	-	0.3	70.1	0.4	0.1	0.5
5/1	29	29	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	-	-	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A2 High St/ Station Rd	-	-	0	0	0	23.3	23.8	0.0	47.1	-	-	-	-
1/1	814	814	-	-	-	6.4	6.6	-	13.1	57.8	25.6	6.6	32.2
1/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	814	814	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
3/1	571	571	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	948	948	-	-	-	0.1	1.1	-	1.3	4.8	0.5	1.1	1.7
4/2	571	571	-	-	-	4.1	3.2	-	7.2	45.5	18.3	3.2	21.4
5/1	575	575	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/2	1034	1034	-	-	-	0.0	0.6	-	0.6	2.2	0.0	0.6	0.6
6/1	575	575	-	-	-	6.4	5.7	-	12.0	75.3	18.5	5.7	24.2

Full Input Data And Results

6/2	573	573	-	-	-	6.3	5.5	-	11.8	74.2	18.5	5.5	23.9
7/1	948	948	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	461	461	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	948	948	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 C2 PRC for Signalled Lanes (%): PRC for Signalled Lanes (%): PRC Over All Lanes (%): 12.4 -4.9 -4.9 Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr): 18.62 45.39 65.68 Cycle Time (s): Cycle Time (s): 120 120													

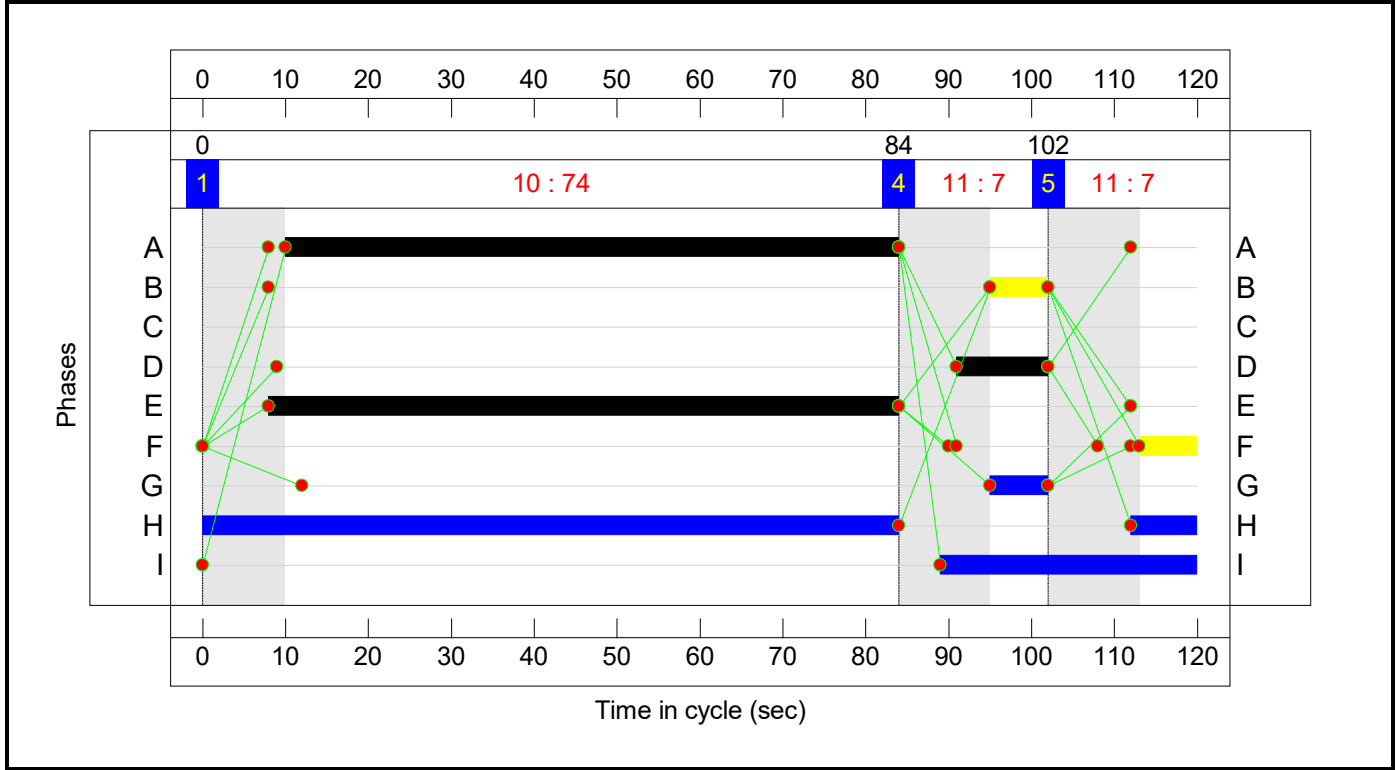
Stage Sequence Diagram



Stage Timings

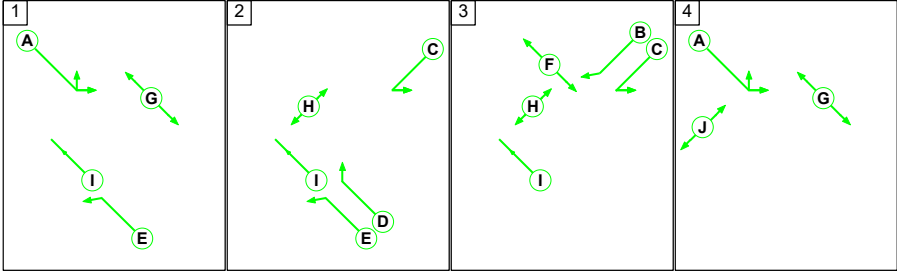
Stage	1	4	5
Duration	74	7	7
Change Point	0	84	102

Signal Timings Diagram



C2

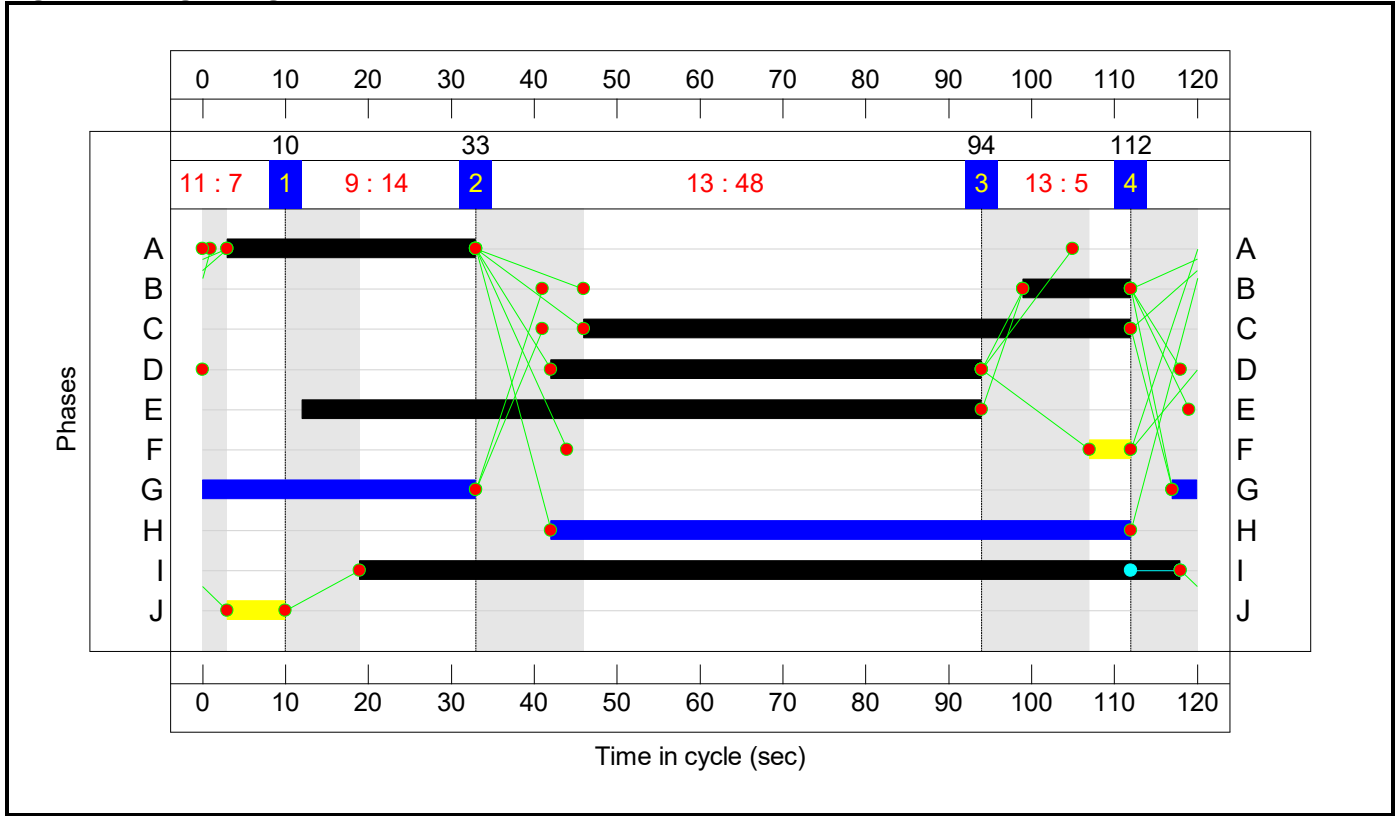
Stage Sequence Diagram



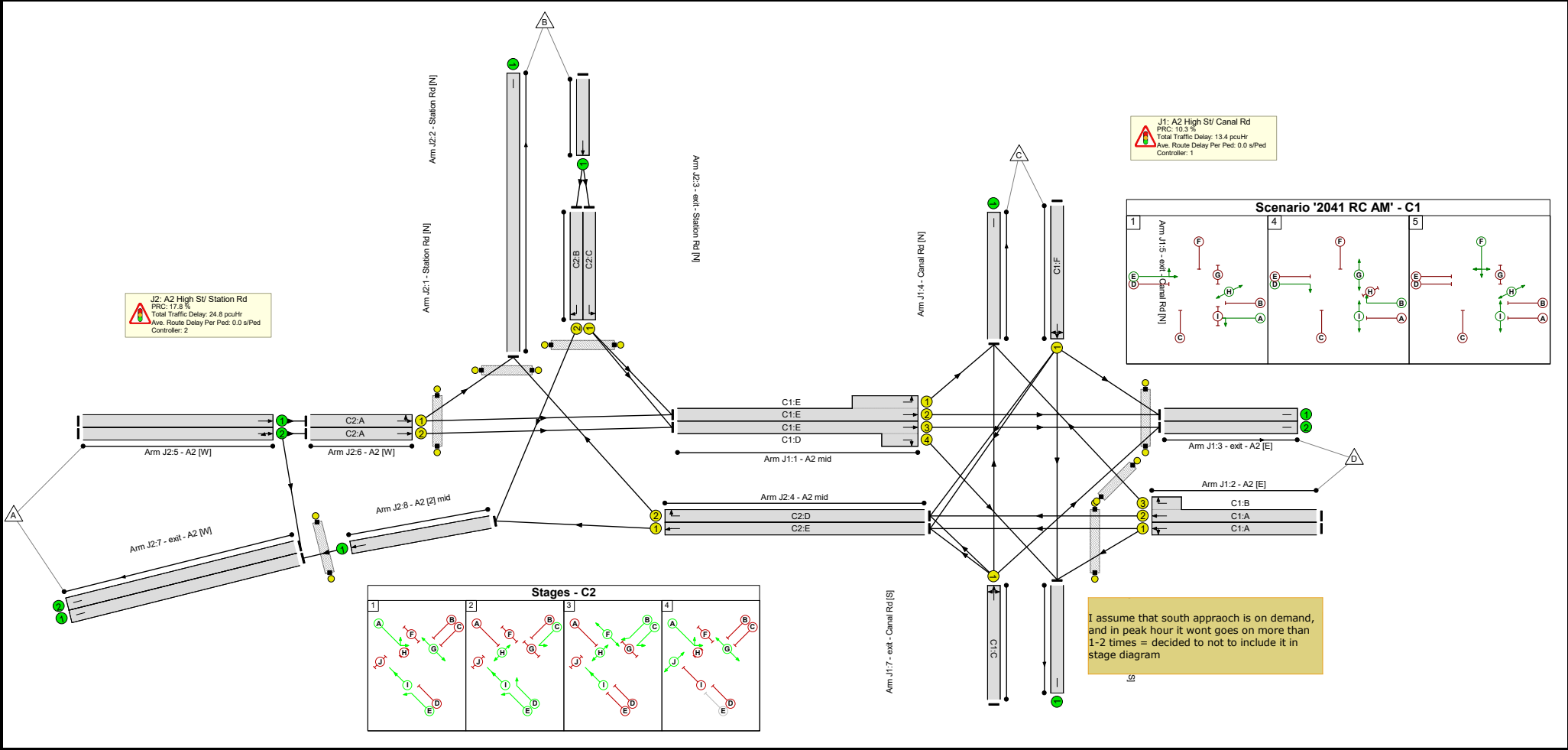
Stage Timings

Stage	1	2	3	4
Duration	14	48	5	7
Change Point	10	33	94	112

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	10.34	13.39
C2	1	17.77	23.33
Total Network Delay: 38.21 pcuHr			
Worst PRC: 10.34 % (On Lane J1:2/1 in Stream 1)			

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	-	-	N/A	-	-		-	-	-	-	-	-	81.6%
J1: A2 High St/ Canal Rd	-	-	N/A	-	-		-	-	-	-	-	-	81.6%
1/2+1/1	A2 mid Ahead Left	U	N/A	N/A	C1:E		1	76	-	690	1900:1900	1219+0	56.6 : 0.0%
1/3+1/4	A2 mid Ahead Right	U	N/A	N/A	C1:E C1:D		1	76:11	-	712	1900:1900	1217+0	58.5 : 0.0%
2/1	A2 [E] Ahead Left	U	N/A	N/A	C1:A		1	74	-	989	1940	1213	81.6%
2/2+2/3	A2 [E] Ahead Right	U	N/A	N/A	C1:A C1:B		1	74:7	-	542	1940:1940	1212+0	44.7 : 0.0%
3/1	exit - A2 [E]	U	N/A	N/A	-		-	-	-	690	Inf	Inf	0.0%
3/2	exit - A2 [E]	U	N/A	N/A	-		-	-	-	712	Inf	Inf	0.0%
4/1	Canal Rd [N] Right Left Ahead	U	N/A	N/A	C1:F		1	7	-	0	1900	127	0.0%
5/1	exit - Canal Rd [N]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
6/1	Canal Rd [S] Left Right Ahead	U	N/A	N/A	C1:C		0	0	-	0	1940	-	-
7/1	exit - Canal Rd [S]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	-
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:I		1	31	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:H		1	92	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C1:G		1	7	-	0	-	0	0.0%
J2: A2 High St/ Station Rd	-	-	N/A	-	-		-	-	-	-	-	-	76.4%
1/1	Station Rd [N] Left	U	N/A	N/A	C2:C		1	66	-	642	1724	963	66.7%

Full Input Data And Results

1/2	Station Rd [N] Right	U	N/A	N/A	C2:B		1	13	-	88	1805	211	41.8%
2/1	Station Rd [N] Ahead	U	N/A	N/A	-		-	-	-	730	1940	1940	37.6%
3/1	exit - Station Rd [N]	U	N/A	N/A	-		-	-	-	542	Inf	Inf	0.0%
4/1	A2 mid Ahead	U	N/A	N/A	C2:E		1	82	-	989	1965	1359	72.8%
4/2	A2 mid Right	U	N/A	N/A	C2:D		1	52	-	542	1709	755	71.8%
5/1	A2 [W] Ahead	U	N/A	N/A	-		-	-	-	383	1940	1940	19.7%
5/2	A2 [W] Ahead U-Turn	U	N/A	N/A	-		-	-	-	878	1835	1835	47.8%
6/1	A2 [W] Left Ahead	U	N/A	N/A	C2:A		1	30	-	383	1940	501	76.4%
6/2	A2 [W] Ahead	U	N/A	N/A	C2:A		1	30	-	377	1940	501	75.2%
7/1	exit - A2 [W]	U	N/A	N/A	-		-	-	-	1077	Inf	Inf	0.0%
7/2	exit - A2 [W]	U	N/A	N/A	-		-	-	-	501	Inf	Inf	0.0%
8/1	A2 [2] mid Ahead	U	N/A	N/A	-		-	-	-	1077	1965	1965	54.8%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C2:J		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C2:H		1	70	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C2:F		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C2:G		1	36	-	0	-	0	0.0%

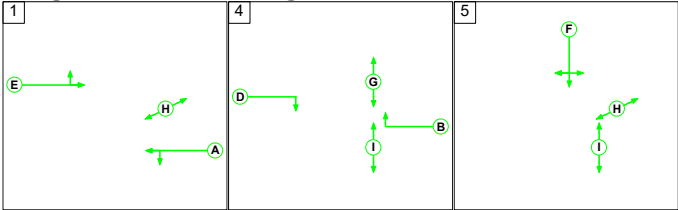
Full Input Data And Results

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	-	-	0	0	0	25.8	12.4	0.0	38.2	-	-	-	-
J1: A2 High St/ Canal Rd	-	-	0	0	0	9.5	3.9	0.0	13.4	-	-	-	-
1/2+1/1	690	690	-	-	-	1.4	0.7	-	2.1	10.8	11.5	0.7	12.2
1/3+1/4	712	712	-	-	-	1.5	0.7	-	2.2	11.4	7.0	0.7	7.7
2/1	989	989	-	-	-	4.7	2.2	-	6.9	25.1	25.0	2.2	27.2
2/2+2/3	542	542	-	-	-	1.8	0.4	-	2.2	14.4	9.3	0.4	9.7
3/1	690	690	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	712	712	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	-	-	-	-	-	-	-	-	-	-	-	-	-
7/1	-	-	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A2 High St/ Station Rd	-	-	0	0	0	16.3	8.5	0.0	24.8	-	-	-	-
1/1	642	642	-	-	-	3.3	1.0	-	4.3	24.2	15.0	1.0	16.0
1/2	88	88	-	-	-	1.2	0.4	-	1.6	63.8	2.7	0.4	3.1
2/1	730	730	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
3/1	542	542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	989	989	-	-	-	0.8	1.3	-	2.1	7.7	2.8	1.3	4.2
4/2	542	542	-	-	-	2.4	1.3	-	3.6	24.0	14.7	1.3	16.0
5/1	383	383	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
5/2	878	878	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
6/1	383	383	-	-	-	4.4	1.6	-	6.0	56.0	11.7	1.6	13.3

Full Input Data And Results

6/2	377	377	-	-	-	4.3	1.5	-	5.8	55.1	11.5	1.5	13.0
7/1	1077	1077	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	501	501	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1077	1077	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1					PRC for Signalled Lanes (%):	10.3	Total Delay for Signalled Lanes (pcuHr):			13.39	Cycle Time (s):	120	
C2					PRC for Signalled Lanes (%):	17.8	Total Delay for Signalled Lanes (pcuHr):			23.33	Cycle Time (s):	120	
					PRC Over All Lanes (%):	10.3	Total Delay Over All Lanes(pcuHr):			38.21			

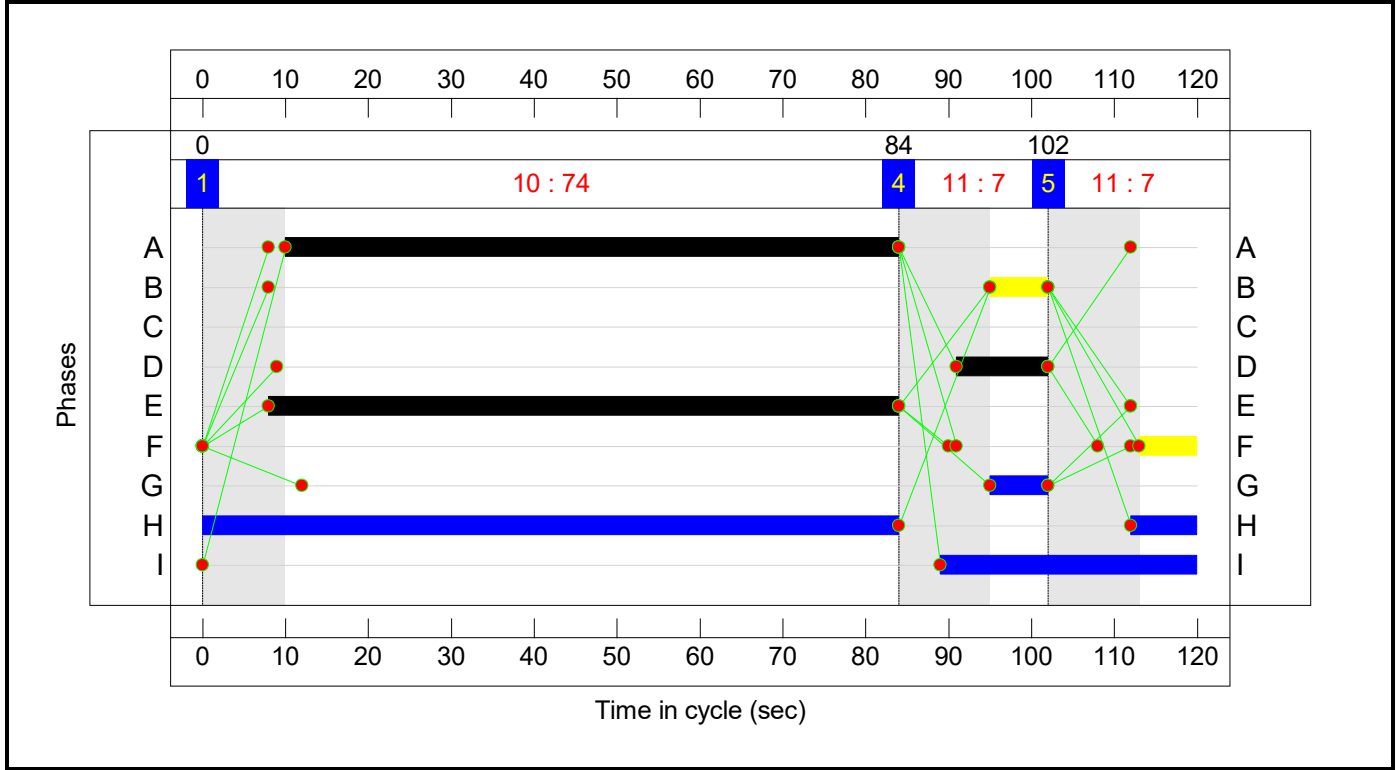
Stage Sequence Diagram



Stage Timings

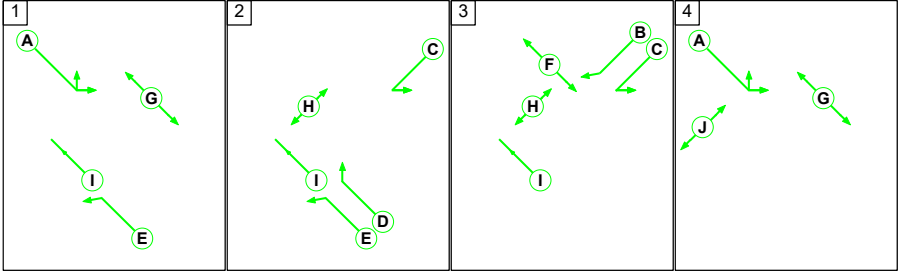
Stage	1	4	5
Duration	74	7	7
Change Point	0	84	102

Signal Timings Diagram



C2

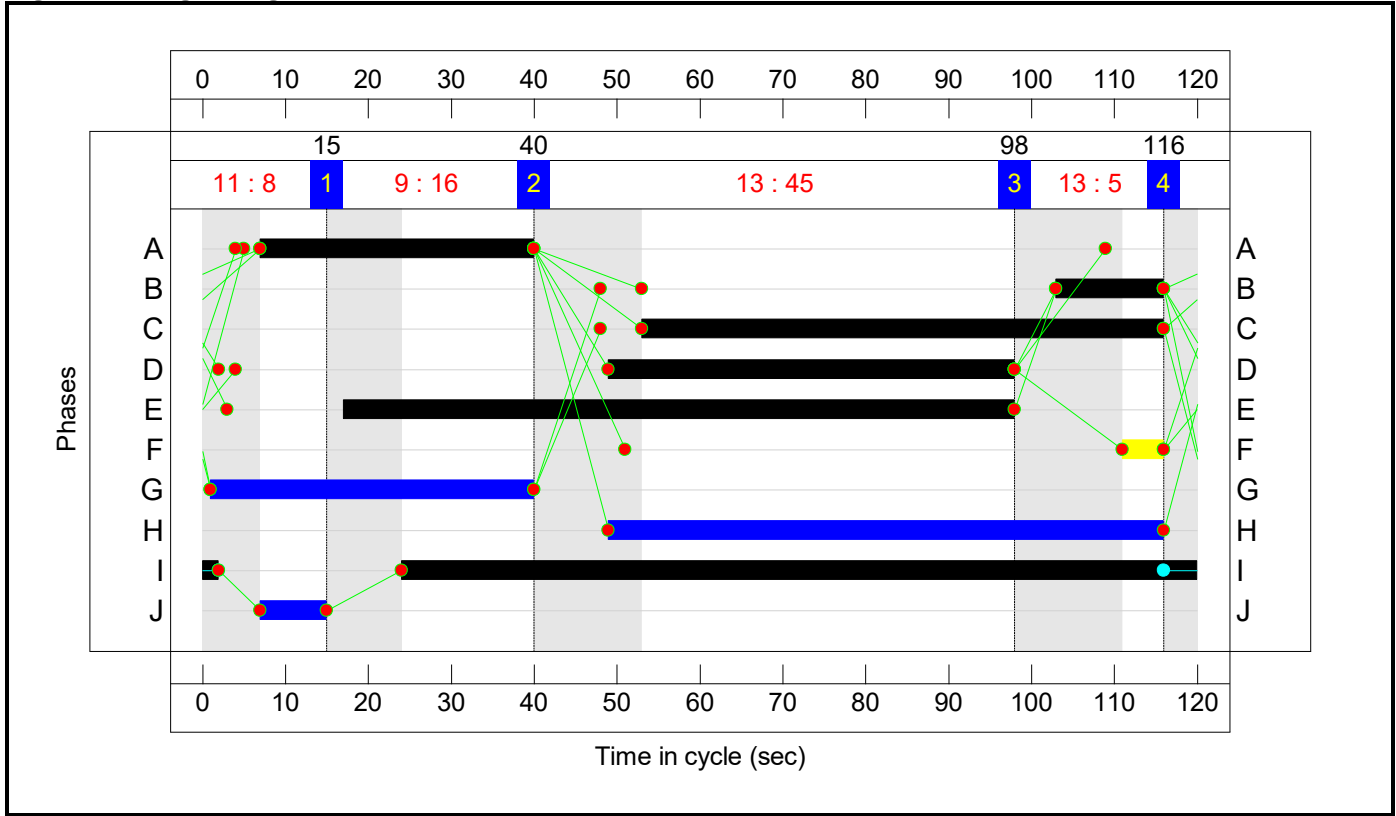
Stage Sequence Diagram



Stage Timings

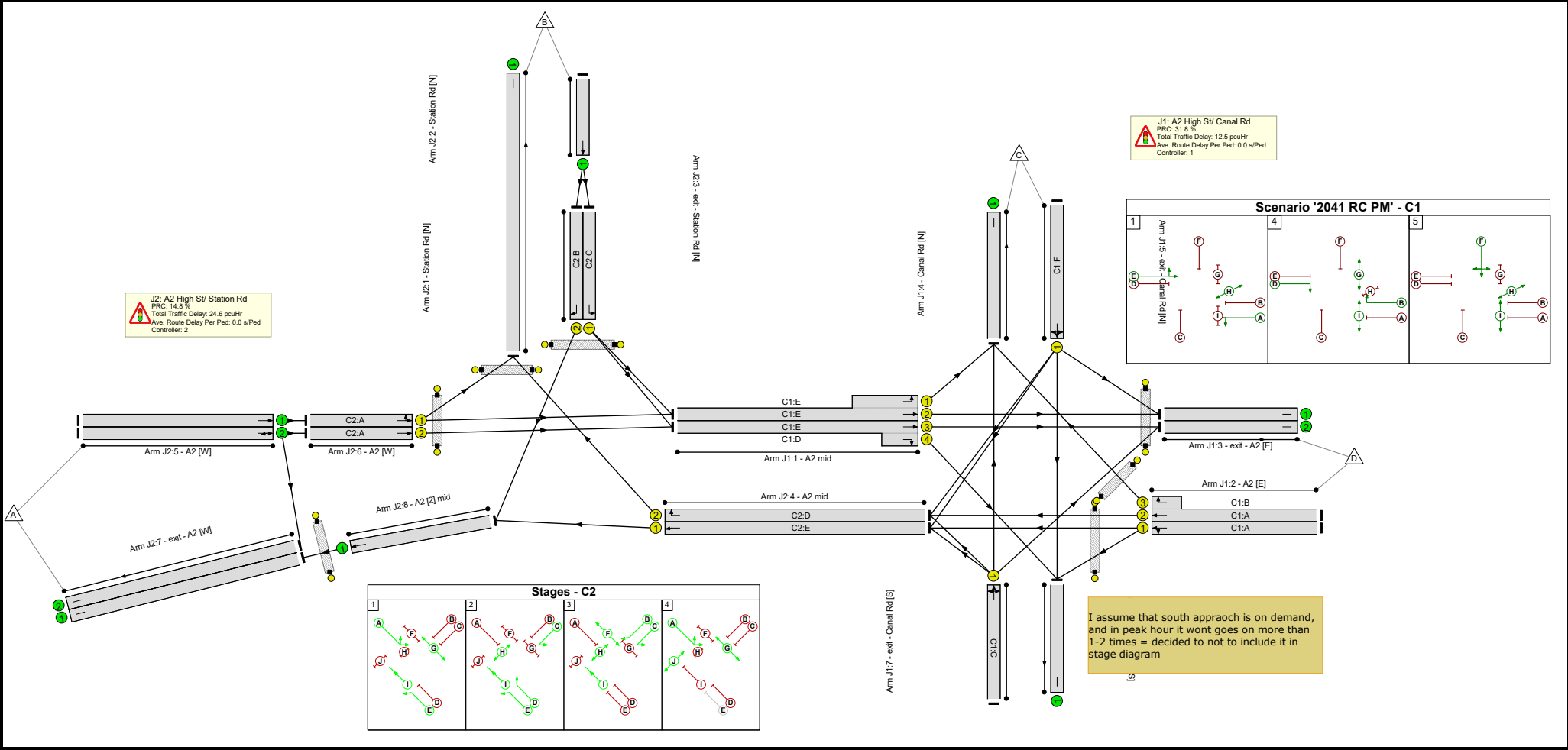
Stage	1	2	3	4
Duration	16	45	5	8
Change Point	15	40	98	116

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	31.79	12.55
C2	1	14.78	23.32
Total Network Delay: 37.16 pcuHr			
Worst PRC: 14.78 % (On Lane J2:6/1 in Stream 1)			

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	-	-	N/A	-	-		-	-	-	-	-	-	78.4%
J1: A2 High St/ Canal Rd	-	-	N/A	-	-		-	-	-	-	-	-	68.3%
1/2+1/1	A2 mid Ahead Left	U	N/A	N/A	C1:E		1	76	-	781	1900:1900	1219+0	64.1 : 0.0%
1/3+1/4	A2 mid Ahead Right	U	N/A	N/A	C1:E C1:D		1	76:11	-	786	1900:1900	1217+0	64.6 : 0.0%
2/1	A2 [E] Ahead Left	U	N/A	N/A	C1:A		1	74	-	828	1940	1213	68.3%
2/2+2/3	A2 [E] Ahead Right	U	N/A	N/A	C1:A C1:B		1	74:7	-	472	1940:1940	1212+0	38.9 : 0.0%
3/1	exit - A2 [E]	U	N/A	N/A	-		-	-	-	781	Inf	Inf	0.0%
3/2	exit - A2 [E]	U	N/A	N/A	-		-	-	-	786	Inf	Inf	0.0%
4/1	Canal Rd [N] Right Left Ahead	U	N/A	N/A	C1:F		1	7	-	0	1900	127	0.0%
5/1	exit - Canal Rd [N]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
6/1	Canal Rd [S] Left Right Ahead	U	N/A	N/A	C1:C		0	0	-	0	1940	-	-
7/1	exit - Canal Rd [S]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	-
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:I		1	31	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:H		1	92	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C1:G		1	7	-	0	-	0	0.0%
J2: A2 High St/ Station Rd	-	-	N/A	-	-		-	-	-	-	-	-	78.4%
1/1	Station Rd [N] Left	U	N/A	N/A	C2:C		1	63	-	712	1724	919	77.4%

Full Input Data And Results

1/2	Station Rd [N] Right	U	N/A	N/A	C2:B		1	13	-	1	1805	211	0.5%
2/1	Station Rd [N] Ahead	U	N/A	N/A	-		-	-	-	713	1940	1940	36.8%
3/1	exit - Station Rd [N]	U	N/A	N/A	-		-	-	-	472	Inf	Inf	0.0%
4/1	A2 mid Ahead	U	N/A	N/A	C2:E		1	81	-	828	1965	1343	61.7%
4/2	A2 mid Right	U	N/A	N/A	C2:D		1	49	-	472	1709	712	66.3%
5/1	A2 [W] Ahead	U	N/A	N/A	-		-	-	-	431	1940	1940	22.2%
5/2	A2 [W] Ahead U-Turn	U	N/A	N/A	-		-	-	-	920	1841	1841	50.0%
6/1	A2 [W] Left Ahead	U	N/A	N/A	C2:A		1	33	-	431	1940	550	78.4%
6/2	A2 [W] Ahead	U	N/A	N/A	C2:A		1	33	-	424	1940	550	77.1%
7/1	exit - A2 [W]	U	N/A	N/A	-		-	-	-	829	Inf	Inf	0.0%
7/2	exit - A2 [W]	U	N/A	N/A	-		-	-	-	496	Inf	Inf	0.0%
8/1	A2 [2] mid Ahead	U	N/A	N/A	-		-	-	-	829	1965	1965	42.2%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C2:J		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C2:H		1	67	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C2:F		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C2:G		1	39	-	0	-	0	0.0%

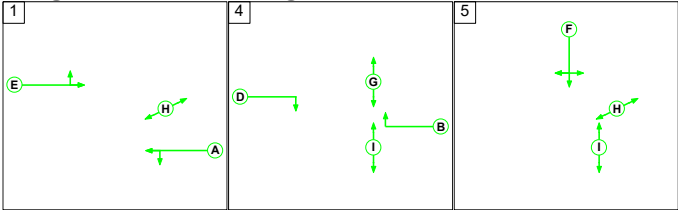
Full Input Data And Results

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	-	-	0	0	0	25.8	11.4	0.0	37.2	-	-	-	-
J1: A2 High St/ Canal Rd	-	-	0	0	0	9.4	3.2	0.0	12.5	-	-	-	-
1/2+1/1	781	781	-	-	-	2.2	0.9	-	3.1	14.3	13.1	0.9	14.0
1/3+1/4	786	786	-	-	-	2.3	0.9	-	3.2	14.7	10.5	0.9	11.4
2/1	828	828	-	-	-	3.4	1.1	-	4.5	19.4	17.9	1.1	19.0
2/2+2/3	472	472	-	-	-	1.5	0.3	-	1.8	13.6	7.7	0.3	8.1
3/1	781	781	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	786	786	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	-	-	-	-	-	-	-	-	-	-	-	-	-
7/1	-	-	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A2 High St/ Station Rd	-	-	0	0	0	16.4	8.2	0.0	24.6	-	-	-	-
1/1	712	712	-	-	-	4.4	1.7	-	6.1	30.8	18.8	1.7	20.5
1/2	1	1	-	-	-	0.0	0.0	-	0.0	55.9	0.0	0.0	0.0
2/1	713	713	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
3/1	472	472	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	828	828	-	-	-	0.4	0.8	-	1.2	5.2	1.4	0.8	2.2
4/2	472	472	-	-	-	2.2	1.0	-	3.2	24.5	12.6	1.0	13.6
5/1	431	431	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
5/2	920	920	-	-	-	0.0	0.5	-	0.5	2.0	0.0	0.5	0.5
6/1	431	431	-	-	-	4.7	1.8	-	6.5	54.4	13.2	1.8	14.9

Full Input Data And Results

6/2	424	424	-	-	-	4.6	1.6	-	6.3	53.4	13.0	1.6	14.6
7/1	829	829	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	496	496	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	829	829	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalised Lanes (%): 31.8 Total Delay for Signalled Lanes (pcuHr): 12.55 Cycle Time (s): 120 C2 PRC for Signalled Lanes (%): 14.8 Total Delay for Signalled Lanes (pcuHr): 23.32 Cycle Time (s): 120 PRC Over All Lanes (%): 14.8 Total Delay Over All Lanes(pcuHr): 37.16													

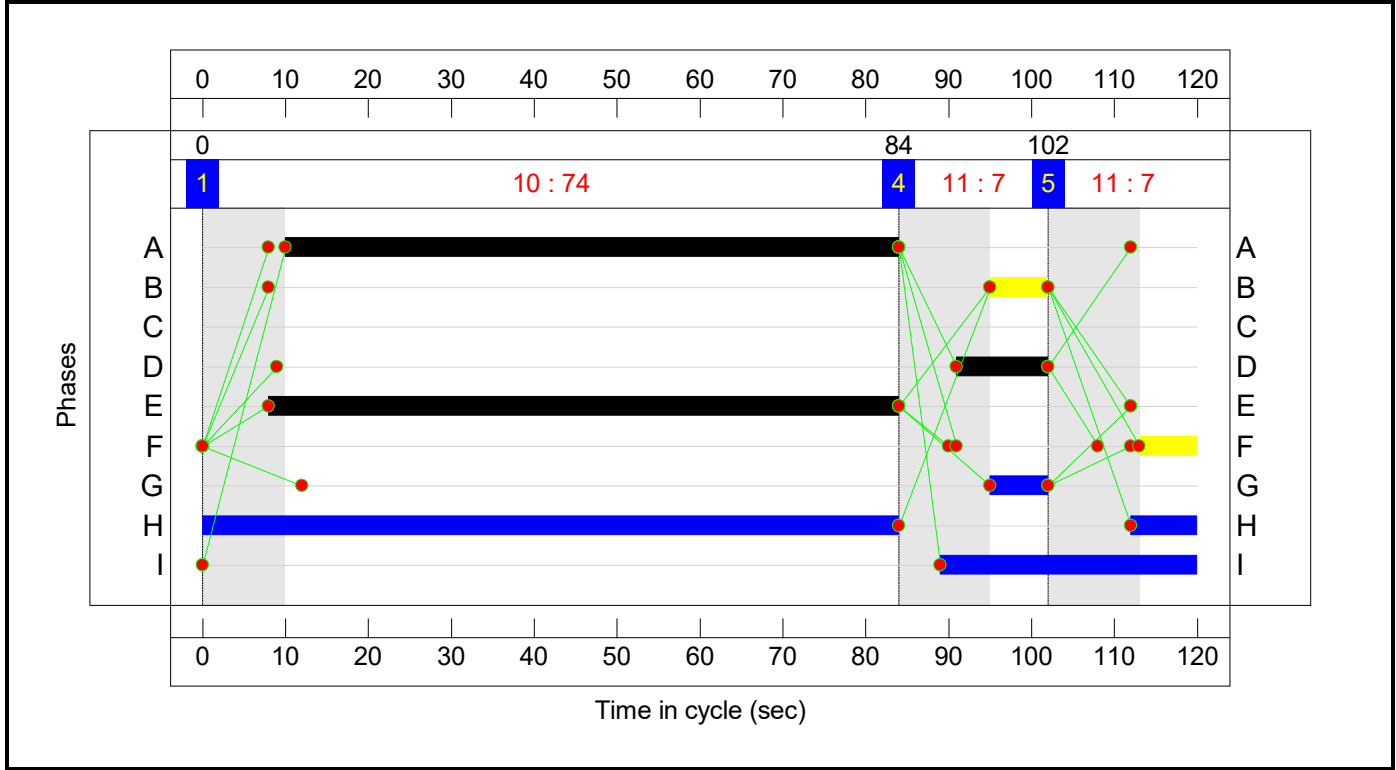
Stage Sequence Diagram



Stage Timings

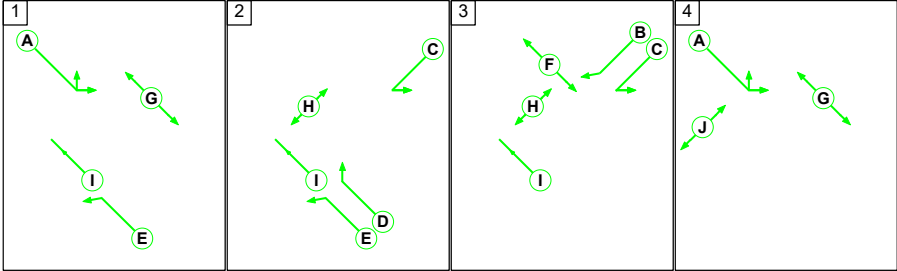
Stage	1	4	5
Duration	74	7	7
Change Point	0	84	102

Signal Timings Diagram



C2

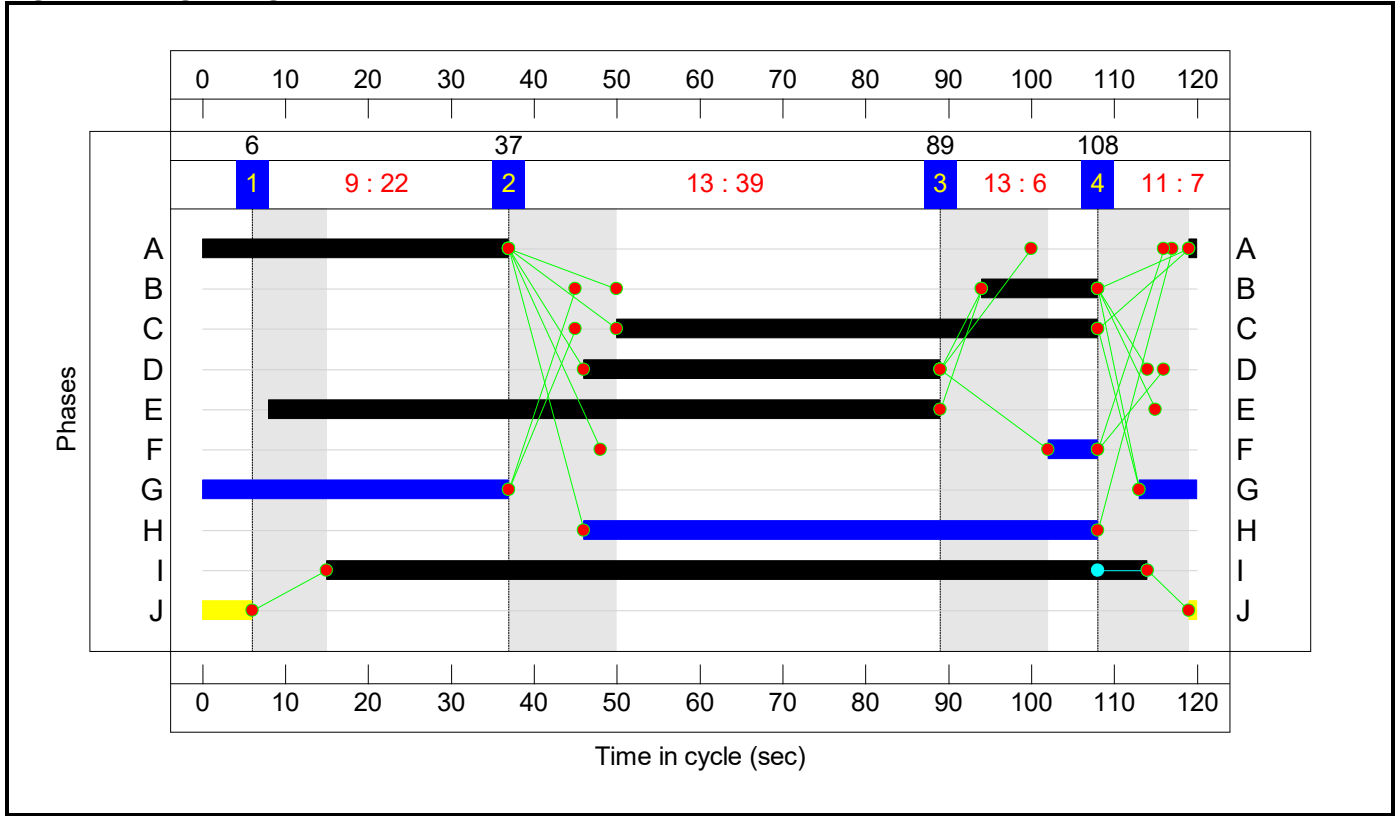
Stage Sequence Diagram



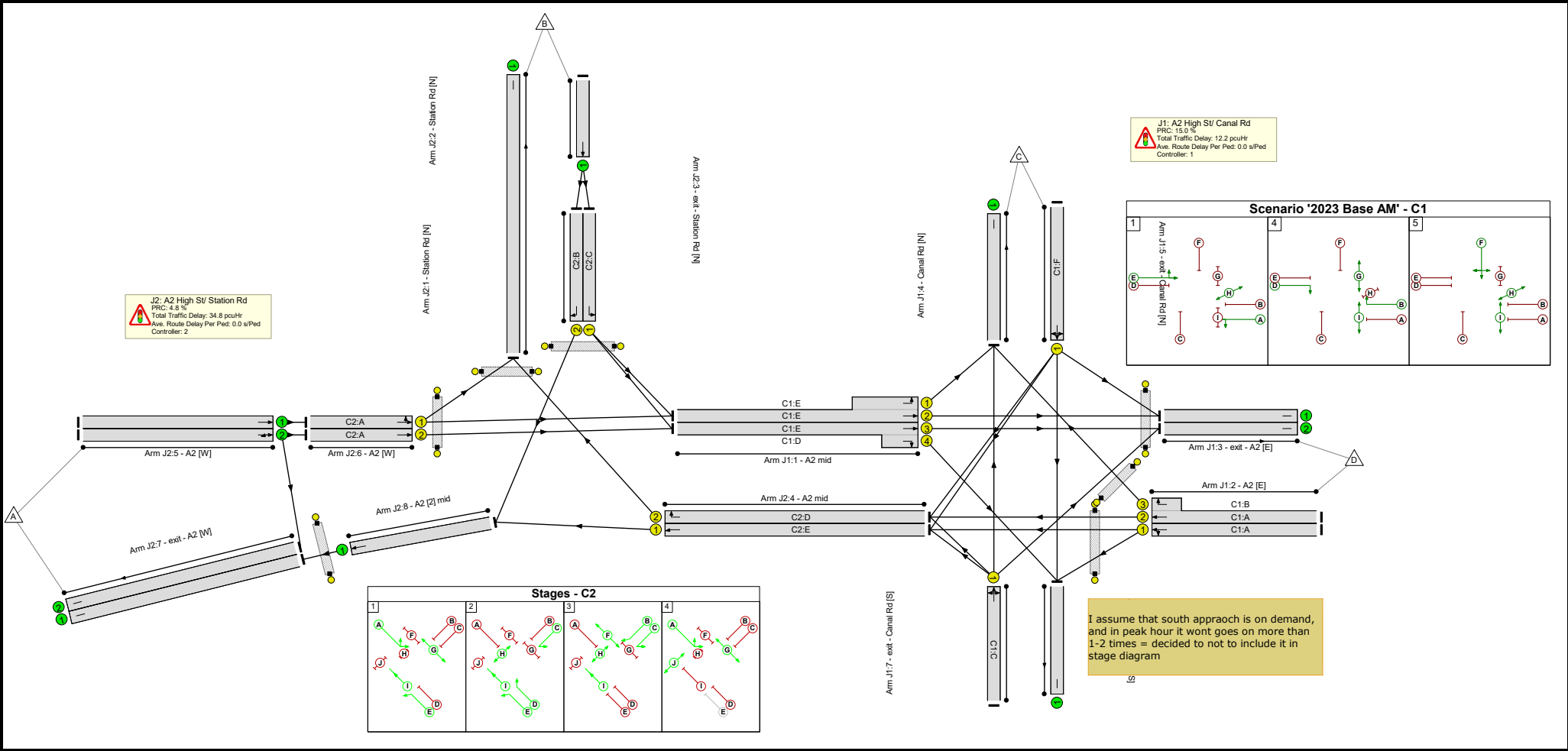
Stage Timings

Stage	1	2	3	4
Duration	22	39	6	7
Change Point	6	37	89	108

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	14.99	12.19
C2	1	4.83	33.26
Total Network Delay: 46.97 pcuHr			
Worst PRC: 4.83 % (On Lane J2:4/2 in Stream 1)			

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	-	-	N/A	-	-		-	-	-	-	-	-	85.9%
J1: A2 High St/ Canal Rd	-	-	N/A	-	-		-	-	-	-	-	-	78.3%
1/2+1/1	A2 mid Ahead Left	U	N/A	N/A	C1:E		1	76	-	719	1900:1900	1219+0	59.0 : 0.0%
1/3+1/4	A2 mid Ahead Right	U	N/A	N/A	C1:E C1:D		1	76:11	-	782	1900:1900	1217+0	64.3 : 0.0%
2/1	A2 [E] Ahead Left	U	N/A	N/A	C1:A		1	74	-	949	1940	1213	78.3%
2/2+2/3	A2 [E] Ahead Right	U	N/A	N/A	C1:A C1:B		1	74:7	-	538	1940:1940	1212+0	44.4 : 0.0%
3/1	exit - A2 [E]	U	N/A	N/A	-		-	-	-	719	Inf	Inf	0.0%
3/2	exit - A2 [E]	U	N/A	N/A	-		-	-	-	782	Inf	Inf	0.0%
4/1	Canal Rd [N] Right Left Ahead	U	N/A	N/A	C1:F		1	7	-	0	1900	127	0.0%
5/1	exit - Canal Rd [N]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
6/1	Canal Rd [S] Left Right Ahead	U	N/A	N/A	C1:C		0	0	-	0	1940	-	-
7/1	exit - Canal Rd [S]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	-
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:I		1	31	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:H		1	92	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C1:G		1	7	-	0	-	0	0.0%
J2: A2 High St/ Station Rd	-	-	N/A	-	-		-	-	-	-	-	-	85.9%
1/1	Station Rd [N] Left	U	N/A	N/A	C2:C		1	58	-	494	1724	848	58.3%

Full Input Data And Results

1/2	Station Rd [N] Right	U	N/A	N/A	C2:B		1	14	-	187	1805	226	82.9%
2/1	Station Rd [N] Ahead	U	N/A	N/A	-		-	-	-	681	1940	1940	35.1%
3/1	exit - Station Rd [N]	U	N/A	N/A	-		-	-	-	587	Inf	Inf	0.0%
4/1	A2 mid Ahead	U	N/A	N/A	C2:E		1	81	-	949	1965	1343	70.7%
4/2	A2 mid Right	U	N/A	N/A	C2:D		1	43	-	538	1709	627	85.9%
5/1	A2 [W] Ahead	U	N/A	N/A	-		-	-	-	528	1940	1940	27.2%
5/2	A2 [W] Ahead U-Turn	U	N/A	N/A	-		-	-	-	806	1875	1875	43.0%
6/1	A2 [W] Left Ahead	U	N/A	N/A	C2:A		1	38	-	528	1923	625	84.5%
6/2	A2 [W] Ahead	U	N/A	N/A	C2:A		1	38	-	528	1940	631	83.7%
7/1	exit - A2 [W]	U	N/A	N/A	-		-	-	-	1136	Inf	Inf	0.0%
7/2	exit - A2 [W]	U	N/A	N/A	-		-	-	-	278	Inf	Inf	0.0%
8/1	A2 [2] mid Ahead	U	N/A	N/A	-		-	-	-	1136	1965	1965	57.8%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C2:J		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C2:H		1	62	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C2:F		1	6	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C2:G		1	44	-	0	-	0	0.0%

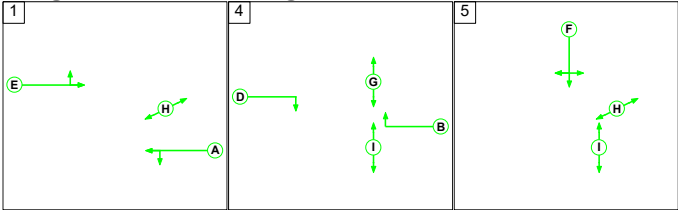
Full Input Data And Results

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	-	-	0	0	0	29.7	17.3	0.0	47.0	-	-	-	-
J1: A2 High St/ Canal Rd	-	-	0	0	0	8.4	3.8	0.0	12.2	-	-	-	-
1/2+1/1	719	719	-	-	-	1.1	0.7	-	1.8	9.2	4.5	0.7	5.2
1/3+1/4	782	782	-	-	-	1.2	0.9	-	2.1	9.5	12.3	0.9	13.2
2/1	949	949	-	-	-	4.4	1.8	-	6.1	23.3	23.2	1.8	25.0
2/2+2/3	538	538	-	-	-	1.7	0.4	-	2.1	14.3	9.3	0.4	9.7
3/1	719	719	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	782	782	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	-	-	-	-	-	-	-	-	-	-	-	-	-
7/1	-	-	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A2 High St/ Station Rd	-	-	0	0	0	21.3	13.5	0.0	34.8	-	-	-	-
1/1	494	494	-	-	-	3.0	0.7	-	3.7	26.8	11.7	0.7	12.4
1/2	187	187	-	-	-	2.7	2.2	-	4.8	93.1	6.1	2.2	8.3
2/1	681	681	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
3/1	587	587	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	949	949	-	-	-	1.1	1.2	-	2.3	8.8	4.0	1.2	5.2
4/2	538	538	-	-	-	3.5	2.9	-	6.4	42.5	16.4	2.9	19.3
5/1	528	528	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/2	806	806	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
6/1	528	528	-	-	-	5.5	2.6	-	8.1	55.3	16.3	2.6	18.9

Full Input Data And Results

6/2	528	528	-	-	-	5.5	2.5	-	8.0	54.3	16.3	2.5	18.7
7/1	1136	1136	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	278	278	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1136	1136	-	-	-	0.0	0.7	-	0.7	2.2	0.0	0.7	0.7
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 15.0 Total Delay for Signalled Lanes (pcuHr): 12.19 Cycle Time (s): 120 C2 PRC for Signalled Lanes (%): 4.8 Total Delay for Signalled Lanes (pcuHr): 33.26 Cycle Time (s): 120 PRC Over All Lanes (%): 4.8 Total Delay Over All Lanes(pcuHr): 46.97													

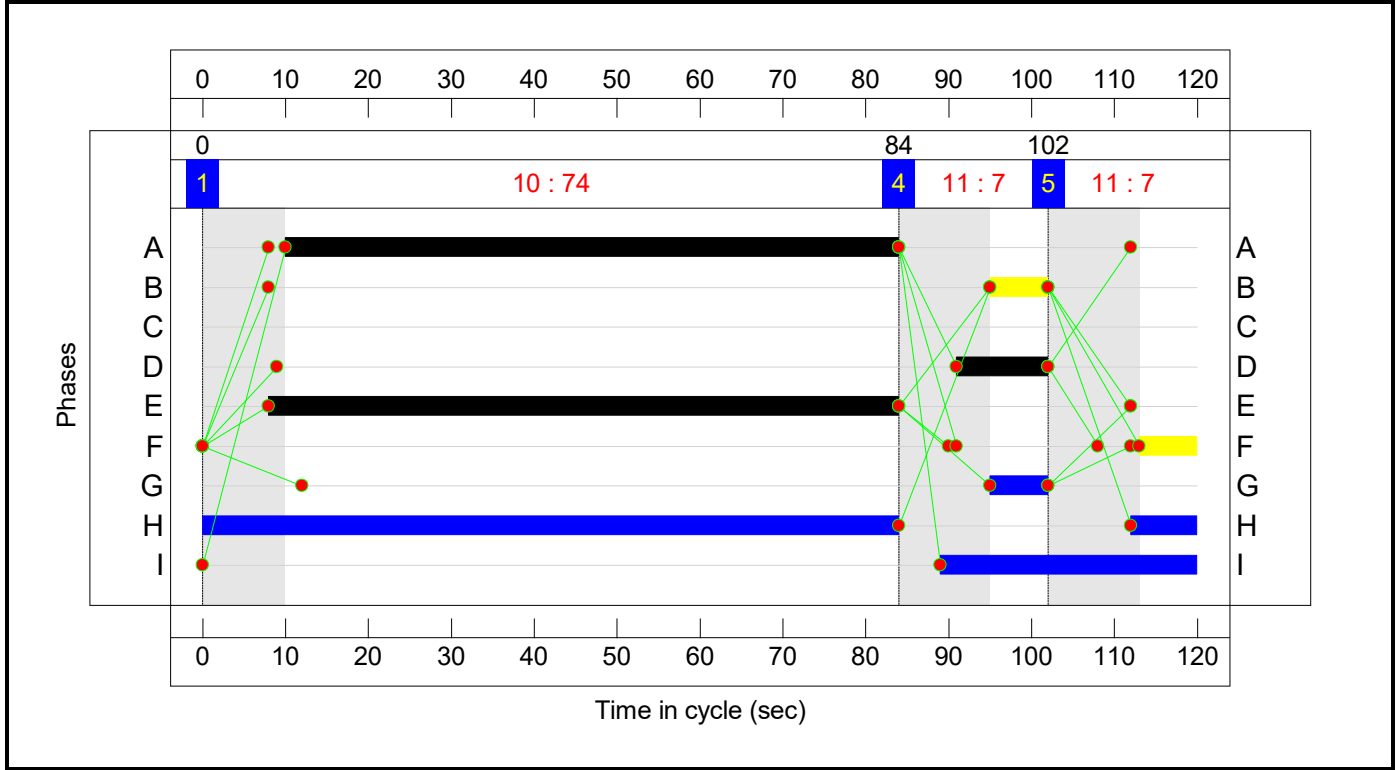
Stage Sequence Diagram



Stage Timings

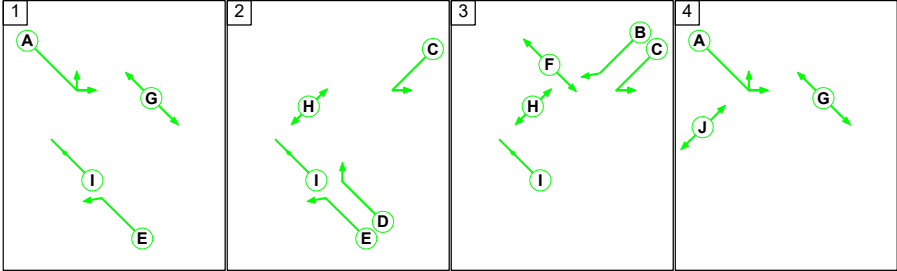
Stage	1	4	5
Duration	74	7	7
Change Point	0	84	102

Signal Timings Diagram



C2

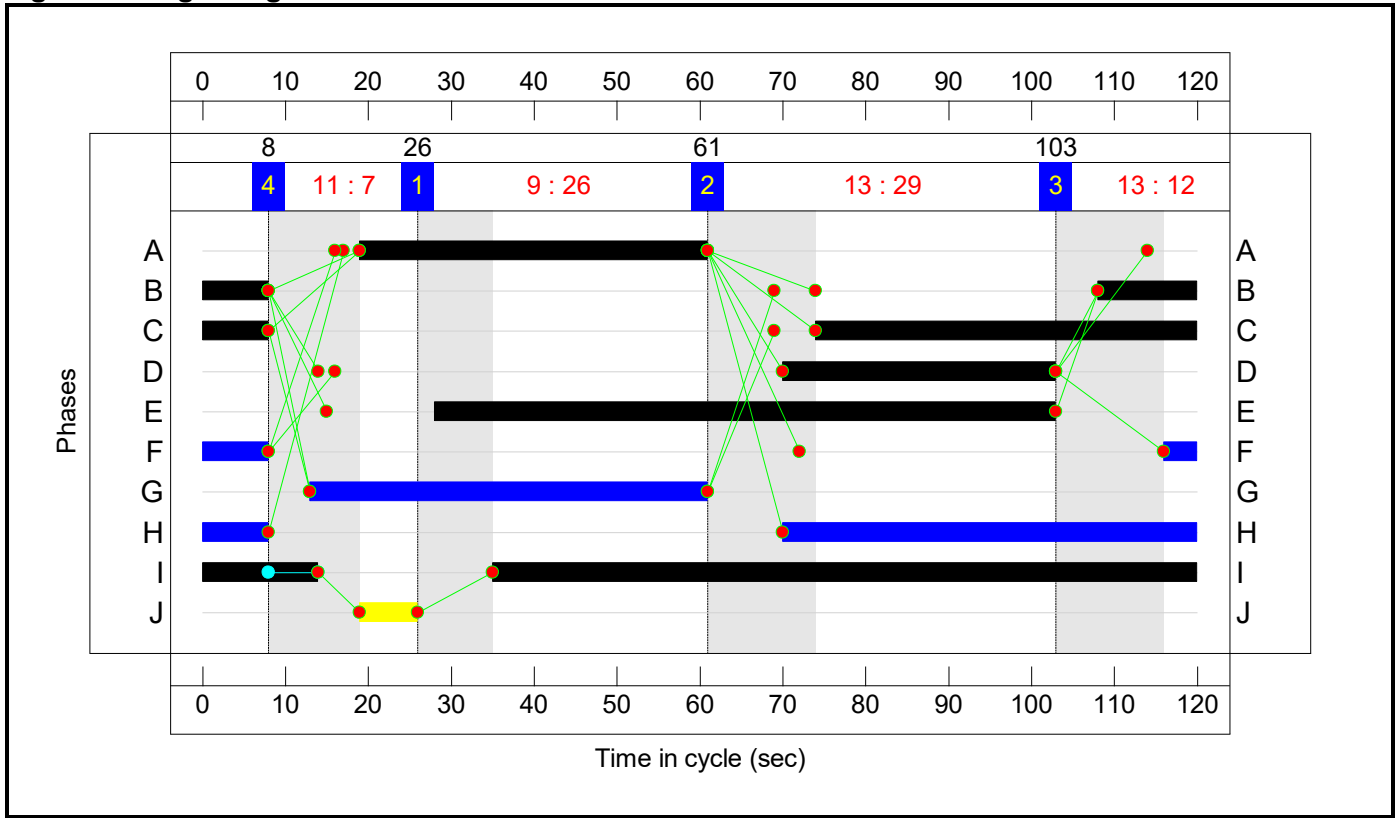
Stage Sequence Diagram



Stage Timings

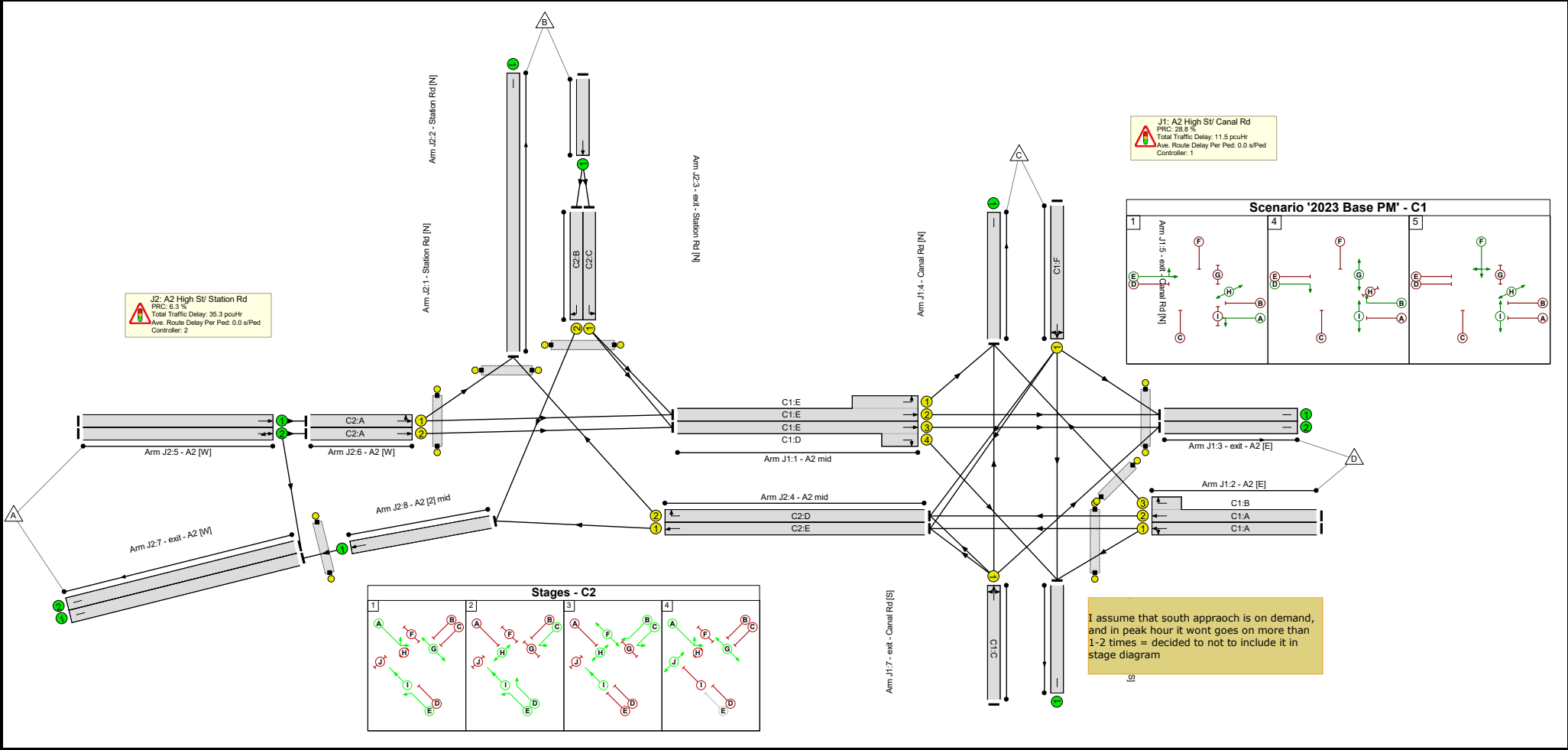
Stage	1	2	3	4
Duration	26	29	12	7
Change Point	26	61	103	8

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	28.84	11.48
C2	1	6.29	33.63
Total Network Delay: 46.82 pcuHr			
Worst PRC: 6.29 % (On Lane J2:4/2 in Stream 1)			

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	-	-	N/A	-	-		-	-	-	-	-	-	84.7%
J1: A2 High St/ Canal Rd	-	-	N/A	-	-		-	-	-	-	-	-	69.9%
1/2+1/1	A2 mid Ahead Left	U	N/A	N/A	C1:E		1	76	-	810	1900:1900	1219+0	66.4 : 0.0%
1/3+1/4	A2 mid Ahead Right	U	N/A	N/A	C1:E C1:D		1	76:11	-	818	1900:1900	1217+0	67.2 : 0.0%
2/1	A2 [E] Ahead Left	U	N/A	N/A	C1:A		1	74	-	847	1940	1213	69.9%
2/2+2/3	A2 [E] Ahead Right	U	N/A	N/A	C1:A C1:B		1	74:7	-	410	1940:1940	1212+0	33.8 : 0.0%
3/1	exit - A2 [E]	U	N/A	N/A	-		-	-	-	810	Inf	Inf	0.0%
3/2	exit - A2 [E]	U	N/A	N/A	-		-	-	-	818	Inf	Inf	0.0%
4/1	Canal Rd [N] Right Left Ahead	U	N/A	N/A	C1:F		1	7	-	0	1900	127	0.0%
5/1	exit - Canal Rd [N]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
6/1	Canal Rd [S] Left Right Ahead	U	N/A	N/A	C1:C		0	0	-	0	1940	-	-
7/1	exit - Canal Rd [S]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	-
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:I		1	31	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:H		1	92	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C1:G		1	7	-	0	-	0	0.0%
J2: A2 High St/ Station Rd	-	-	N/A	-	-		-	-	-	-	-	-	84.7%
1/1	Station Rd [N] Left	U	N/A	N/A	C2:C		1	54	-	500	1724	790	63.3%

Full Input Data And Results

1/2	Station Rd [N] Right	U	N/A	N/A	C2:B		1	20	-	256	1805	316	81.0%
2/1	Station Rd [N] Ahead	U	N/A	N/A	-		-	-	-	756	1940	1940	39.0%
3/1	exit - Station Rd [N]	U	N/A	N/A	-		-	-	-	448	Inf	Inf	0.0%
4/1	A2 mid Ahead	U	N/A	N/A	C2:E		1	75	-	847	1965	1244	68.1%
4/2	A2 mid Right	U	N/A	N/A	C2:D		1	33	-	410	1709	484	84.7%
5/1	A2 [W] Ahead	U	N/A	N/A	-		-	-	-	584	1940	1940	30.1%
5/2	A2 [W] Ahead U-Turn	U	N/A	N/A	-		-	-	-	972	1865	1865	52.1%
6/1	A2 [W] Left Ahead	U	N/A	N/A	C2:A		1	42	-	584	1928	691	84.5%
6/2	A2 [W] Ahead	U	N/A	N/A	C2:A		1	42	-	582	1940	695	83.7%
7/1	exit - A2 [W]	U	N/A	N/A	-		-	-	-	1103	Inf	Inf	0.0%
7/2	exit - A2 [W]	U	N/A	N/A	-		-	-	-	390	Inf	Inf	0.0%
8/1	A2 [2] mid Ahead	U	N/A	N/A	-		-	-	-	1103	1965	1965	56.1%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C2:J		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C2:H		1	58	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C2:F		1	12	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C2:G		1	48	-	0	-	0	0.0%

Full Input Data And Results

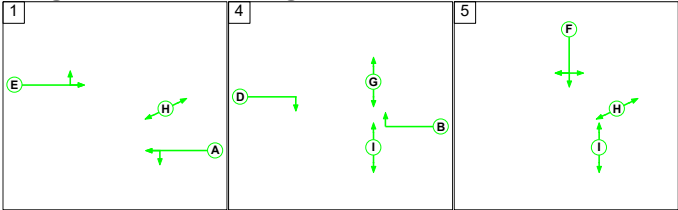
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	30.1	16.7	0.0	46.8	-	-	-	-
J1: A2 High St/ Canal Rd	-	-	0	0	0	8.1	3.4	0.0	11.5	-	-	-	-
1/2+1/1	810	810	-	-	-	1.8	1.0	-	2.7	12.2	8.6	1.0	9.6
1/3+1/4	818	818	-	-	-	1.6	1.0	-	2.6	11.4	13.9	1.0	14.9
2/1	847	847	-	-	-	3.5	1.2	-	4.7	19.9	18.6	1.2	19.7
2/2+2/3	410	410	-	-	-	1.2	0.3	-	1.5	12.9	6.5	0.3	6.7
3/1	810	810	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	818	818	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	-	-	-	-	-	-	-	-	-	-	-	-	-
7/1	-	-	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A2 High St/ Station Rd	-	-	0	0	0	22.1	13.3	0.0	35.3	-	-	-	-
1/1	500	500	-	-	-	3.4	0.9	-	4.3	31.0	12.6	0.9	13.5
1/2	256	256	-	-	-	3.4	2.0	-	5.4	75.8	8.2	2.0	10.2
2/1	756	756	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
3/1	448	448	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	847	847	-	-	-	0.2	1.1	-	1.3	5.4	2.8	1.1	3.9
4/2	410	410	-	-	-	3.5	2.6	-	6.1	53.8	13.0	2.6	15.6
5/1	584	584	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/2	972	972	-	-	-	0.0	0.5	-	0.5	2.0	0.0	0.5	0.5
6/1	584	584	-	-	-	5.7	2.6	-	8.4	51.5	17.8	2.6	20.4

Full Input Data And Results

[illegible]

Full Input Data And Results
Scenario 8: '5y AM' (FG8: '5y AM', Plan 2: 'Copy of NCP')
C1

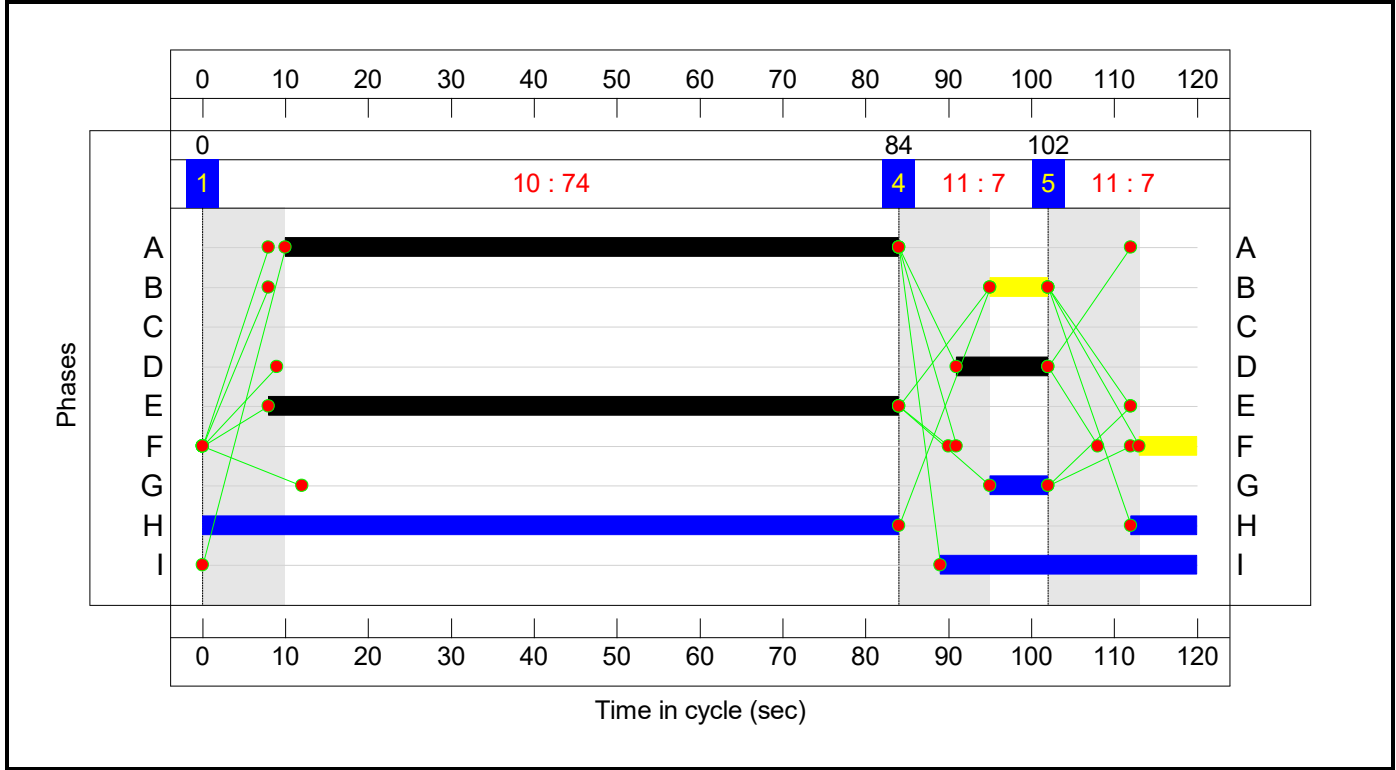
Stage Sequence Diagram



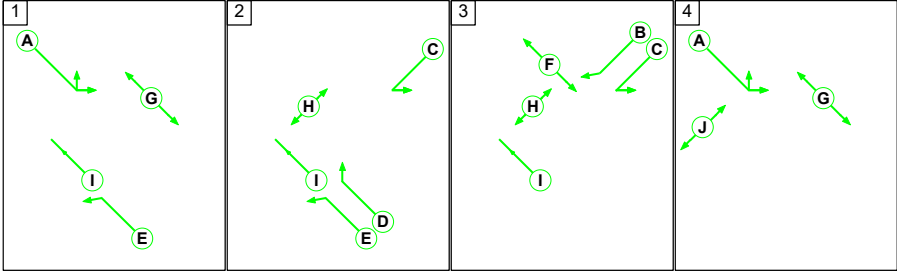
Stage Timings

Stage	1	4	5
Duration	74	7	7
Change Point	0	84	102

Signal Timings Diagram



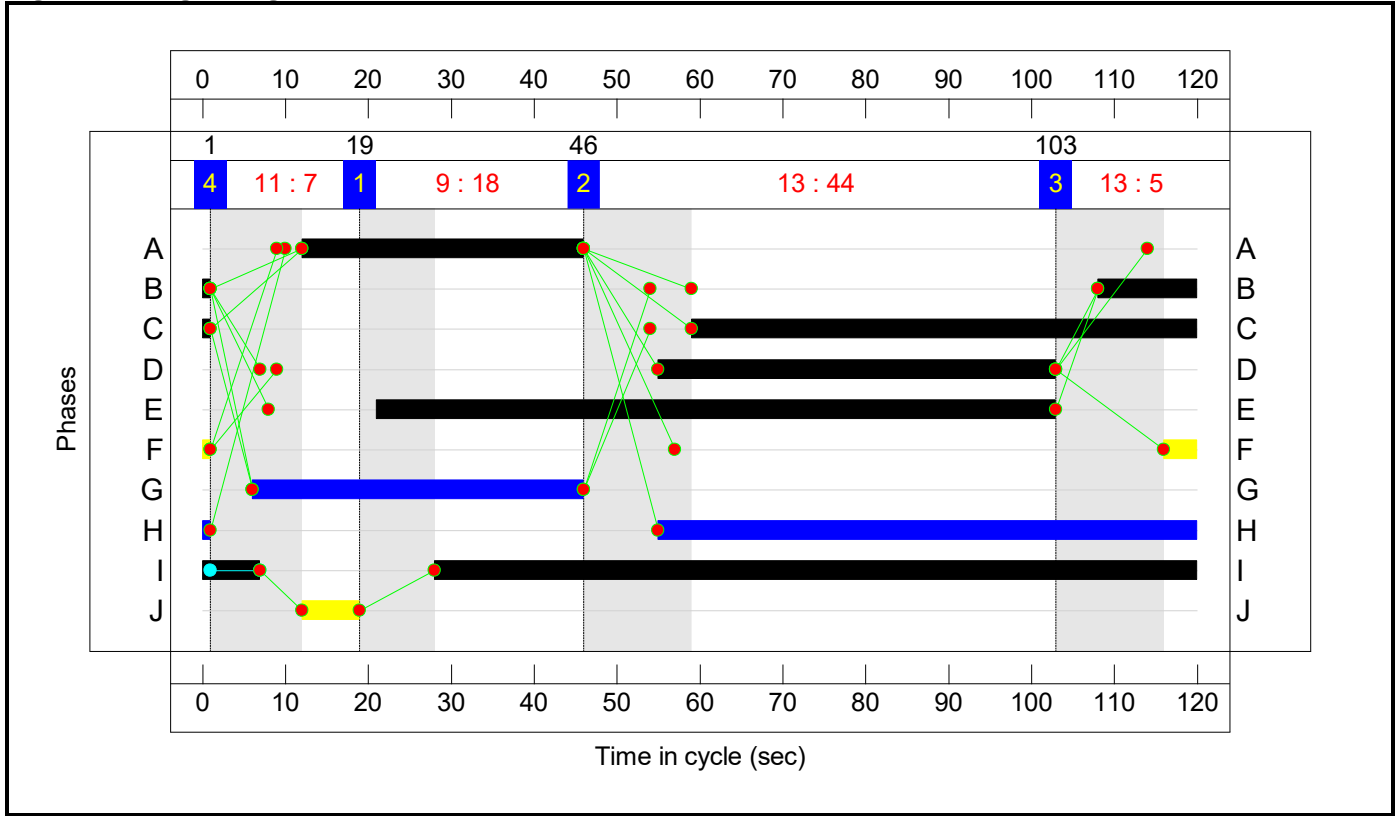
C2
Stage Sequence Diagram



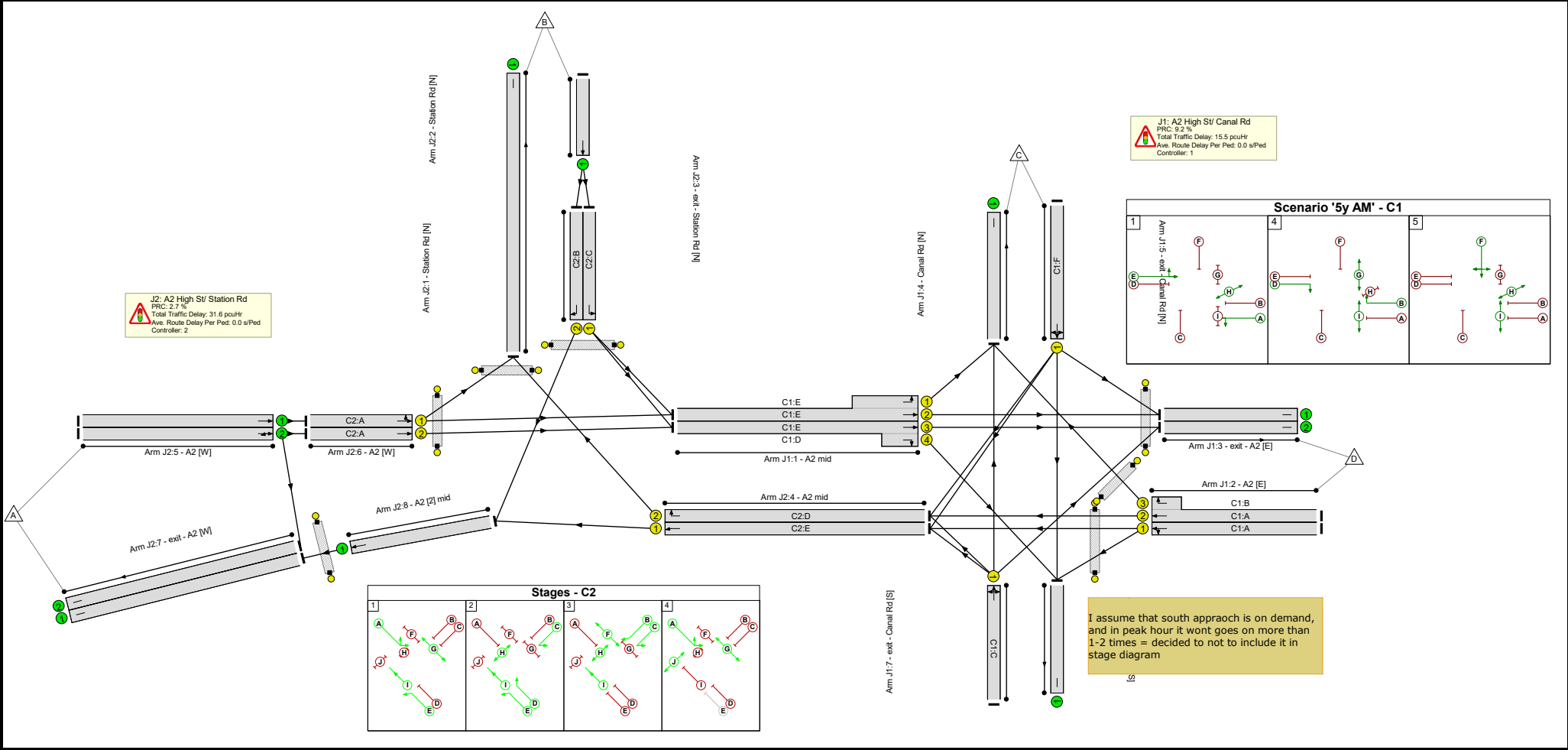
Stage Timings

Stage	1	2	3	4
Duration	18	44	5	7
Change Point	19	46	103	1

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	9.23	15.53
C2	1	2.67	30.09
Total Network Delay: 47.16 pcuHr			
Worst PRC: 2.67 % (On Lane J2:6/1 in Stream 1)			

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	-	-	N/A	-	-		-	-	-	-	-	-	87.7%
J1: A2 High St/ Canal Rd	-	-	N/A	-	-		-	-	-	-	-	-	82.4%
1/2+1/1	A2 mid Ahead Left	U	N/A	N/A	C1:E		1	76	-	787	1900:1737	1219+6	64.2 : 64.2%
1/3+1/4	A2 mid Ahead Right	U	N/A	N/A	C1:E C1:D		1	76:11	-	792	1900:1900	1217+0	65.1 : 0.0%
2/1	A2 [E] Ahead Left	U	N/A	N/A	C1:A		1	74	-	999	1940	1213	82.4%
2/2+2/3	A2 [E] Ahead Right	U	N/A	N/A	C1:A C1:B		1	74:7	-	600	1940:1687	1206+6	49.5 : 49.5%
3/1	exit - A2 [E]	U	N/A	N/A	-		-	-	-	783	Inf	Inf	0.0%
3/2	exit - A2 [E]	U	N/A	N/A	-		-	-	-	792	Inf	Inf	0.0%
4/1	Canal Rd [N] Right Left Ahead	U	N/A	N/A	C1:F		1	7	-	0	1900	127	0.0%
5/1	exit - Canal Rd [N]	U	N/A	N/A	-		-	-	-	7	Inf	Inf	0.0%
6/1	Canal Rd [S] Left Right Ahead	U	N/A	N/A	C1:C		0	0	-	0	1940	-	-
7/1	exit - Canal Rd [S]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	-
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:I		1	31	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:H		1	92	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C1:G		1	7	-	0	-	0	0.0%
J2: A2 High St/ Station Rd	-	-	N/A	-	-		-	-	-	-	-	-	87.7%
1/1	Station Rd [N] Left	U	N/A	N/A	C2:C		1	62	-	591	1724	905	65.3%

Full Input Data And Results

1/2	Station Rd [N] Right	U	N/A	N/A	C2:B		1	13	-	28	1805	211	13.3%
2/1	Station Rd [N] Ahead	U	N/A	N/A	-		-	-	-	619	1940	1940	31.9%
3/1	exit - Station Rd [N]	U	N/A	N/A	-		-	-	-	597	Inf	Inf	0.0%
4/1	A2 mid Ahead	U	N/A	N/A	C2:E		1	82	-	999	1965	1359	73.5%
4/2	A2 mid Right	U	N/A	N/A	C2:D		1	48	-	597	1709	698	85.5%
5/1	A2 [W] Ahead	U	N/A	N/A	-		-	-	-	496	1940	1940	25.6%
5/2	A2 [W] Ahead U-Turn	U	N/A	N/A	-		-	-	-	1000	1846	1846	54.2%
6/1	A2 [W] Left Ahead	U	N/A	N/A	C2:A		1	34	-	496	1940	566	87.7%
6/2	A2 [W] Ahead	U	N/A	N/A	C2:A		1	34	-	492	1940	566	87.0%
7/1	exit - A2 [W]	U	N/A	N/A	-		-	-	-	1027	Inf	Inf	0.0%
7/2	exit - A2 [W]	U	N/A	N/A	-		-	-	-	508	Inf	Inf	0.0%
8/1	A2 [2] mid Ahead	U	N/A	N/A	-		-	-	-	1027	1965	1965	52.3%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C2:J		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C2:H		1	66	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C2:F		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C2:G		1	40	-	0	-	0	0.0%

Full Input Data And Results

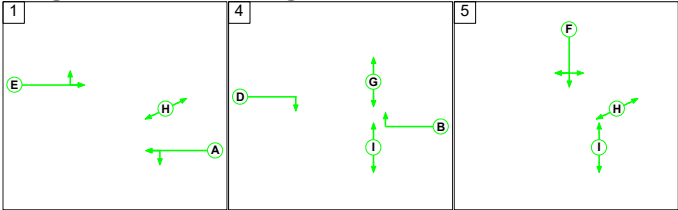
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	29.5	17.7	0.0	47.2	-	-	-	-
J1: A2 High St/ Canal Rd	-	-	0	0	0	10.9	4.6	0.0	15.5	-	-	-	-
1/2+1/1	787	787	-	-	-	2.0	0.9	-	2.9	13.2	15.8	0.9	16.7
1/3+1/4	792	792	-	-	-	2.0	0.9	-	3.0	13.5	11.7	0.9	12.6
2/1	999	999	-	-	-	4.8	2.3	-	7.1	25.6	25.5	2.3	27.8
2/2+2/3	600	600	-	-	-	2.1	0.5	-	2.6	15.3	10.8	0.5	11.3
3/1	783	783	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	792	792	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	7	7	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	-	-	-	-	-	-	-	-	-	-	-	-	-
7/1	-	-	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A2 High St/ Station Rd	-	-	0	0	0	18.6	13.1	0.0	31.6	-	-	-	-
1/1	591	591	-	-	-	3.4	0.9	-	4.3	26.3	14.1	0.9	15.1
1/2	28	28	-	-	-	0.4	0.1	-	0.4	57.5	0.8	0.1	0.9
2/1	619	619	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
3/1	597	597	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	999	999	-	-	-	0.2	1.4	-	1.6	5.7	0.7	1.4	2.1
4/2	597	597	-	-	-	3.5	2.8	-	6.3	38.2	18.3	2.8	21.1
5/1	496	496	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
5/2	1000	1000	-	-	-	0.0	0.6	-	0.6	2.1	0.0	0.6	0.6
6/1	496	496	-	-	-	5.6	3.2	-	8.8	64.0	15.7	3.2	19.0

Full Input Data And Results

6/2	492	492	-	-	-	5.5	3.1	-	8.6	62.8	15.4	3.1	18.5
7/1	1027	1027	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	508	508	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1027	1027	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1	PRC for Signalled Lanes (%):				9.2	Total Delay for Signalled Lanes (pcuHr):				15.53	Cycle Time (s): 120		
C2	PRC for Signalled Lanes (%):				2.7	Total Delay for Signalled Lanes (pcuHr):				30.09	Cycle Time (s): 120		
	PRC Over All Lanes (%):				2.7	Total Delay Over All Lanes(pcuHr):				47.16			

Full Input Data And Results
Scenario 9: '10y AM' (FG9: '10y AM', Plan 2: 'Copy of NCP')
C1

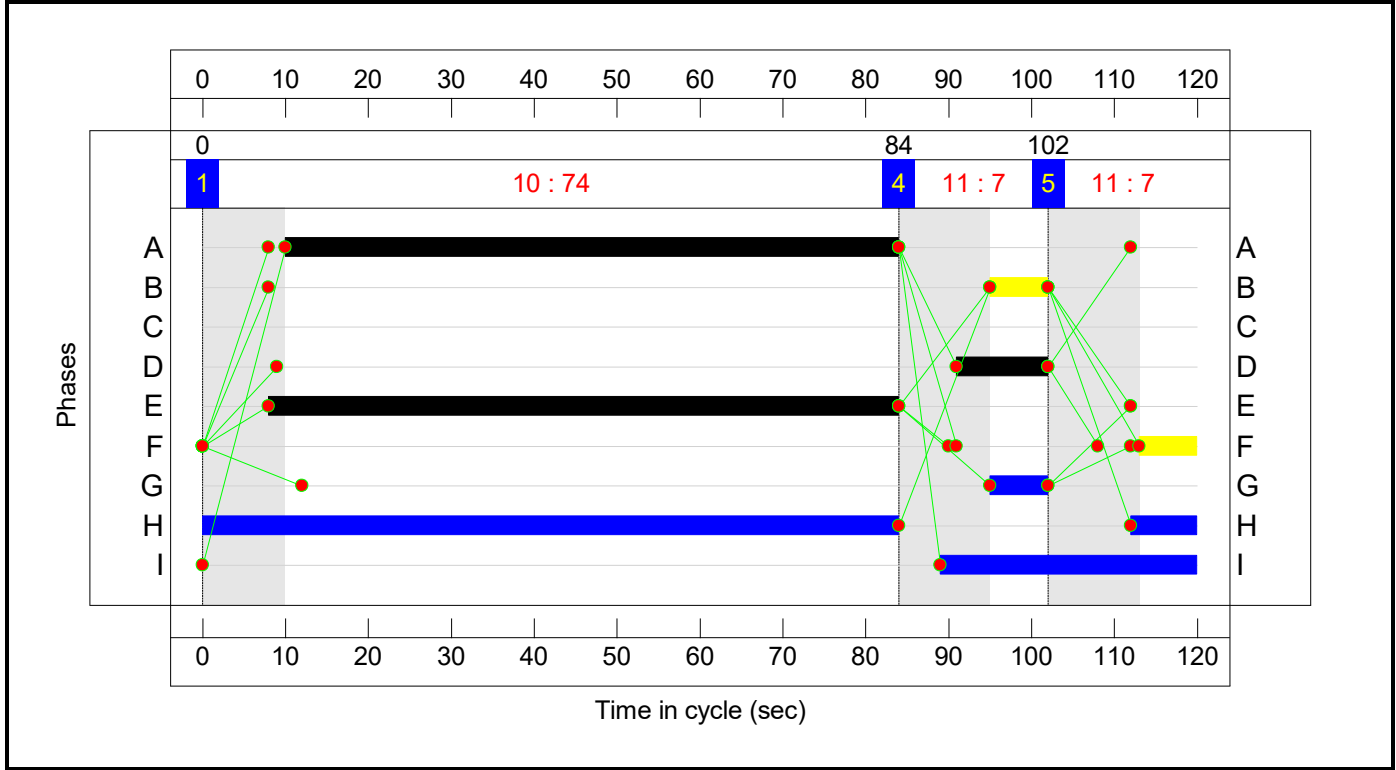
Stage Sequence Diagram



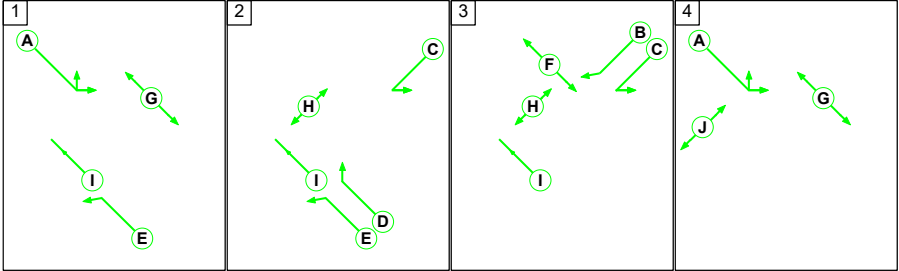
Stage Timings

Stage	1	4	5
Duration	74	7	7
Change Point	0	84	102

Signal Timings Diagram



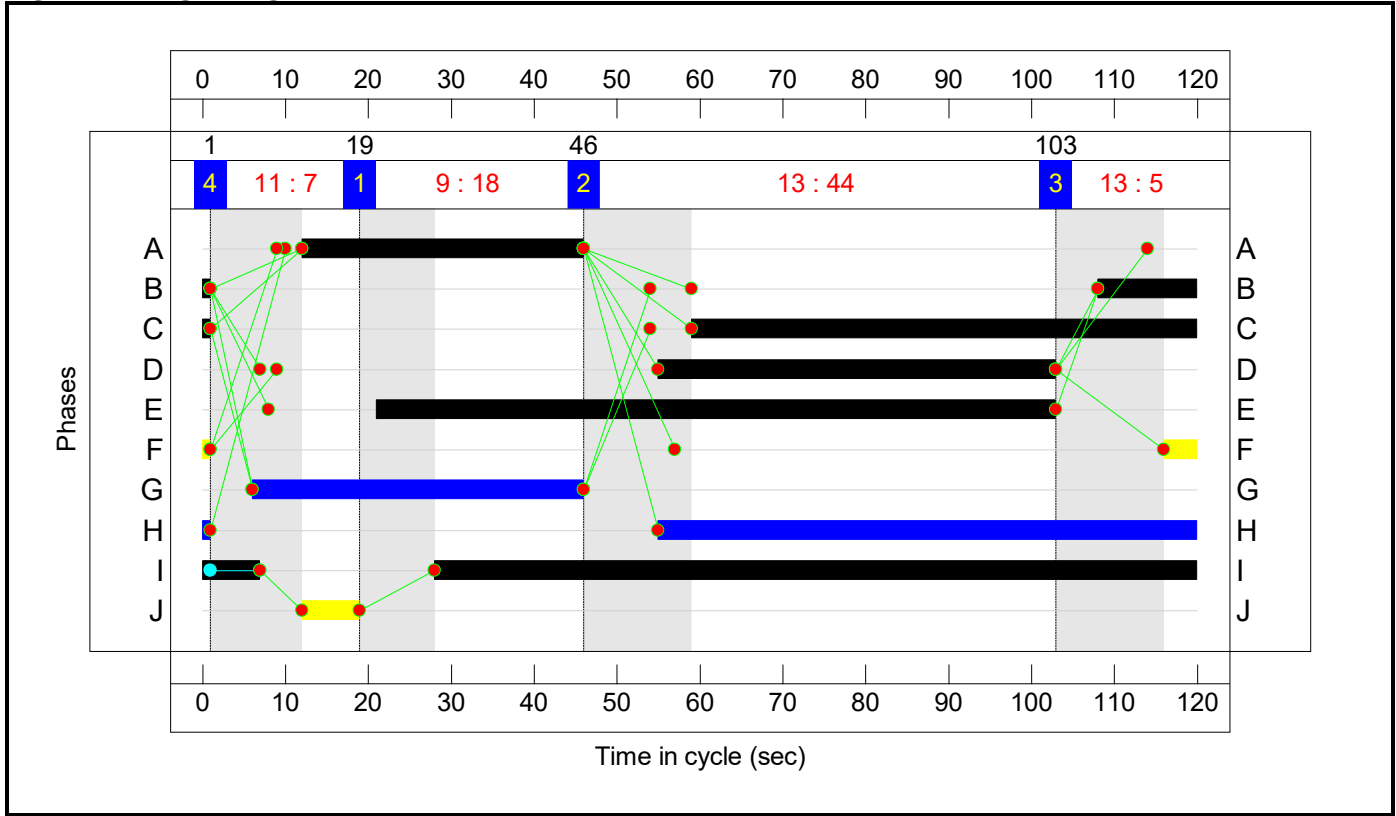
C2
Stage Sequence Diagram



Stage Timings

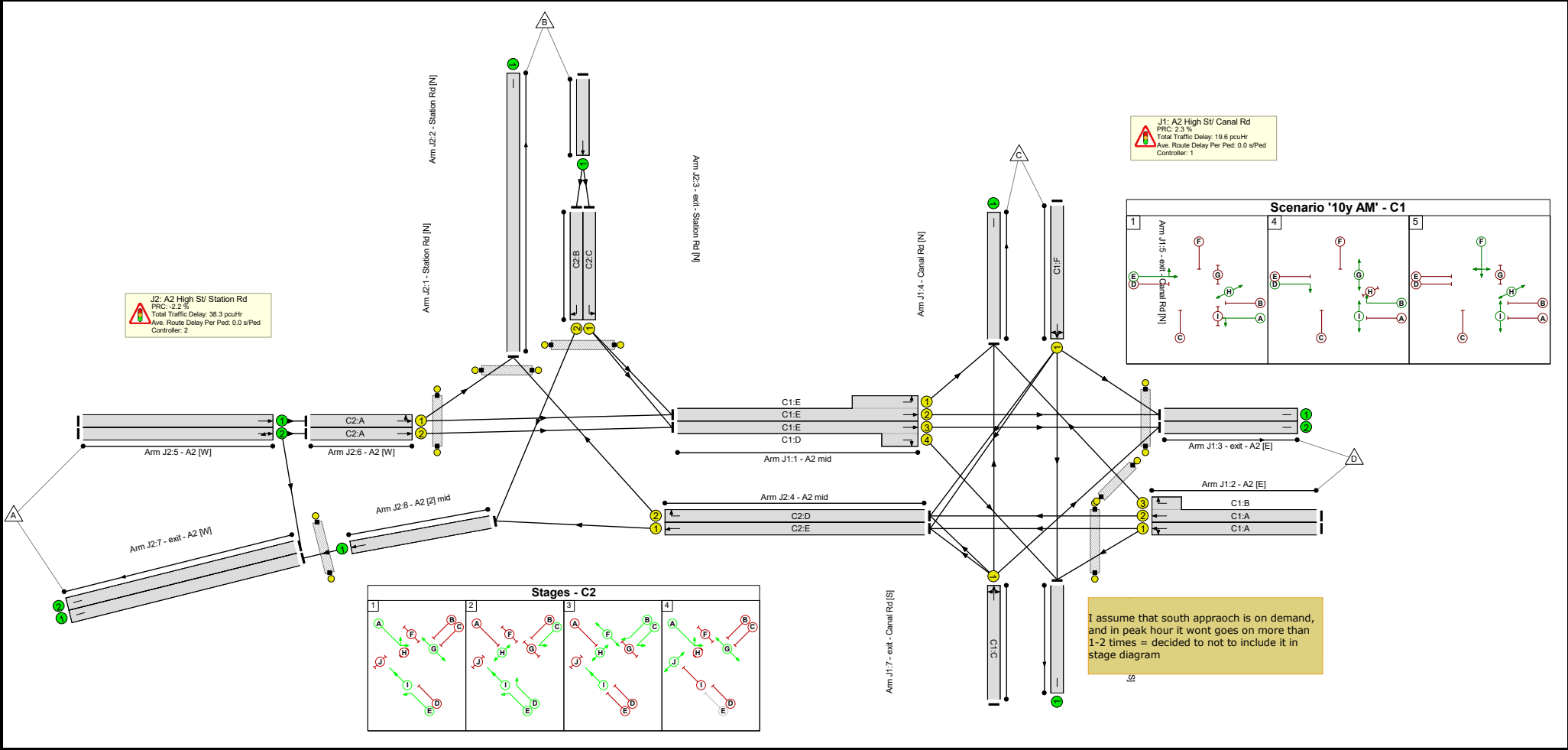
Stage	1	2	3	4
Duration	18	44	5	7
Change Point	19	46	103	1

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	2.27	19.63
C2	1	-2.22	36.52
Total Network Delay: 57.90 pcuHr			
Worst PRC: -2.22 % (On Lane J2:4/2 in Stream 1)			

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	-	-	N/A	-	-		-	-	-	-	-	-	92.0%
J1: A2 High St/ Canal Rd	-	-	N/A	-	-		-	-	-	-	-	-	88.0%
1/2+1/1	A2 mid Ahead Left	U	N/A	N/A	C1:E		1	76	-	849	1900:1737	1219+7	69.2 : 69.2%
1/3+1/4	A2 mid Ahead Right	U	N/A	N/A	C1:E C1:D		1	76:11	-	851	1900:1900	1217+0	69.9 : 0.0%
2/1	A2 [E] Ahead Left	U	N/A	N/A	C1:A		1	74	-	1067	1940	1213	88.0%
2/2+2/3	A2 [E] Ahead Right	U	N/A	N/A	C1:A C1:B		1	74:7	-	640	1940:1687	1206+6	52.8 : 52.8%
3/1	exit - A2 [E]	U	N/A	N/A	-		-	-	-	860	Inf	Inf	0.0%
3/2	exit - A2 [E]	U	N/A	N/A	-		-	-	-	851	Inf	Inf	0.0%
4/1	Canal Rd [N] Right Left Ahead	U	N/A	N/A	C1:F		1	7	-	32	1767	118	27.2%
5/1	exit - Canal Rd [N]	U	N/A	N/A	-		-	-	-	8	Inf	Inf	0.0%
6/1	Canal Rd [S] Left Right Ahead	U	N/A	N/A	C1:C		0	0	-	0	1940	-	-
7/1	exit - Canal Rd [S]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	-
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:I		1	31	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:H		1	92	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C1:G		1	7	-	0	-	0	0.0%
J2: A2 High St/ Station Rd	-	-	N/A	-	-		-	-	-	-	-	-	92.0%
1/1	Station Rd [N] Left	U	N/A	N/A	C2:C		1	62	-	686	1724	905	75.8%

Full Input Data And Results

1/2	Station Rd [N] Right	U	N/A	N/A	C2:B		1	13	-	32	1805	211	15.2%
2/1	Station Rd [N] Ahead	U	N/A	N/A	-		-	-	-	718	1940	1940	37.0%
3/1	exit - Station Rd [N]	U	N/A	N/A	-		-	-	-	642	Inf	Inf	0.0%
4/1	A2 mid Ahead	U	N/A	N/A	C2:E		1	82	-	1078	1965	1359	79.3%
4/2	A2 mid Right	U	N/A	N/A	C2:D		1	48	-	642	1709	698	92.0%
5/1	A2 [W] Ahead	U	N/A	N/A	-		-	-	-	508	1940	1940	26.2%
5/2	A2 [W] Ahead U-Turn	U	N/A	N/A	-		-	-	-	1027	1846	1846	55.6%
6/1	A2 [W] Left Ahead	U	N/A	N/A	C2:A		1	34	-	508	1940	566	89.8%
6/2	A2 [W] Ahead	U	N/A	N/A	C2:A		1	34	-	506	1940	566	89.4%
7/1	exit - A2 [W]	U	N/A	N/A	-		-	-	-	1110	Inf	Inf	0.0%
7/2	exit - A2 [W]	U	N/A	N/A	-		-	-	-	521	Inf	Inf	0.0%
8/1	A2 [2] mid Ahead	U	N/A	N/A	-		-	-	-	1110	1965	1965	56.5%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C2:J		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C2:H		1	66	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C2:F		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C2:G		1	40	-	0	-	0	0.0%

Full Input Data And Results

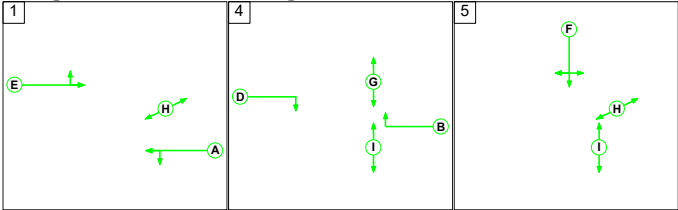
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	33.6	24.3	0.0	57.9	-	-	-	-
J1: A2 High St/ Canal Rd	-	-	0	0	0	13.1	6.5	0.0	19.6	-	-	-	-
1/2+1/1	849	849	-	-	-	2.4	1.1	-	3.5	14.9	16.3	1.1	17.4
1/3+1/4	851	851	-	-	-	2.4	1.2	-	3.6	15.1	12.3	1.2	13.4
2/1	1067	1067	-	-	-	5.6	3.5	-	9.1	30.6	29.6	3.5	33.1
2/2+2/3	640	640	-	-	-	2.3	0.6	-	2.8	15.9	11.9	0.6	12.5
3/1	860	860	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	851	851	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	32	32	-	-	-	0.5	0.2	-	0.7	74.1	1.0	0.2	1.2
5/1	8	8	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	-	-	-	-	-	-	-	-	-	-	-	-	-
7/1	-	-	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A2 High St/ Station Rd	-	-	0	0	0	20.5	17.8	0.0	38.3	-	-	-	-
1/1	686	686	-	-	-	4.3	1.5	-	5.8	30.6	17.9	1.5	19.5
1/2	32	32	-	-	-	0.4	0.1	-	0.5	57.7	1.0	0.1	1.0
2/1	718	718	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
3/1	642	642	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1078	1078	-	-	-	0.2	1.9	-	2.1	7.1	1.1	1.9	3.0
4/2	642	642	-	-	-	4.0	4.9	-	8.9	50.1	20.6	4.9	25.5
5/1	508	508	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/2	1027	1027	-	-	-	0.0	0.6	-	0.6	2.2	0.0	0.6	0.6
6/1	508	508	-	-	-	5.8	3.9	-	9.6	68.2	16.2	3.9	20.1

Full Input Data And Results

[illegible]

Full Input Data And Results
Scenario 10: '5y PM' (FG10: '5y PM', Plan 2: 'Copy of NCP')
C1

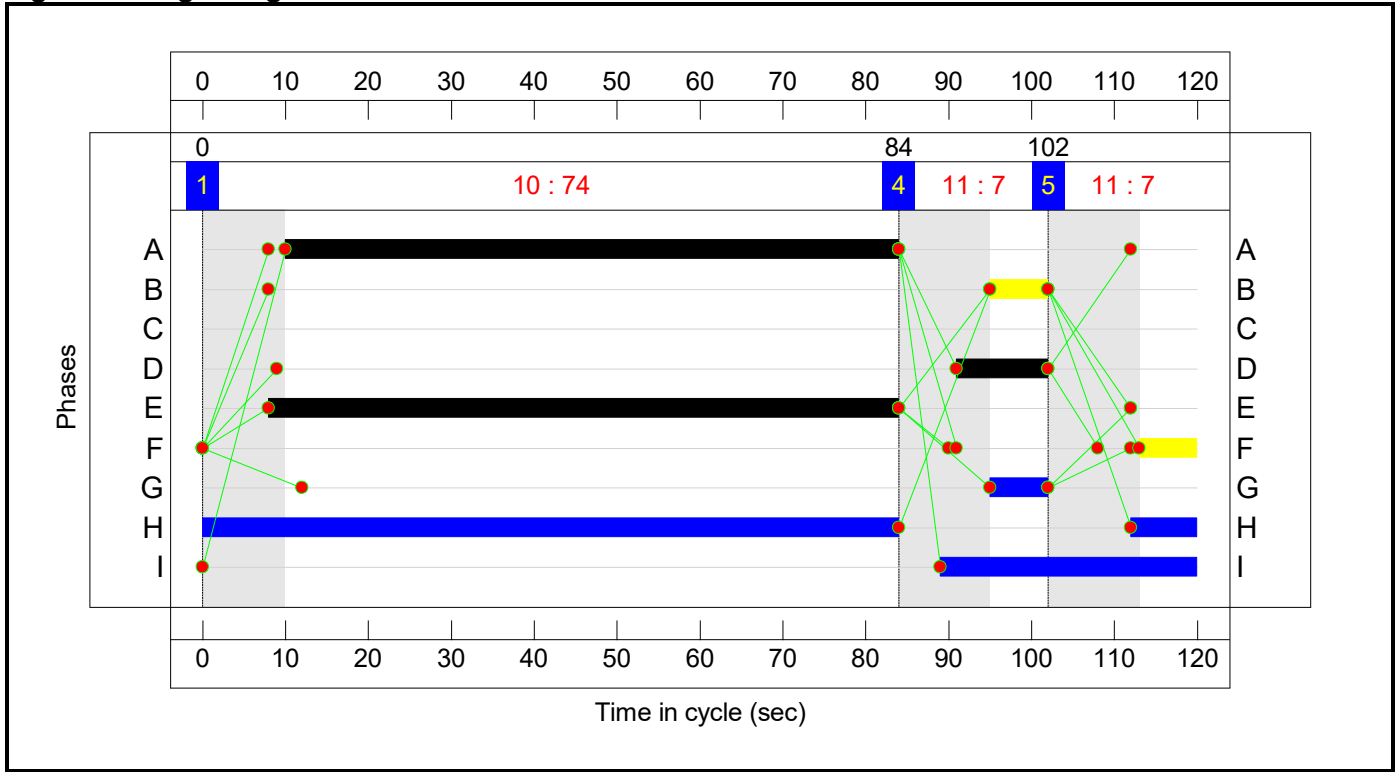
Stage Sequence Diagram



Stage Timings

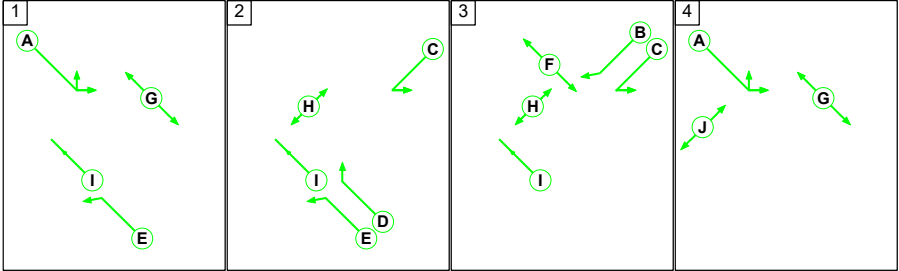
Stage	1	4	5
Duration	74	7	7
Change Point	0	84	102

Signal Timings Diagram



C2

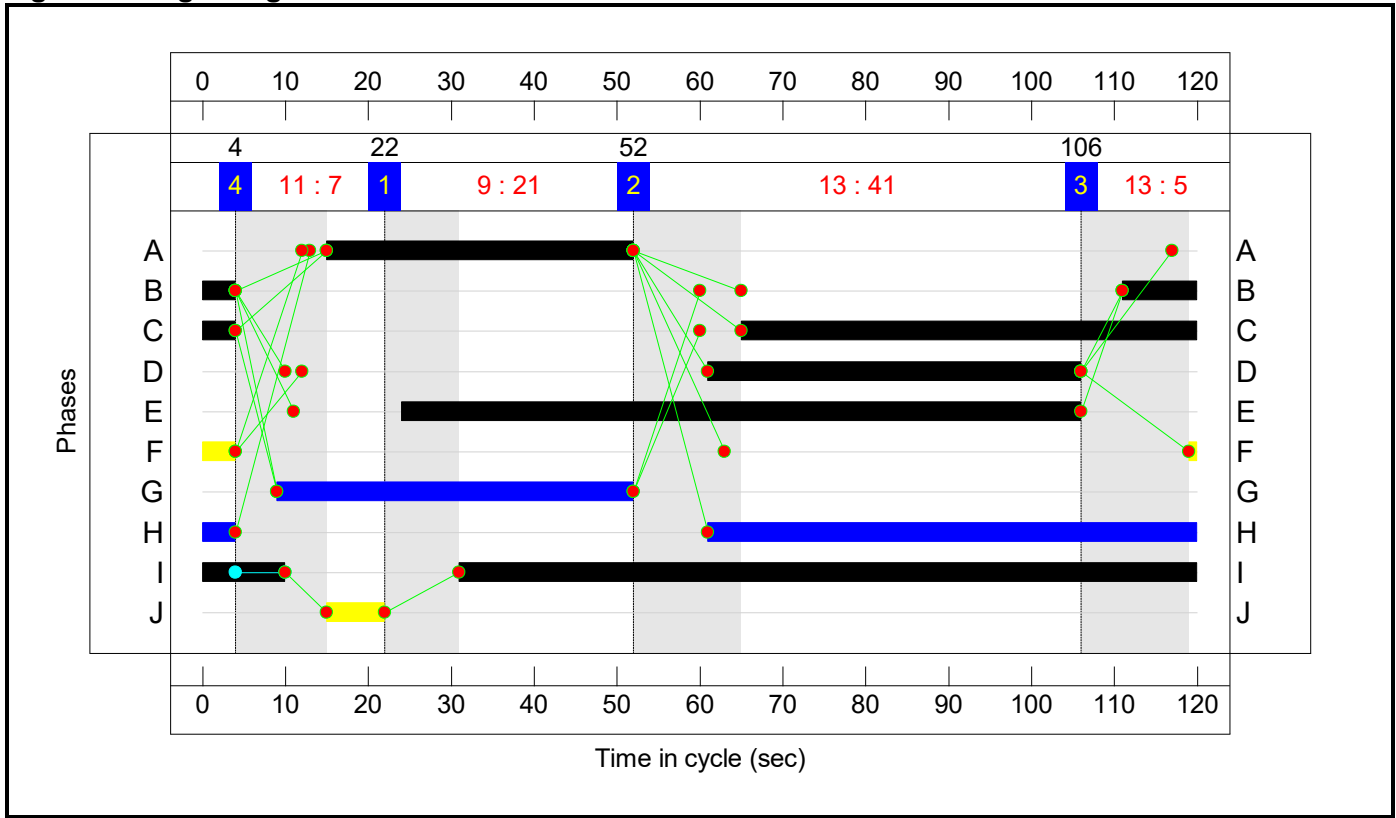
Stage Sequence Diagram



Stage Timings

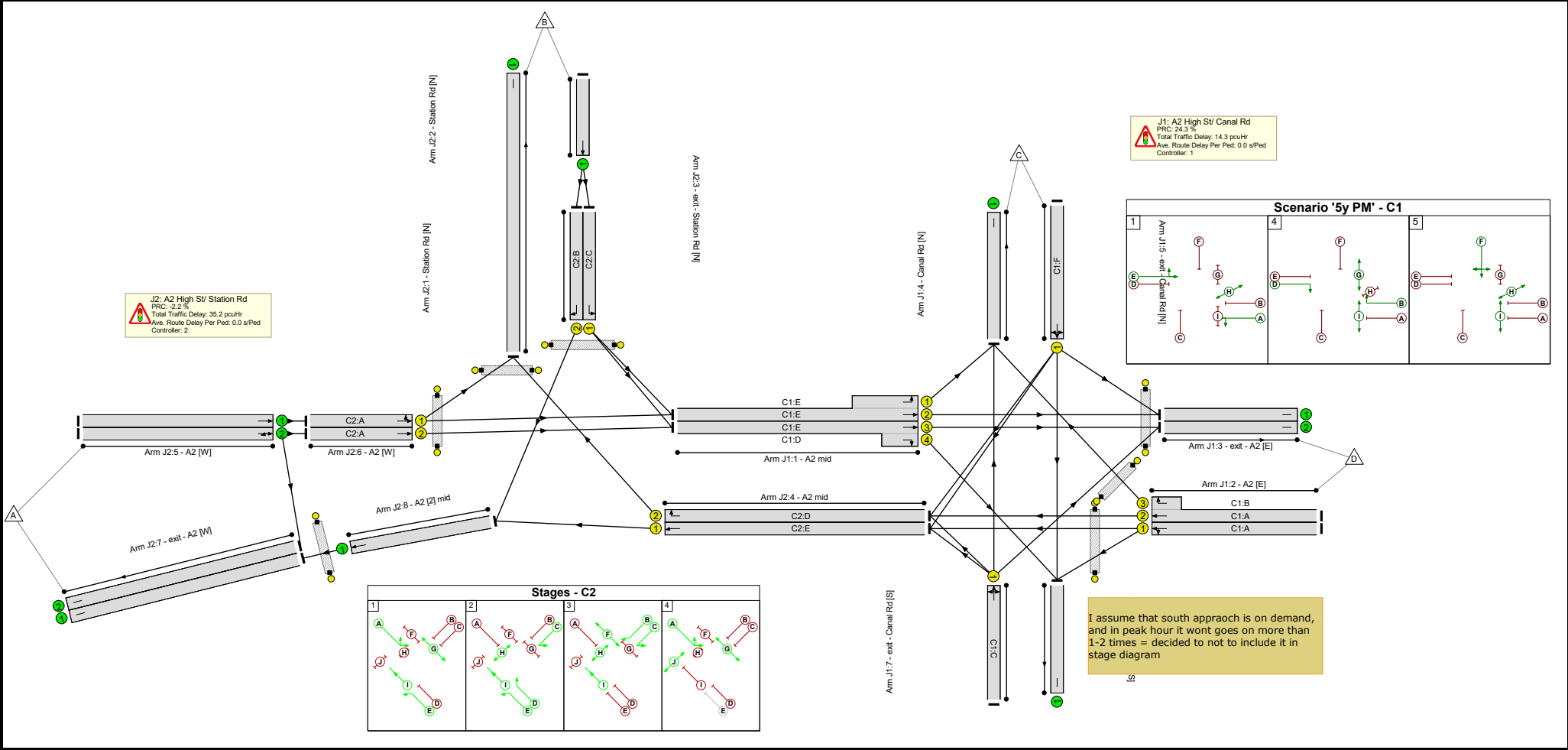
Stage	1	2	3	4
Duration	21	41	5	7
Change Point	22	52	106	4

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	24.30	14.33
C2	1	-2.19	33.79
Total Network Delay: 49.57 pcuHr			
Worst PRC: -2.19 % (On Lane J2:6/1 in Stream 1)			

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	-	-	N/A	-	-		-	-	-	-	-	-	92.0%
J1: A2 High St/ Canal Rd	-	-	N/A	-	-		-	-	-	-	-	-	72.4%
1/2+1/1	A2 mid Ahead Left	U	N/A	N/A	C1:E		1	76	-	889	1900:1737	1214+24	71.8 : 71.8%
1/3+1/4	A2 mid Ahead Right	U	N/A	N/A	C1:E C1:D		1	76:11	-	881	1900:1900	1217+0	72.4 : 0.0%
2/1	A2 [E] Ahead Left	U	N/A	N/A	C1:A		1	74	-	849	1940	1213	70.0%
2/2+2/3	A2 [E] Ahead Right	U	N/A	N/A	C1:A C1:B		1	74:7	-	529	1940:1687	1188+23	43.7 : 43.7%
3/1	exit - A2 [E]	U	N/A	N/A	-		-	-	-	872	Inf	Inf	0.0%
3/2	exit - A2 [E]	U	N/A	N/A	-		-	-	-	881	Inf	Inf	0.0%
4/1	Canal Rd [N] Right Left Ahead	U	N/A	N/A	C1:F		1	7	-	0	1900	127	0.0%
5/1	exit - Canal Rd [N]	U	N/A	N/A	-		-	-	-	27	Inf	Inf	0.0%
6/1	Canal Rd [S] Left Right Ahead	U	N/A	N/A	C1:C		0	0	-	0	1940	0	0.0%
7/1	exit - Canal Rd [S]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	-
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:I		1	31	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:H		1	92	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C1:G		1	7	-	0	-	0	0.0%
J2: A2 High St/ Station Rd	-	-	N/A	-	-		-	-	-	-	-	-	92.0%
1/1	Station Rd [N] Left	U	N/A	N/A	C2:C		1	59	-	642	1724	862	74.5%

Full Input Data And Results

1/2	Station Rd [N] Right	U	N/A	N/A	C2:B		1	13	-	0	1940	226	0.0%
2/1	Station Rd [N] Ahead	U	N/A	N/A	-		-	-	-	642	1940	1940	33.1%
3/1	exit - Station Rd [N]	U	N/A	N/A	-		-	-	-	519	Inf	Inf	0.0%
4/1	A2 mid Ahead	U	N/A	N/A	C2:E		1	82	-	849	1965	1359	62.5%
4/2	A2 mid Right	U	N/A	N/A	C2:D		1	45	-	519	1709	655	79.2%
5/1	A2 [W] Ahead	U	N/A	N/A	-		-	-	-	565	1940	1940	29.1%
5/2	A2 [W] Ahead U-Turn	U	N/A	N/A	-		-	-	-	1025	1856	1856	55.2%
6/1	A2 [W] Left Ahead	U	N/A	N/A	C2:A		1	37	-	565	1940	614	92.0%
6/2	A2 [W] Ahead	U	N/A	N/A	C2:A		1	37	-	563	1940	614	91.6%
7/1	exit - A2 [W]	U	N/A	N/A	-		-	-	-	849	Inf	Inf	0.0%
7/2	exit - A2 [W]	U	N/A	N/A	-		-	-	-	462	Inf	Inf	0.0%
8/1	A2 [2] mid Ahead	U	N/A	N/A	-		-	-	-	849	1965	1965	43.2%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C2:J		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C2:H		1	63	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C2:F		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C2:G		1	43	-	0	-	0	0.0%

Full Input Data And Results

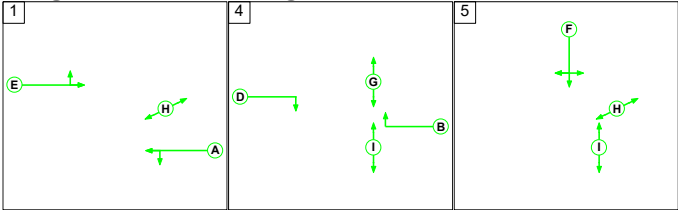
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	30.4	19.1	0.0	49.6	-	-	-	-
J1: A2 High St/ Canal Rd	-	-	0	0	0	10.2	4.1	0.0	14.3	-	-	-	-
1/2+1/1	889	889	-	-	-	2.5	1.3	-	3.7	15.1	18.9	1.3	20.2
1/3+1/4	881	881	-	-	-	2.4	1.3	-	3.7	15.1	14.3	1.3	15.6
2/1	849	849	-	-	-	3.5	1.2	-	4.7	19.9	18.9	1.2	20.0
2/2+2/3	529	529	-	-	-	1.8	0.4	-	2.2	15.0	8.9	0.4	9.3
3/1	872	872	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	881	881	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	27	27	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	-	-	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A2 High St/ Station Rd	-	-	0	0	0	20.2	15.0	0.0	35.2	-	-	-	-
1/1	642	642	-	-	-	4.3	1.4	-	5.7	32.0	16.9	1.4	18.4
1/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	642	642	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
3/1	519	519	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	849	849	-	-	-	0.1	0.8	-	0.9	3.9	0.4	0.8	1.2
4/2	519	519	-	-	-	3.5	1.9	-	5.3	37.1	15.9	1.9	17.8
5/1	565	565	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/2	1025	1025	-	-	-	0.0	0.6	-	0.6	2.2	0.0	0.6	0.6
6/1	565	565	-	-	-	6.2	4.8	-	11.0	70.1	18.0	4.8	22.8

Full Input Data And Results

[illegible]

Full Input Data And Results
Scenario 11: '10y PM' (FG11: '10y PM', Plan 2: 'Copy of NCP')
C1

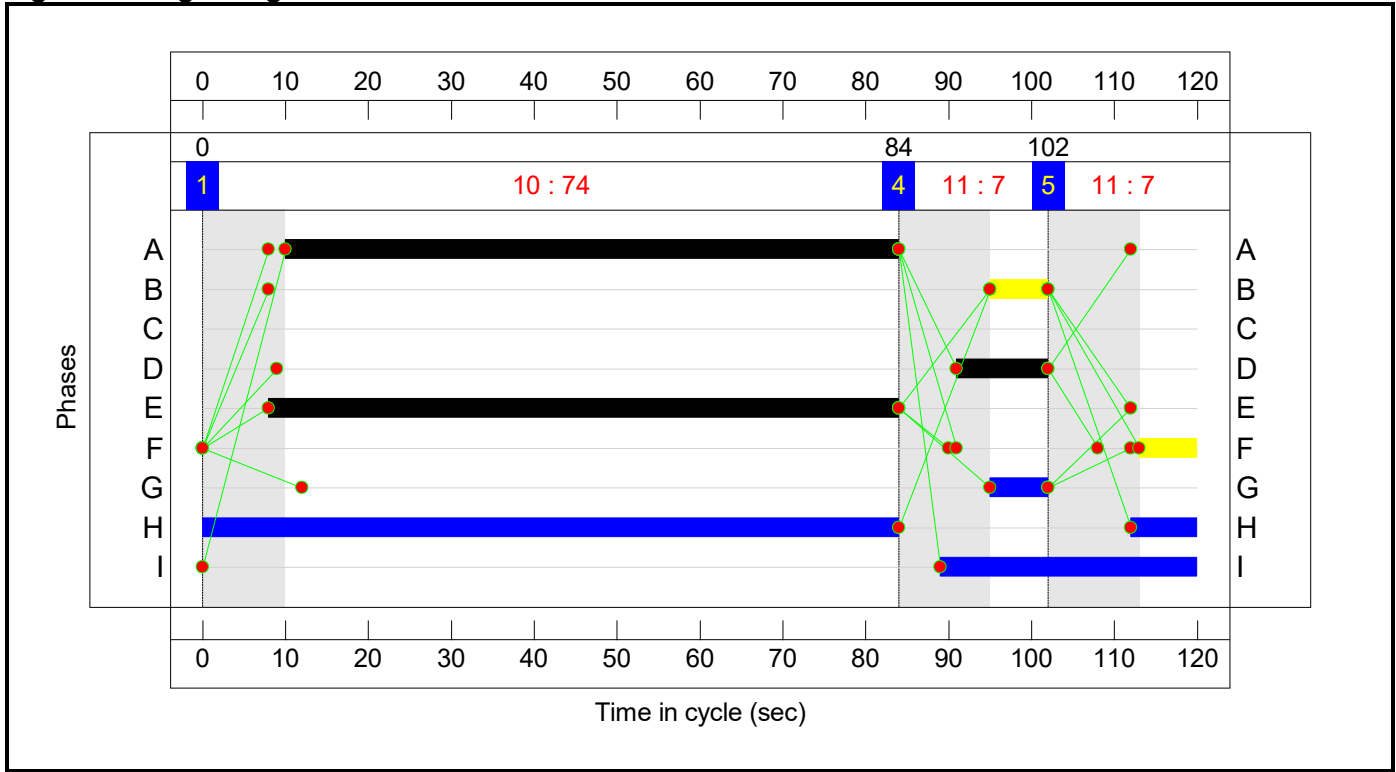
Stage Sequence Diagram



Stage Timings

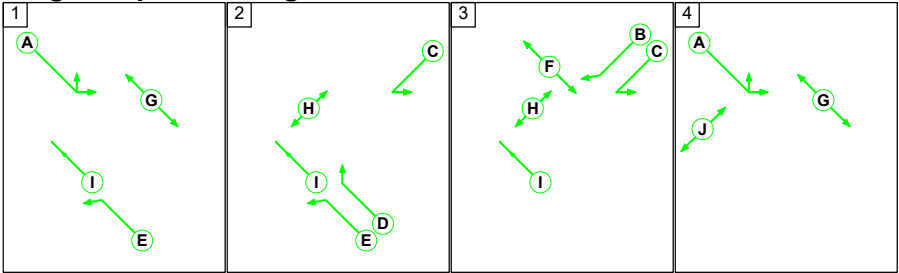
Stage	1	4	5
Duration	74	7	7
Change Point	0	84	102

Signal Timings Diagram



C2

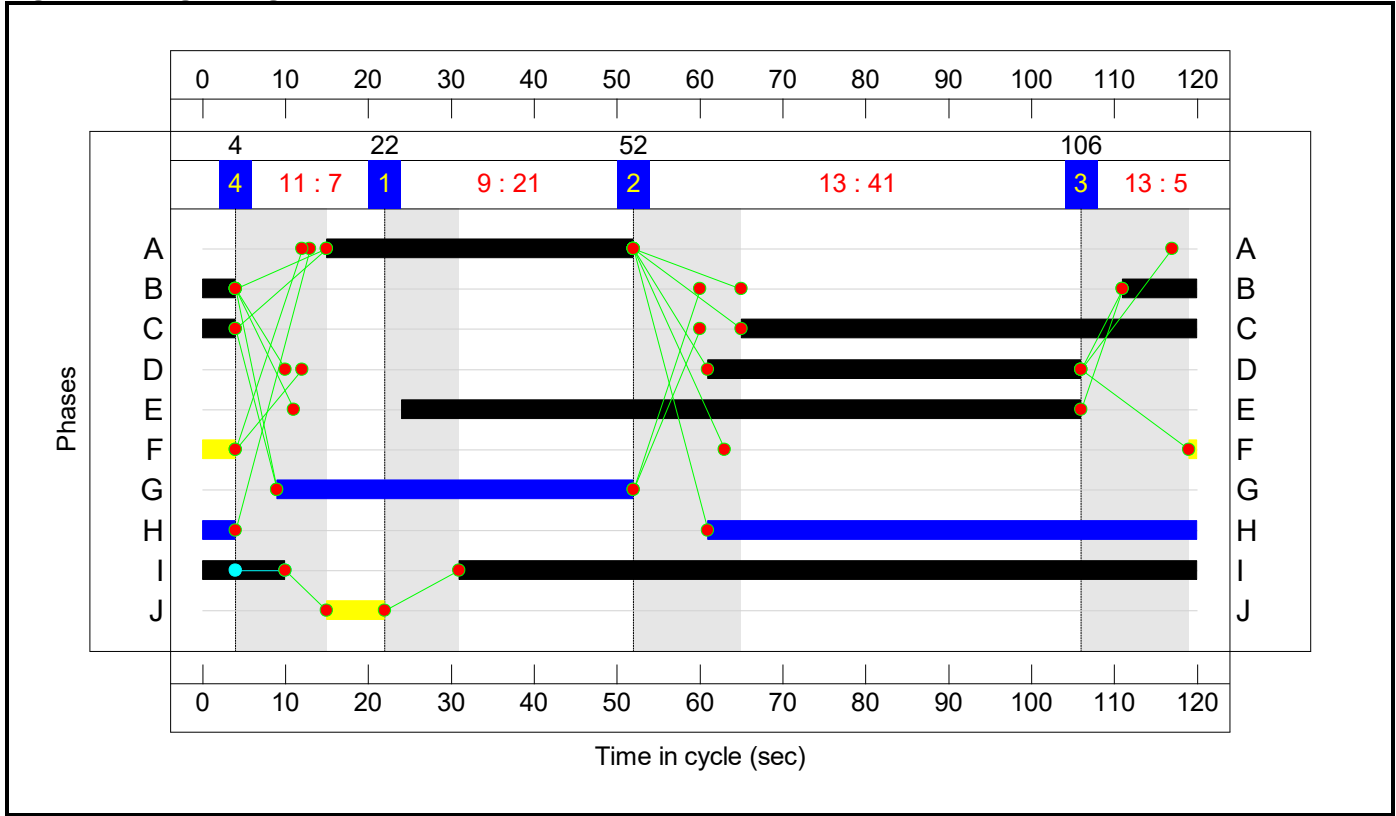
Stage Sequence Diagram



Stage Timings

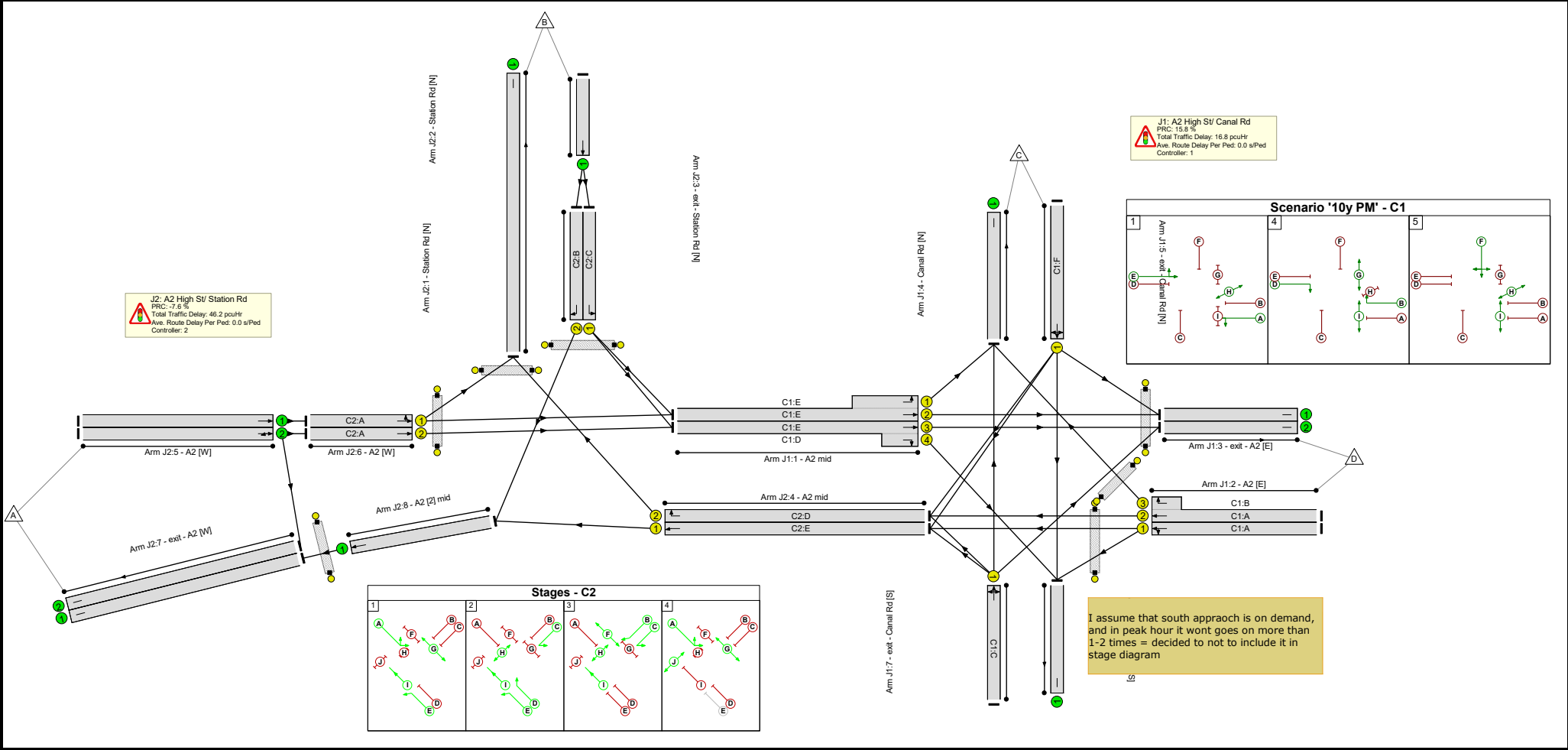
Stage	1	2	3	4
Duration	21	41	5	7
Change Point	22	52	106	4

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	15.76	16.76
C2	1	-7.61	44.52
Total Network Delay: 62.91 pcuHr			
Worst PRC: -7.61 % (On Lane J2:6/1 in Stream 1)			

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	-	-	N/A	-	-		-	-	-	-	-	-	96.9%
J1: A2 High St/ Canal Rd	-	-	N/A	-	-		-	-	-	-	-	-	77.7%
1/2+1/1	A2 mid Ahead Left	U	N/A	N/A	C1:E		1	76	-	956	1900:1737	1214+23	77.3 : 77.3%
1/3+1/4	A2 mid Ahead Right	U	N/A	N/A	C1:E C1:D		1	76:11	-	946	1900:1900	1217+0	77.7 : 0.0%
2/1	A2 [E] Ahead Left	U	N/A	N/A	C1:A		1	74	-	900	1940	1213	74.2%
2/2+2/3	A2 [E] Ahead Right	U	N/A	N/A	C1:A C1:B		1	74:7	-	561	1940:1687	1190+22	46.3 : 46.3%
3/1	exit - A2 [E]	U	N/A	N/A	-		-	-	-	947	Inf	Inf	0.0%
3/2	exit - A2 [E]	U	N/A	N/A	-		-	-	-	946	Inf	Inf	0.0%
4/1	Canal Rd [N] Right Left Ahead	U	N/A	N/A	C1:F		1	7	-	13	1752	117	11.1%
5/1	exit - Canal Rd [N]	U	N/A	N/A	-		-	-	-	28	Inf	Inf	0.0%
6/1	Canal Rd [S] Left Right Ahead	U	N/A	N/A	C1:C		0	0	-	0	1940	0	0.0%
7/1	exit - Canal Rd [S]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	-
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:I		1	31	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:H		1	92	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C1:G		1	7	-	0	-	0	0.0%
J2: A2 High St/ Station Rd	-	-	N/A	-	-		-	-	-	-	-	-	96.9%
1/1	Station Rd [N] Left	U	N/A	N/A	C2:C		1	59	-	714	1724	862	82.8%

Full Input Data And Results

1/2	Station Rd [N] Right	U	N/A	N/A	C2:B		1	13	-	0	1940	226	0.0%
2/1	Station Rd [N] Ahead	U	N/A	N/A	-		-	-	-	714	1940	1940	36.8%
3/1	exit - Station Rd [N]	U	N/A	N/A	-		-	-	-	553	Inf	Inf	0.0%
4/1	A2 mid Ahead	U	N/A	N/A	C2:E		1	82	-	902	1965	1359	66.4%
4/2	A2 mid Right	U	N/A	N/A	C2:D		1	45	-	553	1709	655	84.4%
5/1	A2 [W] Ahead	U	N/A	N/A	-		-	-	-	595	1940	1940	30.7%
5/2	A2 [W] Ahead U-Turn	U	N/A	N/A	-		-	-	-	1079	1856	1856	58.1%
6/1	A2 [W] Left Ahead	U	N/A	N/A	C2:A		1	37	-	595	1940	614	96.9%
6/2	A2 [W] Ahead	U	N/A	N/A	C2:A		1	37	-	593	1940	614	96.5%
7/1	exit - A2 [W]	U	N/A	N/A	-		-	-	-	902	Inf	Inf	0.0%
7/2	exit - A2 [W]	U	N/A	N/A	-		-	-	-	486	Inf	Inf	0.0%
8/1	A2 [2] mid Ahead	U	N/A	N/A	-		-	-	-	902	1965	1965	45.9%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C2:J		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C2:H		1	63	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C2:F		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C2:G		1	43	-	0	-	0	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	-	-	0	0	0	33.8	29.1	0.0	62.9	-	-	-	-
J1: A2 High St/ Canal Rd	-	-	0	0	0	11.4	5.3	0.0	16.8	-	-	-	-
1/2+1/1	956	956	-	-	-	2.7	1.7	-	4.4	16.5	20.5	1.7	22.2
1/3+1/4	946	946	-	-	-	2.6	1.7	-	4.4	16.6	15.5	1.7	17.2
2/1	900	900	-	-	-	3.9	1.4	-	5.4	21.4	20.7	1.4	22.2
2/2+2/3	561	561	-	-	-	2.0	0.4	-	2.4	15.3	9.8	0.4	10.2
3/1	947	947	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	946	946	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	13	13	-	-	-	0.2	0.1	-	0.3	70.1	0.4	0.1	0.5
5/1	28	28	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	-	-	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A2 High St/ Station Rd	-	-	0	0	0	22.4	23.8	0.0	46.2	-	-	-	-
1/1	714	714	-	-	-	5.1	2.3	-	7.4	37.4	20.2	2.3	22.6
1/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	714	714	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
3/1	553	553	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	902	902	-	-	-	0.1	1.0	-	1.1	4.4	0.4	1.0	1.4
4/2	553	553	-	-	-	3.9	2.6	-	6.4	41.9	17.4	2.6	20.0
5/1	595	595	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/2	1079	1079	-	-	-	0.0	0.7	-	0.7	2.3	0.0	0.7	0.7
6/1	595	595	-	-	-	6.7	8.3	-	15.0	90.5	19.5	8.3	27.8

Full Input Data And Results

[illegible]

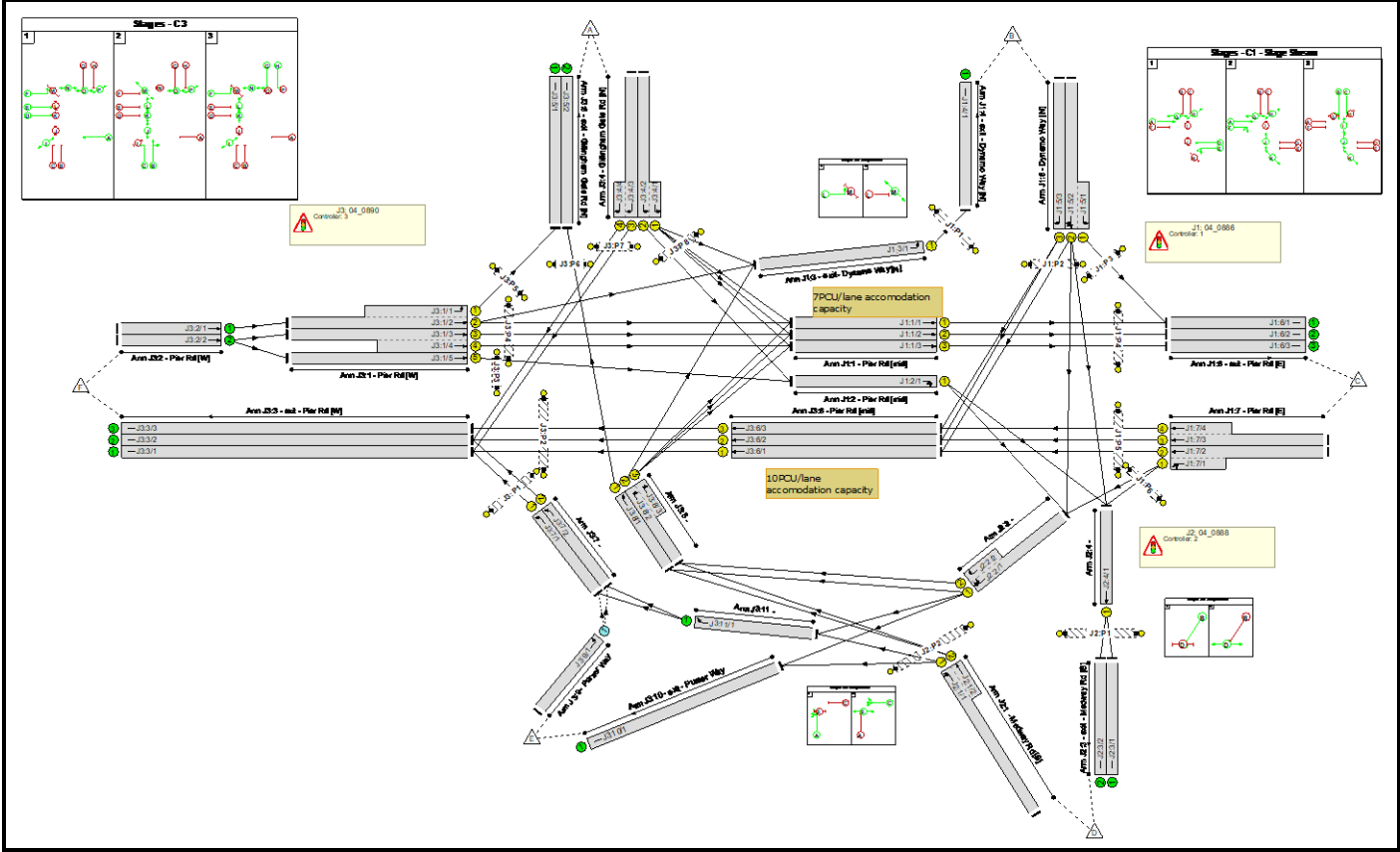
Full Input Data And Results

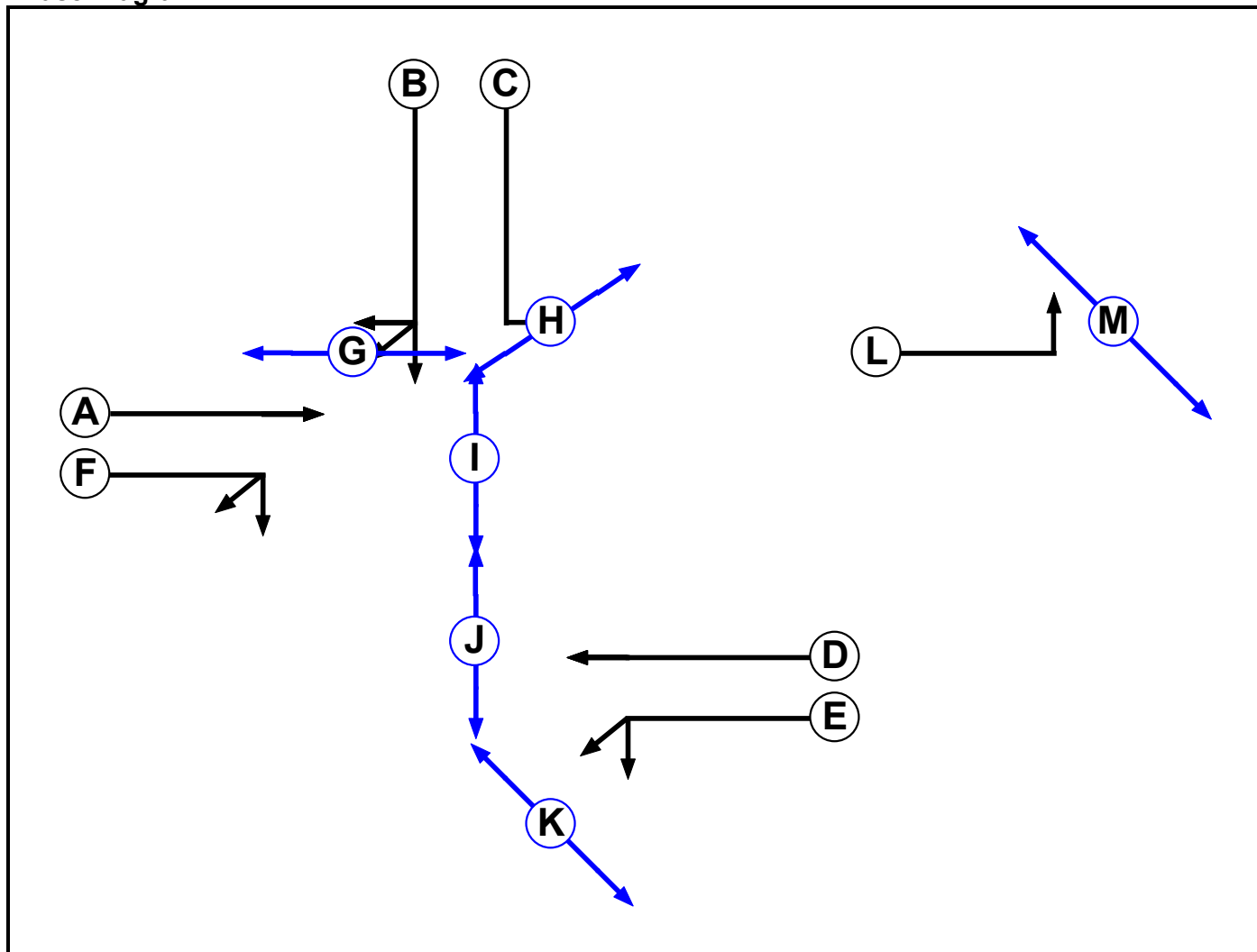
Full Input Data And Results

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	J8.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



C1
Phase Diagram

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	1		7	7
D	Traffic	1		7	7
E	Traffic	1		7	7
F	Traffic	1		7	7
G	Pedestrian	1		5	5
H	Pedestrian	1		5	5
I	Pedestrian	1		5	5
J	Pedestrian	1		5	5
K	Pedestrian	1		5	5
L	Traffic	2		7	7
M	Pedestrian	2		5	5

Phase Intergreens Matrix

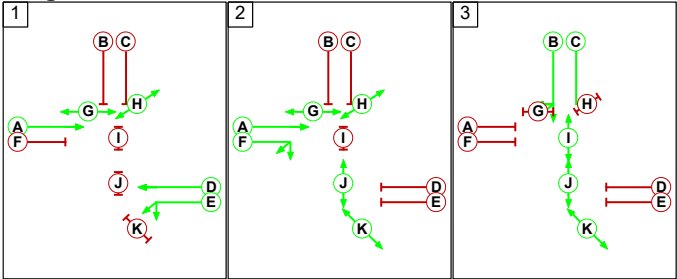
Terminating Phase	Starting Phase													
		A	B	C	D	E	F	G	H	I	J	K	L	M
	A		12	12	-	-	-	-	-	12	-	-	-	-
	B	13		-	13	13	12	12	-	-	-	-	-	-
	C	13	-		-	-	-	-	13	-	-	-	-	-
	D	-	12	-		-	8	-	-	-	8	-	-	-
	E	-	12	-	-		8	-	-	-	-	8	-	-
	F	-	12	-	11	11		-	-	-	-	-	-	-
	G	-	12	-	-	-	-		-	-	-	-	-	-
	H	-	-	12	-	-	-	-		-	-	-	-	-
	I	13	-	-	-	-	-	-	-		-	-	-	-
	J	-	-	-	11	-	-	-	-	-		-	-	-
	K	-	-	-	-	11	-	-	-	-	-		-	-
	L	-	-	-	-	-	-	-	-	-	-	-		7
	M	-	-	-	-	-	-	-	-	-	-	-	9	

Phases in Stage

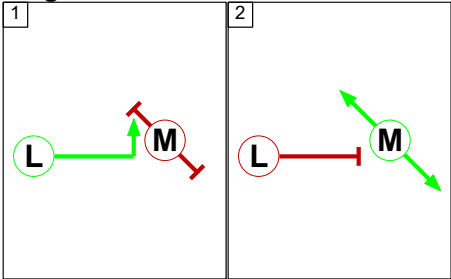
Stream	Stage No.	Phases in Stage
1	1	A D E G H
1	2	A F G H J K
1	3	B C I J K
2	1	L
2	2	M

Stage Diagram

Stage Stream: 1



Stage Stream: 2



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					

Prohibited Stage Change

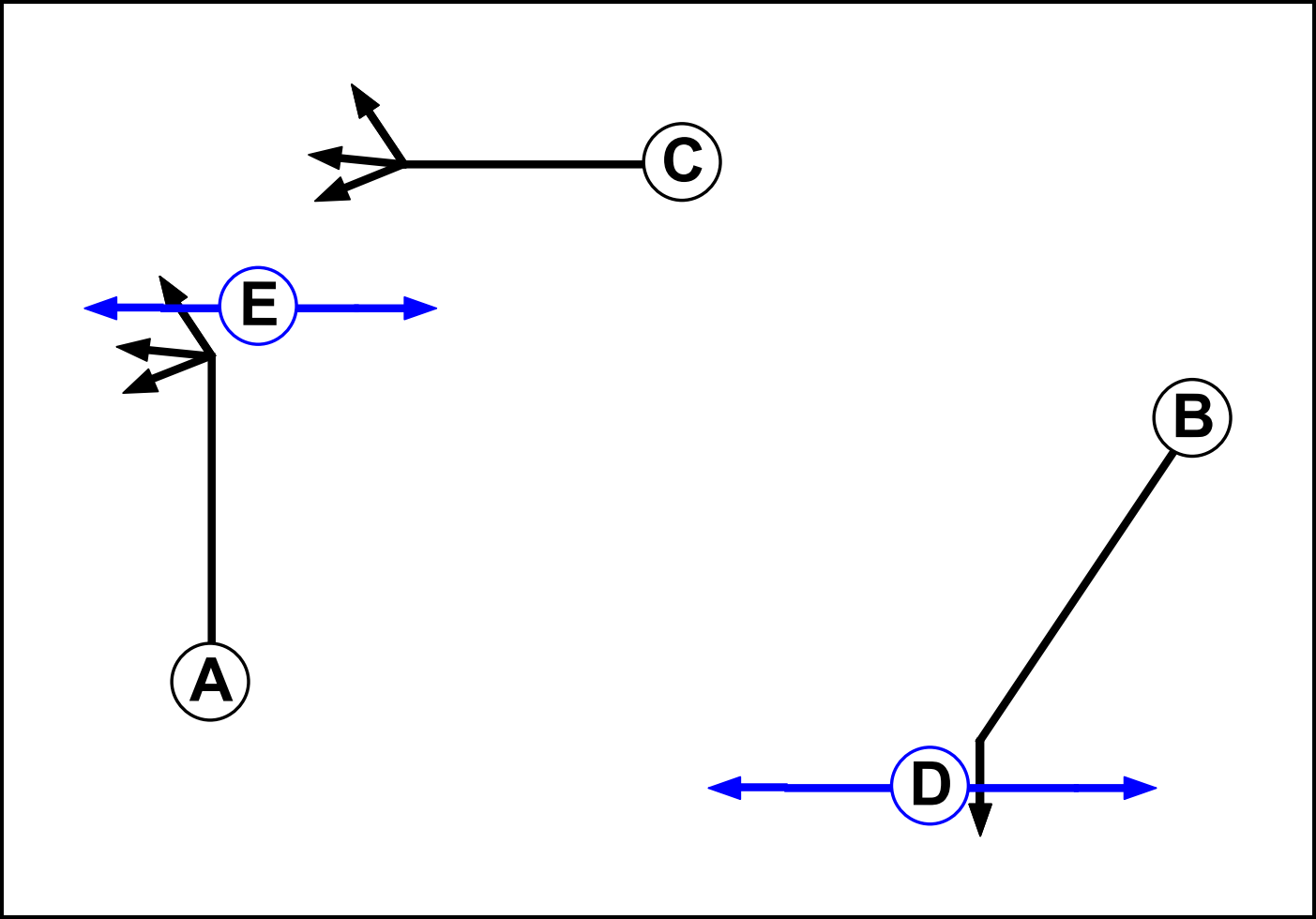
Stage Stream: 1

	To Stage			
From Stage		1	2	3
	1		8	12
	2	11		12
	3	13	13	

Stage Stream: 2

	To Stage		
From Stage		1	2
	1		7
	2	9	

C2
Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	2		7	7
C	Traffic	1		7	7
D	Pedestrian	2		5	5
E	Pedestrian	1		5	5

Phase Intergreens Matrix

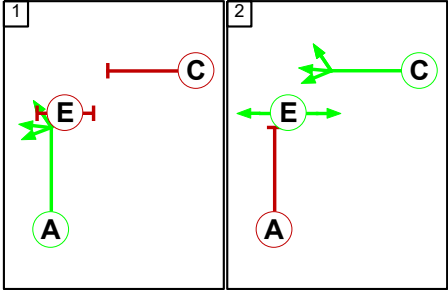
Terminating Phase	Starting Phase					
		A	B	C	D	E
	A		-	7	-	7
	B	-		-	6	-
	C	11	-		-	-
	D	-	9	-		-
	E	11	-	-	-	

Phases in Stage

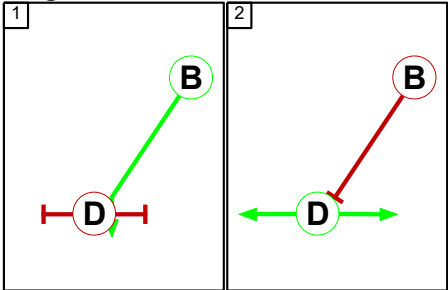
Stream	Stage No.	Phases in Stage
1	1	A
1	2	C E
2	1	B
2	2	D

Stage Diagram

Stage Stream: 1



Stage Stream: 2



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					

Prohibited Stage Change

Stage Stream: 1

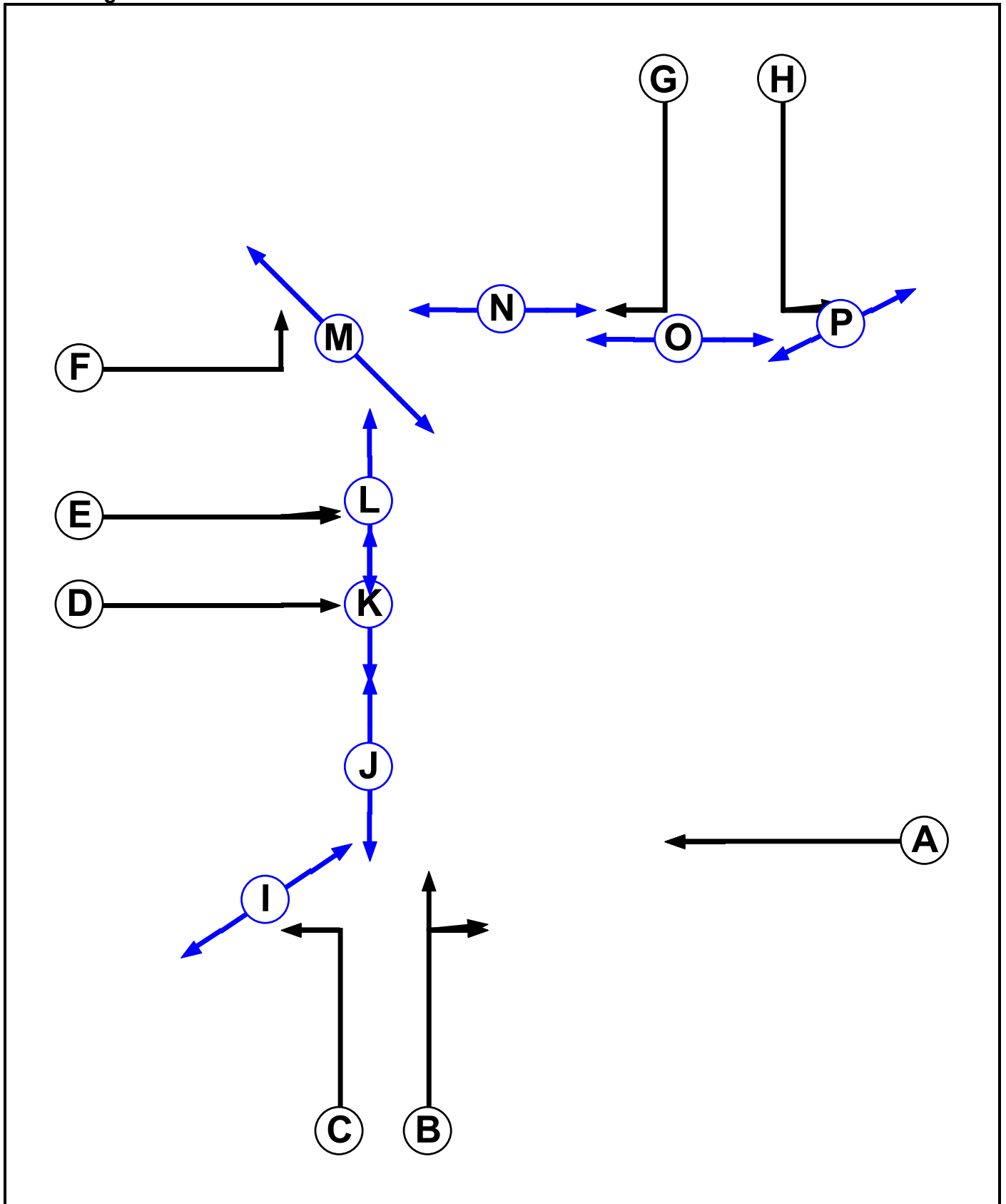
	To Stage		
From Stage		1	2
	1		7
	2	11	

Stage Stream: 2

	To Stage		
From Stage		1	2
	1		6
	2	9	

C3

Phase Diagram



Phase Input Data

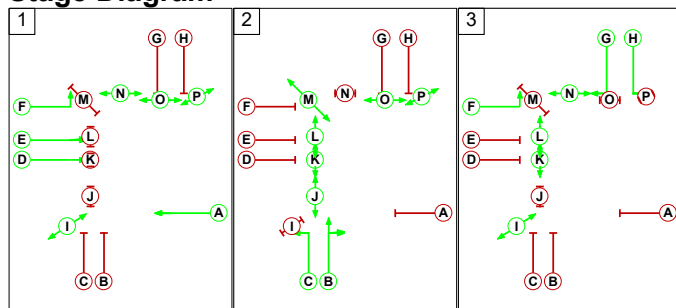
Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Traffic		7	7
H	Traffic		7	7
I	Pedestrian		5	5
J	Pedestrian		5	5
K	Pedestrian		5	5
L	Pedestrian		5	5
M	Pedestrian		5	5
N	Pedestrian		5	5
O	Pedestrian		5	5
P	Pedestrian		5	5

Phase Intergreens Matrix

		Starting Phase															
		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Terminating Phase	A	11	11	-	-	-	12	12	-	11	-	-	-	-	-	-	-
	B	13	-	13	13	13	13	13	-	-	-	-	-	13	-	-	-
	C	13	-	-	-	-	13	-	13	-	-	-	-	-	-	-	-
	D	-	11	-	-	-	12	12	-	-	11	-	-	-	-	-	-
	E	-	11	-	-	-	12	12	-	-	-	11	-	-	-	-	-
	F	-	11	-	-	-	-	-	-	-	-	-	-	11	-	-	-
	G	11	13	13	11	11	-	-	-	13	-	-	-	-	-	13	-
	H	11	13	-	12	12	-	-	-	-	-	-	-	-	-	-	13
	I	-	-	12	-	-	-	-	-	-	-	-	-	-	-	-	-
	J	13	-	-	-	-	-	13	-	-	-	-	-	-	-	-	-
	K	-	-	-	13	-	-	-	-	-	-	-	-	-	-	-	-
	L	-	-	-	-	13	-	-	-	-	-	-	-	-	-	-	-
	M	-	-	-	-	-	13	-	-	-	-	-	-	-	-	-	-
	N	-	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	O	-	-	-	-	-	-	13	-	-	-	-	-	-	-	-	-
	P	-	-	-	-	-	-	-	13	-	-	-	-	-	-	-	-

Phases in Stage

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

Stage Diagram**Phase Delays**

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

Prohibited Stage Change

From Stage	To Stage			
		1	2	3
	1		13	13
	2	13		13
	3	13	13	

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: 04_0886
There are no Opposed Lanes in this Junction

Junction: J2: 04_0888
There are no Opposed Lanes in this Junction

Junction: J3: 04_0890											
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)
J3:9/1 (Purser Way)	J3:7/1 (Left)	1439	0	J3:11/1	1.09	All	-	-	-	-	-
	J3:7/2 (Left)	1439	0	J3:11/1	1.09	All					

Full Input Data And Results

Lane Input Data

Junction: J1: 04_0886												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J1:1/1 (Pier Rd [mid])	U	A	2	3	16.3	Geom	-	3.25	0.00	Y	Arm J1:6 Ahead	Inf
J1:1/2 (Pier Rd [mid])	U	A	2	3	16.3	Geom	-	3.25	0.00	Y	Arm J1:6 Ahead	Inf
J1:1/3 (Pier Rd [mid])	U	A	2	3	16.3	Geom	-	3.25	0.00	Y	Arm J1:6 Ahead	Inf
J1:2/1 (Pier Rd [mid])	U	F	2	3	13.0	Geom	-	3.25	0.00	Y	Arm J2:2 U-Turn	16.00
											Arm J2:4 Right	16.00
J1:3/1 (exit - Dynamo Way [N])	U	L	2	3	17.0	Geom	-	3.25	0.00	Y	Arm J1:4 Left	Inf
J1:4/1 (exit - Dynamo Way [N])	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:5/1 (Dynamo Way [N])	U	C	2	3	6.1	Geom	-	3.25	0.00	Y	Arm J1:6 Left	45.00
J1:5/2 (Dynamo Way [N])	U	B	2	3	10.1	Geom	-	3.25	0.00	Y	Arm J3:6 Right	16.00
											Arm J2:2 Right	25.00
											Arm J2:4 Ahead	Inf
J1:5/3 (Dynamo Way [N])	U	B	2	3	10.1	Geom	-	3.25	0.00	Y	Arm J3:6 Right	16.00
J1:6/1 (exit - Pier Rd [E])	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:6/2 (exit - Pier Rd [E])	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:6/3 (exit - Pier Rd [E])	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:7/1 (Pier Rd [E])	U	E	2	3	7.0	Geom	-	3.25	0.00	Y	Arm J2:2 Ahead	Inf
											Arm J2:4 Left	28.00
J1:7/2 (Pier Rd [E])	U	D	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J3:6 Ahead	Inf
J1:7/3 (Pier Rd [E])	U	D	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J3:6 Ahead	Inf

Full Input Data And Results

J1:7/4 (Pier Rd [E])	U	D	2	3	7.8	Geom	-	3.25	0.00	Y	Arm J3:6 Ahead	Inf
-------------------------	---	---	---	---	-----	------	---	------	------	---	-------------------	-----

Junction: J2: 04_0888												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J2:1/1 (Medway Rd [S])	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J3:10 Left	22.00
											Arm J3:11 Left	22.00
J2:1/2 (Medway Rd [S])	U	A	2	3	5.0	Geom	-	3.25	0.00	Y	Arm J3:8 Ahead	25.00
J2:2/1	U	C	2	3	12.2	Geom	-	3.25	0.00	Y	Arm J3:8 Right	28.00
											Arm J3:10 Ahead	28.00
											Arm J3:11 Ahead	28.00
J2:2/2	U	C	2	3	5.2	Geom	-	3.25	0.00	Y	Arm J3:8 Right	28.00
J2:3/1 (exit - Medway Rd [S])	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:3/2 (exit - Medway Rd [S])	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:4/1	U	B	2	3	7.8	Geom	-	3.25	0.00	Y	Arm J2:3 Ahead	Inf

Full Input Data And Results

Junction: J3: 04_0890												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J3:1/1 (Pier Rd [W])	U	F	2	3	13.2	Geom	-	3.25	0.00	Y	Arm J3:5 Left	24.00
J3:1/2 (Pier Rd [W])	U	E	2	3	19.7	Geom	-	3.25	0.00	Y	Arm J1:1 Ahead	Inf
											Arm J1:3 Ahead	Inf
J3:1/3 (Pier Rd [W])	U	E	2	3	19.7	Geom	-	3.25	0.00	Y	Arm J1:1 Ahead	Inf
J3:1/4 (Pier Rd [W])	U	E	2	3	11.5	Geom	-	3.25	0.00	Y	Arm J1:1 Ahead	Inf
J3:1/5 (Pier Rd [W])	U	D	2	3	19.7	Geom	-	3.25	0.00	Y	Arm J1:2 Ahead	Inf
J3:2/1 (Pier Rd [W])	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:2/2 (Pier Rd [W])	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:3/1 (exit - Pier Rd [W])	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:3/2 (exit - Pier Rd [W])	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:3/3 (exit - Pier Rd [W])	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:4/1 (Gillingham Gate Rd [N])	U	H	2	3	4.5	Geom	-	3.25	0.00	Y	Arm J1:1 Left	33.00
											Arm J1:3 Left	Inf
J3:4/2 (Gillingham Gate Rd [N])	U	H	2	3	10.1	Geom	-	3.25	0.00	Y	Arm J1:2 Left	55.00
J3:4/3 (Gillingham Gate Rd [N])	U	G	2	3	10.1	Geom	-	3.25	0.00	Y	Arm J3:3 Right	13.00
J3:4/4 (Gillingham Gate Rd [N])	U	G	2	3	4.5	Geom	-	3.25	0.00	Y	Arm J3:3 Right	10.00
J3:5/1 (exit - Gillingham Gate Rd [N])	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

J3:5/2 (exit - Gillingham Gate Rd [N])	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:6/1 (Pier Rd [mid])	U	A	2	3	14.3	Geom	-	3.25	0.00	Y	Arm J3:3 Ahead	Inf
J3:6/2 (Pier Rd [mid])	U	A	2	3	14.3	Geom	-	3.25	0.00	Y	Arm J3:3 Ahead	Inf
J3:6/3 (Pier Rd [mid])	U	A	2	3	14.3	Geom	-	3.25	0.00	Y	Arm J3:3 Ahead	Inf
J3:7/1	U	C	2	3	3.1	Geom	-	3.25	0.00	Y	Arm J3:3 Left	43.00
J3:7/2	U	C	2	3	3.1	Geom	-	3.25	0.00	Y	Arm J3:3 Left	43.00
J3:8/1	U	B	2	3	13.0	Geom	-	3.25	0.00	Y	Arm J3:5 Ahead	Inf
J3:8/2	U	B	2	3	13.0	Geom	-	3.25	0.00	Y	Arm J1:3 Right	25.00
J3:8/3	U	B	2	3	5.0	Geom	-	3.25	0.00	Y	Arm J1:1 Right	21.00
J3:9/1 (Purser Way)	O		2	3	60.0	Geom	-	3.25	0.00	Y	Arm J3:7 Left	19.00
J3:10/1 (exit - Purser Way)	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:11/1	U		2	3	11.3	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2041 DS AM'	08:00	09:00	01:00	
2: '2041 DS PM'	16:00	17:00	01:00	
3: '2041 RC AM'	08:00	09:00	01:00	
4: '2041 RC PM'	16:00	17:00	01:00	
5: '2023 Base AM'	07:45	08:45	01:00	
6: '2023 Base PM'	16:30	17:30	01:00	
7: '5y AM'	08:00	09:00	01:00	
8: '10y AM'	08:00	09:00	01:00	
9: '5y PM'	16:00	17:00	01:00	
10: '10y PM'	16:00	17:00	01:00	

Full Input Data And Results

Scenario 1: 'AM Peak MaxSet A' (FG1: '2041 DS AM', Plan 1: 'AM Peak MaxSet A')

Traffic Flows, Desired

Desired Flow :

	Destination							
Origin		A	B	C	D	E	F	Tot.
	A	0	0	72	45	0	275	392
	B	2	0	52	34	6	205	299
	C	221	14	0	76	8	1256	1575
	D	141	16	33	0	0	644	834
	E	0	0	0	0	0	0	0
	F	274	22	1512	316	28	0	2152
	Tot.	638	52	1669	471	42	2380	5252

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: AM Peak MaxSet A
Junction: J1: 04_0886	
J1:1/1	547
J1:1/2	540
J1:1/3	530
J1:2/1	389
J1:3/1	52
J1:4/1	52
J1:5/1 (short)	52
J1:5/2 (with short)	179(In) 127(Out)
J1:5/3	120
J1:6/1	599
J1:6/2	540
J1:6/3	530
J1:7/1 (short)	319
J1:7/2 (with short)	734(In) 415(Out)
J1:7/3 (with short)	841(In) 421(Out)
J1:7/4 (short)	420
Junction: J2: 04_0888	
J2:1/1 (with short)	834(In) 644(Out)
J2:1/2 (short)	190
J2:2/1 (with short)	279(In) 265(Out)
J2:2/2 (short)	14
J2:3/1	235
J2:3/2	236
J2:4/1	471
Junction: J3: 04_0890	
J3:1/1 (short)	274
J3:1/2 (with short)	820(In) 546(Out)
J3:1/3 (with short)	988(In) 495(Out)
J3:1/4 (short)	493
J3:1/5	344
J3:2/1	820
J3:2/2	1332

Full Input Data And Results

J3:3/1	962
J3:3/2	938
J3:3/3	480
J3:4/1 (short)	72
J3:4/2 (with short)	117(In) 45(Out)
J3:4/3 (with short)	275(In) 140(Out)
J3:4/4 (short)	135
J3:5/1	274
J3:5/2	364
J3:6/1	500
J3:6/2	481
J3:6/3	480
J3:7/1	322
J3:7/2	322
J3:8/1	364
J3:8/2 (with short)	63(In) 30(Out)
J3:8/3 (short)	33
J3:9/1	0
J3:10/1	42
J3:11/1	644

Lane Saturation Flows

Junction: J1: 04_0886								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:1/2 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:1/3 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:2/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J2:2 U-Turn Arm J2:4 Right	16.00 16.00	7.2 % 92.8 %	1774	1774
J1:3/1 (exit - Dynamo Way [N])	3.25	0.00	Y	Arm J1:4 Left	Inf	100.0 %	1940	1940
J1:4/1 (exit - Dynamo Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Dynamo Way [N])	3.25	0.00	Y	Arm J1:6 Left	45.00	100.0 %	1877	1877
J1:5/2 (Dynamo Way [N])	3.25	0.00	Y	Arm J3:6 Right	16.00	66.9 %	1819	1819
				Arm J2:2 Right	25.00	6.3 %		
				Arm J2:4 Ahead	Inf	26.8 %		
J1:5/3 (Dynamo Way [N])	3.25	0.00	Y	Arm J3:6 Right	16.00	100.0 %	1774	1774
J1:6/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:6/3 (exit - Pier Rd [E] Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Pier Rd [E])	3.25	0.00	Y	Arm J2:2 Ahead	Inf	76.2 %	1916	1916
				Arm J2:4 Left	28.00	23.8 %		
J1:7/2 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940
J1:7/3 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940
J1:7/4 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

Junction: J2: 04_0888								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Medway Rd [S])	3.25	0.00	Y	Arm J3:10 Left	22.00	0.0 %	1816	1816
				Arm J3:11 Left	22.00	100.0 %		
J2:1/2 (Medway Rd [S])	3.25	0.00	Y	Arm J3:8 Ahead	25.00	100.0 %	1830	1830
J2:2/1	3.25	0.00	Y	Arm J3:8 Right	28.00	84.2 %	1841	1841
				Arm J3:10 Ahead	28.00	15.8 %		
				Arm J3:11 Ahead	28.00	0.0 %		
J2:2/2	3.25	0.00	Y	Arm J3:8 Right	28.00	100.0 %	1841	1841
J2:3/1 (exit - Medway Rd [S] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (exit - Medway Rd [S] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:4/1	3.25	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

Junction: J3: 04_0890								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Pier Rd [W])	3.25	0.00	Y	Arm J3:5 Left	24.00	100.0 %	1826	1826
J3:1/2 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	96.0 %	1940	1940
				Arm J1:3 Ahead	Inf	4.0 %		
J3:1/3 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J3:1/4 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J3:1/5 (Pier Rd [W])	3.25	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1940	1940
J3:2/1 (Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/2 (Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/3 (exit - Pier Rd [W] Lane 3)	Infinite Saturation Flow						Inf	Inf
J3:4/1 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J1:1 Left	33.00	100.0 %	1856	1856
				Arm J1:3 Left	Inf	0.0 %		
J3:4/2 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J1:2 Left	55.00	100.0 %	1888	1888
J3:4/3 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J3:3 Right	13.00	100.0 %	1739	1739
J3:4/4 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J3:3 Right	10.00	100.0 %	1687	1687
J3:5/1 (exit - Gillingham Gate Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/2 (exit - Gillingham Gate Rd [N] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:6/2 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:6/3 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:7/1	3.25	0.00	Y	Arm J3:3 Left	43.00	100.0 %	1875	1875
J3:7/2	3.25	0.00	Y	Arm J3:3 Left	43.00	100.0 %	1875	1875
J3:8/1	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:8/2	3.25	0.00	Y	Arm J1:3 Right	25.00	100.0 %	1830	1830
J3:8/3	3.25	0.00	Y	Arm J1:1 Right	21.00	100.0 %	1811	1811

Full Input Data And Results

J3:9/1 (Purser Way)	3.25	0.00	Y	Arm J3:7 Left	19.00	0.0 %	1940	1940
J3:10/1 (exit - Purser Way Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:11/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'PM Peak MaxSet C' (FG1: '2041 DS AM', Plan 1: 'AM Peak MaxSet A')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	0	72	45	0	275	392
	B	2	0	52	34	6	205	299
	C	221	14	0	76	8	1256	1575
	D	141	16	33	0	0	644	834
	E	0	0	0	0	0	0	0
	F	274	22	1512	316	28	0	2152
	Tot.	638	52	1669	471	42	2380	5252

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: PM Peak MaxSet C
Junction: J1: 04_0886	
J1:1/1	538
J1:1/2	539
J1:1/3	540
J1:2/1	389
J1:3/1	52
J1:4/1	52
J1:5/1 (short)	52
J1:5/2 (with short)	177(In) 125(Out)
J1:5/3	122
J1:6/1	590
J1:6/2	539
J1:6/3	540
J1:7/1 (short)	319
J1:7/2 (with short)	732(In) 413(Out)
J1:7/3 (with short)	843(In) 421(Out)
J1:7/4 (short)	422
Junction: J2: 04_0888	
J2:1/1 (with short)	834(In) 644(Out)
J2:1/2 (short)	190
J2:2/1 (with short)	279(In) 265(Out)
J2:2/2 (short)	14
J2:3/1	235
J2:3/2	236
J2:4/1	471
Junction: J3: 04_0890	
J3:1/1 (short)	274
J3:1/2 (with short)	814(In) 540(Out)
J3:1/3 (with short)	994(In) 495(Out)
J3:1/4 (short)	499
J3:1/5	344
J3:2/1	814
J3:2/2	1338

Full Input Data And Results

J3:3/1	958
J3:3/2	939
J3:3/3	483
J3:4/1 (short)	72
J3:4/2 (with short)	117(In) 45(Out)
J3:4/3 (with short)	275(In) 140(Out)
J3:4/4 (short)	135
J3:5/1	274
J3:5/2	364
J3:6/1	496
J3:6/2	482
J3:6/3	483
J3:7/1	322
J3:7/2	322
J3:8/1	364
J3:8/2 (with short)	63(In) 30(Out)
J3:8/3 (short)	33
J3:9/1	0
J3:10/1	42
J3:11/1	644

Lane Saturation Flows

Junction: J1: 04_0886								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:1/2 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:1/3 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:2/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J2:2 U-Turn Arm J2:4 Right	16.00 16.00	7.2 % 92.8 %	1774	1774
J1:3/1 (exit - Dynamo Way [N])	3.25	0.00	Y	Arm J1:4 Left	Inf	100.0 %	1940	1940
J1:4/1 (exit - Dynamo Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Dynamo Way [N])	3.25	0.00	Y	Arm J1:6 Left	45.00	100.0 %	1877	1877
J1:5/2 (Dynamo Way [N])	3.25	0.00	Y	Arm J3:6 Right	16.00	66.4 %	1820	1820
				Arm J2:2 Right	25.00	6.4 %		
				Arm J2:4 Ahead	Inf	27.2 %		
J1:5/3 (Dynamo Way [N])	3.25	0.00	Y	Arm J3:6 Right	16.00	100.0 %	1774	1774
J1:6/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:6/3 (exit - Pier Rd [E] Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Pier Rd [E])	3.25	0.00	Y	Arm J2:2 Ahead	Inf	76.2 %	1916	1916
				Arm J2:4 Left	28.00	23.8 %		
J1:7/2 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940
J1:7/3 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940
J1:7/4 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

Junction: J2: 04_0888								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Medway Rd [S])	3.25	0.00	Y	Arm J3:10 Left	22.00	0.0 %	1816	1816
				Arm J3:11 Left	22.00	100.0 %		
J2:1/2 (Medway Rd [S])	3.25	0.00	Y	Arm J3:8 Ahead	25.00	100.0 %	1830	1830
J2:2/1	3.25	0.00	Y	Arm J3:8 Right	28.00	84.2 %	1841	1841
				Arm J3:10 Ahead	28.00	15.8 %		
				Arm J3:11 Ahead	28.00	0.0 %		
J2:2/2	3.25	0.00	Y	Arm J3:8 Right	28.00	100.0 %	1841	1841
J2:3/1 (exit - Medway Rd [S] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (exit - Medway Rd [S] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:4/1	3.25	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

Junction: J3: 04_0890								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Pier Rd [W])	3.25	0.00	Y	Arm J3:5 Left	24.00	100.0 %	1826	1826
J3:1/2 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	95.9 %	1940	1940
				Arm J1:3 Ahead	Inf	4.1 %		
J3:1/3 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J3:1/4 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J3:1/5 (Pier Rd [W])	3.25	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1940	1940
J3:2/1 (Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/2 (Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/3 (exit - Pier Rd [W] Lane 3)	Infinite Saturation Flow						Inf	Inf
J3:4/1 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J1:1 Left	33.00	100.0 %	1856	1856
				Arm J1:3 Left	Inf	0.0 %		
J3:4/2 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J1:2 Left	55.00	100.0 %	1888	1888
J3:4/3 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J3:3 Right	13.00	100.0 %	1739	1739
J3:4/4 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J3:3 Right	10.00	100.0 %	1687	1687
J3:5/1 (exit - Gillingham Gate Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/2 (exit - Gillingham Gate Rd [N] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:6/2 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:6/3 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:7/1	3.25	0.00	Y	Arm J3:3 Left	43.00	100.0 %	1875	1875
J3:7/2	3.25	0.00	Y	Arm J3:3 Left	43.00	100.0 %	1875	1875
J3:8/1	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:8/2	3.25	0.00	Y	Arm J1:3 Right	25.00	100.0 %	1830	1830
J3:8/3	3.25	0.00	Y	Arm J1:1 Right	21.00	100.0 %	1811	1811

Full Input Data And Results

J3:9/1 (Purser Way)	3.25	0.00	Y	Arm J3:7 Left	19.00	0.0 %	1940	1940
J3:10/1 (exit - Purser Way Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:11/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2041 DS AM' (FG1: '2041 DS AM', Plan 1: 'AM Peak MaxSet A')

Traffic Flows, Desired

Desired Flow :

	Destination							
Origin		A	B	C	D	E	F	Tot.
	A	0	0	72	45	0	275	392
	B	2	0	52	34	6	205	299
	C	221	14	0	76	8	1256	1575
	D	141	16	33	0	0	644	834
	E	0	0	0	0	0	0	0
	F	274	22	1512	316	28	0	2152
	Tot.	638	52	1669	471	42	2380	5252

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2041 DS AM
Junction: J1: 04_0886	
J1:1/1	549
J1:1/2	535
J1:1/3	533
J1:2/1	389
J1:3/1	52
J1:4/1	52
J1:5/1 (short)	52
J1:5/2 (with short)	185(In) 133(Out)
J1:5/3	114
J1:6/1	601
J1:6/2	535
J1:6/3	533
J1:7/1 (short)	319
J1:7/2 (with short)	734(In) 415(Out)
J1:7/3 (with short)	841(In) 421(Out)
J1:7/4 (short)	420
Junction: J2: 04_0888	
J2:1/1 (with short)	834(In) 644(Out)
J2:1/2 (short)	190
J2:2/1 (with short)	279(In) 265(Out)
J2:2/2 (short)	14
J2:3/1	235
J2:3/2	236
J2:4/1	471
Junction: J3: 04_0890	
J3:1/1 (short)	274
J3:1/2 (with short)	818(In) 544(Out)
J3:1/3 (with short)	990(In) 495(Out)
J3:1/4 (short)	495
J3:1/5	344
J3:2/1	818
J3:2/2	1334

Full Input Data And Results

J3:3/1	968
J3:3/2	935
J3:3/3	477
J3:4/1 (short)	72
J3:4/2 (with short)	117(In) 45(Out)
J3:4/3 (with short)	275(In) 140(Out)
J3:4/4 (short)	135
J3:5/1	274
J3:5/2	364
J3:6/1	506
J3:6/2	478
J3:6/3	477
J3:7/1	322
J3:7/2	322
J3:8/1	364
J3:8/2 (with short)	63(In) 30(Out)
J3:8/3 (short)	33
J3:9/1	0
J3:10/1	42
J3:11/1	644

Lane Saturation Flows

Junction: J1: 04_0886								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:1/2 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:1/3 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:2/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J2:2 U-Turn	16.00	7.2 %	1774	1774
				Arm J2:4 Right	16.00	92.8 %		
J1:3/1 (exit - Dynamo Way [N])	3.25	0.00	Y	Arm J1:4 Left	Inf	100.0 %	1940	1940
J1:4/1 (exit - Dynamo Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Dynamo Way [N])	3.25	0.00	Y	Arm J1:6 Left	45.00	100.0 %	1877	1877
J1:5/2 (Dynamo Way [N])	3.25	0.00	Y	Arm J3:6 Right	16.00	68.4 %	1817	1817
				Arm J2:2 Right	25.00	6.0 %		
				Arm J2:4 Ahead	Inf	25.6 %		
J1:5/3 (Dynamo Way [N])	3.25	0.00	Y	Arm J3:6 Right	16.00	100.0 %	1774	1774
J1:6/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:6/3 (exit - Pier Rd [E] Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Pier Rd [E])	3.25	0.00	Y	Arm J2:2 Ahead	Inf	76.2 %	1916	1916
				Arm J2:4 Left	28.00	23.8 %		
J1:7/2 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940
J1:7/3 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940
J1:7/4 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

Junction: J2: 04_0888								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Medway Rd [S])	3.25	0.00	Y	Arm J3:10 Left	22.00	0.0 %	1816	1816
				Arm J3:11 Left	22.00	100.0 %		
J2:1/2 (Medway Rd [S])	3.25	0.00	Y	Arm J3:8 Ahead	25.00	100.0 %	1830	1830
J2:2/1	3.25	0.00	Y	Arm J3:8 Right	28.00	84.2 %	1841	1841
				Arm J3:10 Ahead	28.00	15.8 %		
				Arm J3:11 Ahead	28.00	0.0 %		
J2:2/2	3.25	0.00	Y	Arm J3:8 Right	28.00	100.0 %	1841	1841
J2:3/1 (exit - Medway Rd [S] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (exit - Medway Rd [S] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:4/1	3.25	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

Junction: J3: 04_0890								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Pier Rd [W])	3.25	0.00	Y	Arm J3:5 Left	24.00	100.0 %	1826	1826
J3:1/2 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	96.0 %	1940	1940
				Arm J1:3 Ahead	Inf	4.0 %		
J3:1/3 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J3:1/4 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J3:1/5 (Pier Rd [W])	3.25	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1940	1940
J3:2/1 (Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/2 (Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/3 (exit - Pier Rd [W] Lane 3)	Infinite Saturation Flow						Inf	Inf
J3:4/1 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J1:1 Left	33.00	100.0 %	1856	1856
				Arm J1:3 Left	Inf	0.0 %		
J3:4/2 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J1:2 Left	55.00	100.0 %	1888	1888
J3:4/3 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J3:3 Right	13.00	100.0 %	1739	1739
J3:4/4 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J3:3 Right	10.00	100.0 %	1687	1687
J3:5/1 (exit - Gillingham Gate Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/2 (exit - Gillingham Gate Rd [N] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:6/2 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:6/3 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:7/1	3.25	0.00	Y	Arm J3:3 Left	43.00	100.0 %	1875	1875
J3:7/2	3.25	0.00	Y	Arm J3:3 Left	43.00	100.0 %	1875	1875
J3:8/1	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:8/2	3.25	0.00	Y	Arm J1:3 Right	25.00	100.0 %	1830	1830
J3:8/3	3.25	0.00	Y	Arm J1:1 Right	21.00	100.0 %	1811	1811

Full Input Data And Results

J3:9/1 (Purser Way)	3.25	0.00	Y	Arm J3:7 Left	19.00	0.0 %	1940	1940
J3:10/1 (exit - Purser Way Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:11/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2041 DS PM' (FG2: '2041 DS PM', Plan 1: 'AM Peak MaxSet A')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	3	196	77	0	616	892
	B	1	0	94	25	0	255	375
	C	152	57	0	100	0	1177	1486
	D	71	45	55	0	0	736	907
	E	0	0	0	0	0	0	0
	F	188	56	1497	428	0	0	2169
	Tot.	412	161	1842	630	0	2784	5829

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2041 DS PM
Junction: J1: 04_0886	
J1:1/1	579
J1:1/2	583
J1:1/3	586
J1:2/1	505
J1:3/1	161
J1:4/1	161
J1:5/1 (short)	94
J1:5/2 (with short)	243(In) 149(Out)
J1:5/3	132
J1:6/1	673
J1:6/2	583
J1:6/3	586
J1:7/1 (short)	309
J1:7/2 (with short)	687(In) 378(Out)
J1:7/3 (with short)	799(In) 400(Out)
J1:7/4 (short)	399
Junction: J2: 04_0888	
J2:1/1 (with short)	907(In) 736(Out)
J2:1/2 (short)	171
J2:2/1 (with short)	210(In) 153(Out)
J2:2/2 (short)	57
J2:3/1	314
J2:3/2	316
J2:4/1	630
Junction: J3: 04_0890	
J3:1/1 (short)	188
J3:1/2 (with short)	752(In) 564(Out)
J3:1/3 (with short)	989(In) 494(Out)
J3:1/4 (short)	495
J3:1/5	428
J3:2/1	752
J3:2/2	1417

Full Input Data And Results

J3:3/1	1298
J3:3/2	1021
J3:3/3	465
J3:4/1 (short)	199
J3:4/2 (with short)	276(In) 77(Out)
J3:4/3 (with short)	616(In) 429(Out)
J3:4/4 (short)	187
J3:5/1	188
J3:5/2	224
J3:6/1	501
J3:6/2	466
J3:6/3	465
J3:7/1	368
J3:7/2	368
J3:8/1	224
J3:8/2 (with short)	157(In) 102(Out)
J3:8/3 (short)	55
J3:9/1	0
J3:10/1	0
J3:11/1	736

Lane Saturation Flows

Junction: J1: 04_0886								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:1/2 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:1/3 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:2/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J2:2 U-Turn	16.00	0.0 %	1774	1774
				Arm J2:4 Right	16.00	100.0 %		
J1:3/1 (exit - Dynamo Way [N])	3.25	0.00	Y	Arm J1:4 Left	Inf	100.0 %	1940	1940
J1:4/1 (exit - Dynamo Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Dynamo Way [N])	3.25	0.00	Y	Arm J1:6 Left	45.00	100.0 %	1877	1877
J1:5/2 (Dynamo Way [N])	3.25	0.00	Y	Arm J3:6 Right	16.00	82.6 %	1800	1800
				Arm J2:2 Right	25.00	0.7 %		
				Arm J2:4 Ahead	Inf	16.8 %		
J1:5/3 (Dynamo Way [N])	3.25	0.00	Y	Arm J3:6 Right	16.00	100.0 %	1774	1774
J1:6/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:6/3 (exit - Pier Rd [E] Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Pier Rd [E])	3.25	0.00	Y	Arm J2:2 Ahead	Inf	67.6 %	1907	1907
				Arm J2:4 Left	28.00	32.4 %		
J1:7/2 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940
J1:7/3 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940
J1:7/4 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

Junction: J2: 04_0888								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Medway Rd [S])	3.25	0.00	Y	Arm J3:10 Left	22.00	0.0 %	1816	1816
				Arm J3:11 Left	22.00	100.0 %		
J2:1/2 (Medway Rd [S])	3.25	0.00	Y	Arm J3:8 Ahead	25.00	100.0 %	1830	1830
J2:2/1	3.25	0.00	Y	Arm J3:8 Right	28.00	100.0 %	1841	1841
				Arm J3:10 Ahead	28.00	0.0 %		
				Arm J3:11 Ahead	28.00	0.0 %		
J2:2/2	3.25	0.00	Y	Arm J3:8 Right	28.00	100.0 %	1841	1841
J2:3/1 (exit - Medway Rd [S] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (exit - Medway Rd [S] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:4/1	3.25	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

Junction: J3: 04_0890								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Pier Rd [W])	3.25	0.00	Y	Arm J3:5 Left	24.00	100.0 %	1826	1826
J3:1/2 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	90.1 %	1940	1940
				Arm J1:3 Ahead	Inf	9.9 %		
J3:1/3 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J3:1/4 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J3:1/5 (Pier Rd [W])	3.25	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1940	1940
J3:2/1 (Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/2 (Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/3 (exit - Pier Rd [W] Lane 3)	Infinite Saturation Flow						Inf	Inf
J3:4/1 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J1:1 Left	33.00	98.5 %	1857	1857
				Arm J1:3 Left	Inf	1.5 %		
J3:4/2 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J1:2 Left	55.00	100.0 %	1888	1888
J3:4/3 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J3:3 Right	13.00	100.0 %	1739	1739
J3:4/4 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J3:3 Right	10.00	100.0 %	1687	1687
J3:5/1 (exit - Gillingham Gate Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/2 (exit - Gillingham Gate Rd [N] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:6/2 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:6/3 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:7/1	3.25	0.00	Y	Arm J3:3 Left	43.00	100.0 %	1875	1875
J3:7/2	3.25	0.00	Y	Arm J3:3 Left	43.00	100.0 %	1875	1875
J3:8/1	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:8/2	3.25	0.00	Y	Arm J1:3 Right	25.00	100.0 %	1830	1830
J3:8/3	3.25	0.00	Y	Arm J1:1 Right	21.00	100.0 %	1811	1811

Full Input Data And Results

J3:9/1 (Purser Way)	3.25	0.00	Y	Arm J3:7 Left	19.00	0.0 %	1940	1940
J3:10/1 (exit - Purser Way Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:11/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2041 RC AM' (FG3: '2041 RC AM', Plan 1: 'AM Peak MaxSet A')

Traffic Flows, Desired

Desired Flow :

	Destination							
Origin		A	B	C	D	E	F	Tot.
	A	0	18	61	14	4	314	411
	B	0	18	0	14	4	0	36
	C	139	0	0	158	50	1281	1628
	D	74	0	28	0	0	552	654
	E	0	0	0	0	0	0	0
	F	103	0	1389	266	27	0	1785
	Tot.	316	36	1478	452	85	2147	4514

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2041 RC AM
Junction: J1: 04_0886	
J1:1/1	508
J1:1/2	485
J1:1/3	485
J1:2/1	311
J1:3/1	36
J1:4/1	36
J1:5/1 (short)	0
J1:5/2 (with short)	36(In) 36(Out)
J1:5/3	0
J1:6/1	508
J1:6/2	485
J1:6/3	485
J1:7/1 (short)	347
J1:7/2 (with short)	774(In) 427(Out)
J1:7/3 (with short)	854(In) 427(Out)
J1:7/4 (short)	427
Junction: J2: 04_0888	
J2:1/1 (with short)	654(In) 552(Out)
J2:1/2 (short)	102
J2:2/1 (with short)	242(In) 224(Out)
J2:2/2 (short)	18
J2:3/1	226
J2:3/2	226
J2:4/1	452
Junction: J3: 04_0890	
J3:1/1 (short)	103
J3:1/2 (with short)	598(In) 495(Out)
J3:1/3 (with short)	894(In) 447(Out)
J3:1/4 (short)	447
J3:1/5	293
J3:2/1	598
J3:2/2	1187

Full Input Data And Results

J3:3/1	863
J3:3/2	857
J3:3/3	427
J3:4/1 (short)	79
J3:4/2 (with short)	97(In) 18(Out)
J3:4/3 (with short)	314(In) 160(Out)
J3:4/4 (short)	154
J3:5/1	103
J3:5/2	213
J3:6/1	427
J3:6/2	427
J3:6/3	427
J3:7/1	276
J3:7/2	276
J3:8/1	213
J3:8/2 (with short)	46(In) 18(Out)
J3:8/3 (short)	28
J3:9/1	0
J3:10/1	85
J3:11/1	552

Lane Saturation Flows

Junction: J1: 04_0886								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:1/2 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:1/3 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:2/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J2:2 U-Turn	16.00	10.0 %	1774	1774
				Arm J2:4 Right	16.00	90.0 %		
J1:3/1 (exit - Dynamo Way [N])	3.25	0.00	Y	Arm J1:4 Left	Inf	100.0 %	1940	1940
J1:4/1 (exit - Dynamo Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Dynamo Way [N])	3.25	0.00	Y	Arm J1:6 Left	45.00	0.0 %	1940	1940
J1:5/2 (Dynamo Way [N])	3.25	0.00	Y	Arm J3:6 Right	16.00	0.0 %	1871	1871
				Arm J2:2 Right	25.00	61.1 %		
				Arm J2:4 Ahead	Inf	38.9 %		
J1:5/3 (Dynamo Way [N])	3.25	0.00	Y	Arm J3:6 Right	16.00	0.0 %	1940	1940
J1:6/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:6/3 (exit - Pier Rd [E] Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Pier Rd [E])	3.25	0.00	Y	Arm J2:2 Ahead	Inf	54.5 %	1894	1894
				Arm J2:4 Left	28.00	45.5 %		
J1:7/2 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940
J1:7/3 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940
J1:7/4 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

Junction: J2: 04_0888								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Medway Rd [S])	3.25	0.00	Y	Arm J3:10 Left	22.00	0.0 %	1816	1816
				Arm J3:11 Left	22.00	100.0 %		
J2:1/2 (Medway Rd [S])	3.25	0.00	Y	Arm J3:8 Ahead	25.00	100.0 %	1830	1830
J2:2/1	3.25	0.00	Y	Arm J3:8 Right	28.00	62.1 %	1841	1841
				Arm J3:10 Ahead	28.00	37.9 %		
				Arm J3:11 Ahead	28.00	0.0 %		
J2:2/2	3.25	0.00	Y	Arm J3:8 Right	28.00	100.0 %	1841	1841
J2:3/1 (exit - Medway Rd [S] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (exit - Medway Rd [S] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:4/1	3.25	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

Junction: J3: 04_0890								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Pier Rd [W])	3.25	0.00	Y	Arm J3:5 Left	24.00	100.0 %	1826	1826
J3:1/2 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
				Arm J1:3 Ahead	Inf	0.0 %		
J3:1/3 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J3:1/4 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J3:1/5 (Pier Rd [W])	3.25	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1940	1940
J3:2/1 (Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/2 (Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/3 (exit - Pier Rd [W] Lane 3)	Infinite Saturation Flow						Inf	Inf
J3:4/1 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J1:1 Left	33.00	77.2 %	1874	1874
				Arm J1:3 Left	Inf	22.8 %		
J3:4/2 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J1:2 Left	55.00	100.0 %	1888	1888
J3:4/3 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J3:3 Right	13.00	100.0 %	1739	1739
J3:4/4 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J3:3 Right	10.00	100.0 %	1687	1687
J3:5/1 (exit - Gillingham Gate Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/2 (exit - Gillingham Gate Rd [N] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:6/2 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:6/3 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:7/1	3.25	0.00	Y	Arm J3:3 Left	43.00	100.0 %	1875	1875
J3:7/2	3.25	0.00	Y	Arm J3:3 Left	43.00	100.0 %	1875	1875
J3:8/1	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:8/2	3.25	0.00	Y	Arm J1:3 Right	25.00	100.0 %	1830	1830
J3:8/3	3.25	0.00	Y	Arm J1:1 Right	21.00	100.0 %	1811	1811

Full Input Data And Results

J3:9/1 (Purser Way)	3.25	0.00	Y	Arm J3:7 Left	19.00	0.0 %	1940	1940
J3:10/1 (exit - Purser Way Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:11/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2041 RC PM' (FG4: '2041 RC PM', Plan 1: 'AM Peak MaxSet A')

Traffic Flows, Desired

Desired Flow :

	Destination							
Origin		A	B	C	D	E	F	Tot.
	A	0	0	103	9	0	501	613
	B	0	0	0	0	0	0	0
	C	57	0	0	234	0	1142	1433
	D	41	0	66	0	0	618	725
	E	0	0	0	0	0	0	0
	F	48	0	1322	377	0	0	1747
	Tot.	146	0	1491	620	0	2261	4518

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2041 RC PM
Junction: J1: 04_0886	
J1:1/1	512
J1:1/2	490
J1:1/3	489
J1:2/1	386
J1:3/1	0
J1:4/1	0
J1:5/1 (short)	0
J1:5/2 (with short)	0(In) 0(Out)
J1:5/3	0
J1:6/1	512
J1:6/2	490
J1:6/3	489
J1:7/1 (short)	291
J1:7/2 (with short)	671(In) 380(Out)
J1:7/3 (with short)	762(In) 381(Out)
J1:7/4 (short)	381
Junction: J2: 04_0888	
J2:1/1 (with short)	725(In) 618(Out)
J2:1/2 (short)	107
J2:2/1 (with short)	57(In) 57(Out)
J2:2/2 (short)	0
J2:3/1	309
J2:3/2	311
J2:4/1	620
Junction: J3: 04_0890	
J3:1/1 (short)	48
J3:1/2 (with short)	524(In) 476(Out)
J3:1/3 (with short)	846(In) 423(Out)
J3:1/4 (short)	423
J3:1/5	377
J3:2/1	524
J3:2/2	1223

Full Input Data And Results

J3:3/1	959
J3:3/2	921
J3:3/3	381
J3:4/1 (short)	103
J3:4/2 (with short)	112(In) 9(Out)
J3:4/3 (with short)	501(In) 270(Out)
J3:4/4 (short)	231
J3:5/1	48
J3:5/2	98
J3:6/1	380
J3:6/2	381
J3:6/3	381
J3:7/1	309
J3:7/2	309
J3:8/1	98
J3:8/2 (with short)	66(In) 0(Out)
J3:8/3 (short)	66
J3:9/1	0
J3:10/1	0
J3:11/1	618

Lane Saturation Flows

Junction: J1: 04_0886								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:1/2 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:1/3 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:2/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J2:2 U-Turn	16.00	0.0 %	1774	1774
				Arm J2:4 Right	16.00	100.0 %		
J1:3/1 (exit - Dynamo Way [N])	3.25	0.00	Y	Arm J1:4 Left	Inf	0.0 %	1940	1940
J1:4/1 (exit - Dynamo Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Dynamo Way [N])	3.25	0.00	Y	Arm J1:6 Left	45.00	0.0 %	1940	1940
J1:5/2 (Dynamo Way [N])	3.25	0.00	Y	Arm J3:6 Right	16.00	0.0 %	1940	1940
				Arm J2:2 Right	25.00	0.0 %		
				Arm J2:4 Ahead	Inf	0.0 %		
J1:5/3 (Dynamo Way [N])	3.25	0.00	Y	Arm J3:6 Right	16.00	0.0 %	1940	1940
J1:6/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:6/3 (exit - Pier Rd [E] Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Pier Rd [E])	3.25	0.00	Y	Arm J2:2 Ahead	Inf	19.6 %	1860	1860
				Arm J2:4 Left	28.00	80.4 %		
J1:7/2 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940
J1:7/3 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940
J1:7/4 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

Junction: J2: 04_0888								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Medway Rd [S])	3.25	0.00	Y	Arm J3:10 Left	22.00	0.0 %	1816	1816
				Arm J3:11 Left	22.00	100.0 %		
J2:1/2 (Medway Rd [S])	3.25	0.00	Y	Arm J3:8 Ahead	25.00	100.0 %	1830	1830
J2:2/1	3.25	0.00	Y	Arm J3:8 Right	28.00	100.0 %	1841	1841
				Arm J3:10 Ahead	28.00	0.0 %		
				Arm J3:11 Ahead	28.00	0.0 %		
J2:2/2	3.25	0.00	Y	Arm J3:8 Right	28.00	0.0 %	1940	1940
J2:3/1 (exit - Medway Rd [S] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (exit - Medway Rd [S] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:4/1	3.25	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

Junction: J3: 04_0890								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Pier Rd [W])	3.25	0.00	Y	Arm J3:5 Left	24.00	100.0 %	1826	1826
J3:1/2 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
				Arm J1:3 Ahead	Inf	0.0 %		
J3:1/3 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J3:1/4 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J3:1/5 (Pier Rd [W])	3.25	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1940	1940
J3:2/1 (Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/2 (Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/3 (exit - Pier Rd [W] Lane 3)	Infinite Saturation Flow						Inf	Inf
J3:4/1 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J1:1 Left	33.00	100.0 %	1856	1856
				Arm J1:3 Left	Inf	0.0 %		
J3:4/2 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J1:2 Left	55.00	100.0 %	1888	1888
J3:4/3 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J3:3 Right	13.00	100.0 %	1739	1739
J3:4/4 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J3:3 Right	10.00	100.0 %	1687	1687
J3:5/1 (exit - Gillingham Gate Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/2 (exit - Gillingham Gate Rd [N] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:6/2 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:6/3 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:7/1	3.25	0.00	Y	Arm J3:3 Left	43.00	100.0 %	1875	1875
J3:7/2	3.25	0.00	Y	Arm J3:3 Left	43.00	100.0 %	1875	1875
J3:8/1	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:8/2	3.25	0.00	Y	Arm J1:3 Right	25.00	0.0 %	1940	1940
J3:8/3	3.25	0.00	Y	Arm J1:1 Right	21.00	100.0 %	1811	1811

Full Input Data And Results

J3:9/1 (Purser Way)	3.25	0.00	Y	Arm J3:7 Left	19.00	0.0 %	1940	1940
J3:10/1 (exit - Purser Way Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:11/1	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2023 Base AM' (FG5: '2023 Base AM', Plan 1: 'AM Peak MaxSet A')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	4	36	25	1	101	167
	B	0	0	42	53	3	86	184
	C	51	57	0	275	54	1334	1771
	D	17	60	135	0	18	179	409
	E	0	0	0	0	0	18	18
	F	124	99	776	233	23	0	1255
	Tot.	192	220	989	586	99	1718	3804

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2023 Base AM
Junction: J1: 04_0886	
J1:1/1	253
J1:1/2	347
J1:1/3	347
J1:2/1	282
J1:3/1	220
J1:4/1	220
J1:5/1 (short)	42
J1:5/2 (with short)	128(In) 86(Out)
J1:5/3	56
J1:6/1	295
J1:6/2	347
J1:6/3	347
J1:7/1 (short)	437
J1:7/2 (with short)	863(In) 426(Out)
J1:7/3 (with short)	908(In) 454(Out)
J1:7/4 (short)	454
Junction: J2: 04_0888	
J2:1/1 (with short)	409(In) 197(Out)
J2:1/2 (short)	212
J2:2/1 (with short)	189(In) 132(Out)
J2:2/2 (short)	57
J2:3/1	291
J2:3/2	295
J2:4/1	586
Junction: J3: 04_0890	
J3:1/1 (short)	124
J3:1/2 (with short)	417(In) 293(Out)
J3:1/3 (with short)	582(In) 291(Out)
J3:1/4 (short)	291
J3:1/5	256
J3:2/1	417
J3:2/2	838

Full Input Data And Results

J3:3/1	606
J3:3/2	630
J3:3/3	482
J3:4/1 (short)	40
J3:4/2 (with short)	66(In) 26(Out)
J3:4/3 (with short)	101(In) 51(Out)
J3:4/4 (short)	50
J3:5/1	124
J3:5/2	68
J3:6/1	456
J3:6/2	482
J3:6/3	482
J3:7/1	99
J3:7/2	98
J3:8/1	68
J3:8/2 (with short)	252(In) 117(Out)
J3:8/3 (short)	135
J3:9/1	18
J3:10/1	99
J3:11/1	179

Lane Saturation Flows

Junction: J1: 04_0886								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:1/2 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:1/3 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:2/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J2:2 U-Turn Arm J2:4 Right	16.00 16.00	8.5 % 91.5 %	1774	1774
J1:3/1 (exit - Dynamo Way [N])	3.25	0.00	Y	Arm J1:4 Left	Inf	100.0 %	1940	1940
J1:4/1 (exit - Dynamo Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Dynamo Way [N])	3.25	0.00	Y	Arm J1:6 Left	45.00	100.0 %	1877	1877
J1:5/2 (Dynamo Way [N])	3.25	0.00	Y	Arm J3:6 Right	16.00	34.9 %	1875	1875
				Arm J2:2 Right	25.00	3.5 %		
				Arm J2:4 Ahead	Inf	61.6 %		
J1:5/3 (Dynamo Way [N])	3.25	0.00	Y	Arm J3:6 Right	16.00	100.0 %	1774	1774
J1:6/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:6/3 (exit - Pier Rd [E] Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Pier Rd [E])	3.25	0.00	Y	Arm J2:2 Ahead	Inf	37.1 %	1877	1877
				Arm J2:4 Left	28.00	62.9 %		
J1:7/2 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940
J1:7/3 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940
J1:7/4 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

Junction: J2: 04_0888								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Medway Rd [S])	3.25	0.00	Y	Arm J3:10 Left	22.00	9.1 %	1816	1816
				Arm J3:11 Left	22.00	90.9 %		
J2:1/2 (Medway Rd [S])	3.25	0.00	Y	Arm J3:8 Ahead	25.00	100.0 %	1830	1830
J2:2/1	3.25	0.00	Y	Arm J3:8 Right	28.00	38.6 %	1841	1841
				Arm J3:10 Ahead	28.00	61.4 %		
				Arm J3:11 Ahead	28.00	0.0 %		
J2:2/2	3.25	0.00	Y	Arm J3:8 Right	28.00	100.0 %	1841	1841
J2:3/1 (exit - Medway Rd [S] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (exit - Medway Rd [S] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:4/1	3.25	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

Junction: J3: 04_0890								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Pier Rd [W])	3.25	0.00	Y	Arm J3:5 Left	24.00	100.0 %	1826	1826
J3:1/2 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	66.2 %	1940	1940
				Arm J1:3 Ahead	Inf	33.8 %		
J3:1/3 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J3:1/4 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J3:1/5 (Pier Rd [W])	3.25	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1940	1940
J3:2/1 (Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/2 (Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/3 (exit - Pier Rd [W] Lane 3)	Infinite Saturation Flow						Inf	Inf
J3:4/1 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J1:1 Left	33.00	90.0 %	1864	1864
				Arm J1:3 Left	Inf	10.0 %		
J3:4/2 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J1:2 Left	55.00	100.0 %	1888	1888
J3:4/3 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J3:3 Right	13.00	100.0 %	1739	1739
J3:4/4 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J3:3 Right	10.00	100.0 %	1687	1687
J3:5/1 (exit - Gillingham Gate Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/2 (exit - Gillingham Gate Rd [N] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:6/2 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:6/3 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:7/1	3.25	0.00	Y	Arm J3:3 Left	43.00	100.0 %	1875	1875
J3:7/2	3.25	0.00	Y	Arm J3:3 Left	43.00	100.0 %	1875	1875
J3:8/1	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:8/2	3.25	0.00	Y	Arm J1:3 Right	25.00	100.0 %	1830	1830
J3:8/3	3.25	0.00	Y	Arm J1:1 Right	21.00	100.0 %	1811	1811

Full Input Data And Results

J3:9/1 (Purser Way)	3.25	0.00	Y	Arm J3:7 Left	19.00	100.0 %	1798	1798
J3:10/1 (exit - Purser Way Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:11/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2023 Base PM' (FG6: '2023 Base PM', Plan 1: 'AM Peak MaxSet A')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	11	62	27	0	113	213
	B	1	0	142	103	7	110	363
	C	23	63	0	195	18	832	1131
	D	27	113	242	0	13	231	626
	E	0	0	0	0	0	48	48
	F	71	197	1244	262	13	0	1787
	Tot.	122	384	1690	587	51	1334	4168

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2023 Base PM
Junction: J1: 04_0886	
J1:1/1	438
J1:1/2	555
J1:1/3	555
J1:2/1	302
J1:3/1	384
J1:4/1	384
J1:5/1 (short)	142
J1:5/2 (with short)	276(In) 134(Out)
J1:5/3	87
J1:6/1	580
J1:6/2	555
J1:6/3	555
J1:7/1 (short)	299
J1:7/2 (with short)	560(In) 261(Out)
J1:7/3 (with short)	571(In) 285(Out)
J1:7/4 (short)	286
Junction: J2: 04_0888	
J2:1/1 (with short)	626(In) 244(Out)
J2:1/2 (short)	382
J2:2/1 (with short)	125(In) 62(Out)
J2:2/2 (short)	63
J2:3/1	292
J2:3/2	295
J2:4/1	587
Junction: J3: 04_0890	
J3:1/1 (short)	71
J3:1/2 (with short)	590(In) 519(Out)
J3:1/3 (with short)	922(In) 461(Out)
J3:1/4 (short)	461
J3:1/5	275
J3:2/1	590
J3:2/2	1197

Full Input Data And Results

J3:3/1	481
J3:3/2	524
J3:3/3	329
J3:4/1 (short)	73
J3:4/2 (with short)	100(In) 27(Out)
J3:4/3 (with short)	113(In) 57(Out)
J3:4/4 (short)	56
J3:5/1	71
J3:5/2	51
J3:6/1	284
J3:6/2	329
J3:6/3	329
J3:7/1	140
J3:7/2	139
J3:8/1	51
J3:8/2 (with short)	418(In) 176(Out)
J3:8/3 (short)	242
J3:9/1	48
J3:10/1	51
J3:11/1	231

Lane Saturation Flows

Junction: J1: 04_0886								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:1/2 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:1/3 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:2/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J2:2 U-Turn	16.00	4.3 %	1774	1774
				Arm J2:4 Right	16.00	95.7 %		
J1:3/1 (exit - Dynamo Way [N])	3.25	0.00	Y	Arm J1:4 Left	Inf	100.0 %	1940	1940
J1:4/1 (exit - Dynamo Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Dynamo Way [N])	3.25	0.00	Y	Arm J1:6 Left	45.00	100.0 %	1877	1877
J1:5/2 (Dynamo Way [N])	3.25	0.00	Y	Arm J3:6 Right	16.00	17.2 %	1903	1903
				Arm J2:2 Right	25.00	6.0 %		
				Arm J2:4 Ahead	Inf	76.9 %		
J1:5/3 (Dynamo Way [N])	3.25	0.00	Y	Arm J3:6 Right	16.00	100.0 %	1774	1774
J1:6/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:6/3 (exit - Pier Rd [E] Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Pier Rd [E])	3.25	0.00	Y	Arm J2:2 Ahead	Inf	34.8 %	1875	1875
				Arm J2:4 Left	28.00	65.2 %		
J1:7/2 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940
J1:7/3 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940
J1:7/4 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

Junction: J2: 04_0888								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Medway Rd [S])	3.25	0.00	Y	Arm J3:10 Left	22.00	5.3 %	1816	1816
				Arm J3:11 Left	22.00	94.7 %		
J2:1/2 (Medway Rd [S])	3.25	0.00	Y	Arm J3:8 Ahead	25.00	100.0 %	1830	1830
J2:2/1	3.25	0.00	Y	Arm J3:8 Right	28.00	38.7 %	1841	1841
				Arm J3:10 Ahead	28.00	61.3 %		
				Arm J3:11 Ahead	28.00	0.0 %		
J2:2/2	3.25	0.00	Y	Arm J3:8 Right	28.00	100.0 %	1841	1841
J2:3/1 (exit - Medway Rd [S] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (exit - Medway Rd [S] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:4/1	3.25	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

Junction: J3: 04_0890								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Pier Rd [W])	3.25	0.00	Y	Arm J3:5 Left	24.00	100.0 %	1826	1826
J3:1/2 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	62.0 %	1940	1940
				Arm J1:3 Ahead	Inf	38.0 %		
J3:1/3 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J3:1/4 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J3:1/5 (Pier Rd [W])	3.25	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1940	1940
J3:2/1 (Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/2 (Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/3 (exit - Pier Rd [W] Lane 3)	Infinite Saturation Flow						Inf	Inf
J3:4/1 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J1:1 Left	33.00	84.9 %	1868	1868
				Arm J1:3 Left	Inf	15.1 %		
J3:4/2 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J1:2 Left	55.00	100.0 %	1888	1888
J3:4/3 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J3:3 Right	13.00	100.0 %	1739	1739
J3:4/4 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J3:3 Right	10.00	100.0 %	1687	1687
J3:5/1 (exit - Gillingham Gate Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/2 (exit - Gillingham Gate Rd [N] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:6/2 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:6/3 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:7/1	3.25	0.00	Y	Arm J3:3 Left	43.00	100.0 %	1875	1875
J3:7/2	3.25	0.00	Y	Arm J3:3 Left	43.00	100.0 %	1875	1875
J3:8/1	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:8/2	3.25	0.00	Y	Arm J1:3 Right	25.00	100.0 %	1830	1830
J3:8/3	3.25	0.00	Y	Arm J1:1 Right	21.00	100.0 %	1811	1811

Full Input Data And Results

J3:9/1 (Purser Way)	3.25	0.00	Y	Arm J3:7 Left	19.00	100.0 %	1798	1798
J3:10/1 (exit - Purser Way Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:11/1	Infinite Saturation Flow						Inf	Inf

Scenario 9: '5y AM' (FG7: '5y AM', Plan 1: 'AM Peak MaxSet A')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	0	42	27	0	202	271
	B	2	0	51	33	5	167	258
	C	189	13	0	59	5	1064	1330
	D	123	13	27	0	0	557	720
	E	0	0	0	0	0	0	0
	F	489	17	1274	276	18	0	2074
	Tot.	803	43	1394	395	28	1990	4653

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 5y AM
Junction: J1: 04_0886	
J1:1/1	445
J1:1/2	449
J1:1/3	449
J1:2/1	321
J1:3/1	43
J1:4/1	43
J1:5/1 (short)	51
J1:5/2 (with short)	168(In) 117(Out)
J1:5/3	90
J1:6/1	496
J1:6/2	449
J1:6/3	449
J1:7/1 (short)	266
J1:7/2 (with short)	614(In) 348(Out)
J1:7/3 (with short)	716(In) 358(Out)
J1:7/4 (short)	358
Junction: J2: 04_0888	
J2:1/1 (with short)	720(In) 557(Out)
J2:1/2 (short)	163
J2:2/1 (with short)	232(In) 219(Out)
J2:2/2 (short)	13
J2:3/1	196
J2:3/2	199
J2:4/1	395
Junction: J3: 04_0890	
J3:1/1 (short)	489
J3:1/2 (with short)	926(In) 437(Out)
J3:1/3 (with short)	854(In) 427(Out)
J3:1/4 (short)	427
J3:1/5	294
J3:2/1	926
J3:2/2	1148

Full Input Data And Results

J3:3/1	807
J3:3/2	780
J3:3/3	403
J3:4/1 (short)	42
J3:4/2 (with short)	69(In) 27(Out)
J3:4/3 (with short)	202(In) 103(Out)
J3:4/4 (short)	99
J3:5/1	489
J3:5/2	314
J3:6/1	425
J3:6/2	403
J3:6/3	403
J3:7/1	279
J3:7/2	278
J3:8/1	314
J3:8/2 (with short)	53(In) 26(Out)
J3:8/3 (short)	27
J3:9/1	0
J3:10/1	28
J3:11/1	557

Lane Saturation Flows

Junction: J1: 04_0886								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:1/2 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:1/3 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:2/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J2:2 U-Turn Arm J2:4 Right	16.00 16.00	5.6 % 94.4 %	1774	1774
J1:3/1 (exit - Dynamo Way [N])	3.25	0.00	Y	Arm J1:4 Left	Inf	100.0 %	1940	1940
J1:4/1 (exit - Dynamo Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Dynamo Way [N])	3.25	0.00	Y	Arm J1:6 Left	45.00	100.0 %	1877	1877
J1:5/2 (Dynamo Way [N])	3.25	0.00	Y	Arm J3:6 Right	16.00	65.8 %	1821	1821
				Arm J2:2 Right	25.00	6.0 %		
				Arm J2:4 Ahead	Inf	28.2 %		
J1:5/3 (Dynamo Way [N])	3.25	0.00	Y	Arm J3:6 Right	16.00	100.0 %	1774	1774
J1:6/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:6/3 (exit - Pier Rd [E] Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Pier Rd [E])	3.25	0.00	Y	Arm J2:2 Ahead	Inf	77.8 %	1917	1917
				Arm J2:4 Left	28.00	22.2 %		
J1:7/2 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940
J1:7/3 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940
J1:7/4 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

Junction: J2: 04_0888								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Medway Rd [S])	3.25	0.00	Y	Arm J3:10 Left	22.00	0.0 %	1816	1816
				Arm J3:11 Left	22.00	100.0 %		
J2:1/2 (Medway Rd [S])	3.25	0.00	Y	Arm J3:8 Ahead	25.00	100.0 %	1830	1830
J2:2/1	3.25	0.00	Y	Arm J3:8 Right	28.00	87.2 %	1841	1841
				Arm J3:10 Ahead	28.00	12.8 %		
				Arm J3:11 Ahead	28.00	0.0 %		
J2:2/2	3.25	0.00	Y	Arm J3:8 Right	28.00	100.0 %	1841	1841
J2:3/1 (exit - Medway Rd [S] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (exit - Medway Rd [S] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:4/1	3.25	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

Junction: J3: 04_0890								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Pier Rd [W])	3.25	0.00	Y	Arm J3:5 Left	24.00	100.0 %	1826	1826
J3:1/2 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	96.1 %	1940	1940
				Arm J1:3 Ahead	Inf	3.9 %		
J3:1/3 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J3:1/4 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J3:1/5 (Pier Rd [W])	3.25	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1940	1940
J3:2/1 (Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/2 (Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/3 (exit - Pier Rd [W] Lane 3)	Infinite Saturation Flow						Inf	Inf
J3:4/1 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J1:1 Left	33.00	100.0 %	1856	1856
				Arm J1:3 Left	Inf	0.0 %		
J3:4/2 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J1:2 Left	55.00	100.0 %	1888	1888
J3:4/3 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J3:3 Right	13.00	100.0 %	1739	1739
J3:4/4 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J3:3 Right	10.00	100.0 %	1687	1687
J3:5/1 (exit - Gillingham Gate Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/2 (exit - Gillingham Gate Rd [N] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:6/2 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:6/3 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:7/1	3.25	0.00	Y	Arm J3:3 Left	43.00	100.0 %	1875	1875
J3:7/2	3.25	0.00	Y	Arm J3:3 Left	43.00	100.0 %	1875	1875
J3:8/1	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:8/2	3.25	0.00	Y	Arm J1:3 Right	25.00	100.0 %	1830	1830
J3:8/3	3.25	0.00	Y	Arm J1:1 Right	21.00	100.0 %	1811	1811

Full Input Data And Results

J3:9/1 (Purser Way)	3.25	0.00	Y	Arm J3:7 Left	19.00	0.0 %	1940	1940
J3:10/1 (exit - Purser Way Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:11/1	Infinite Saturation Flow						Inf	Inf

Scenario 10: '10y AM' (FG8: '10y AM', Plan 1: 'AM Peak MaxSet A')

Traffic Flows, Desired

Desired Flow :

	Destination							
Origin		A	B	C	D	E	F	Tot.
	A	0	0	36	23	0	174	233
	B	2	0	50	32	5	164	253
	C	168	12	0	53	5	965	1203
	D	111	12	25	0	0	505	653
	E	0	0	0	0	0	0	0
	F	448	15	1185	257	16	0	1921
	Tot.	729	39	1296	365	26	1808	4263

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 10y AM
Junction: J1: 04_0886	
J1:1/1	415
J1:1/2	416
J1:1/3	415
J1:2/1	296
J1:3/1	39
J1:4/1	39
J1:5/1 (short)	50
J1:5/2 (with short)	165(In) 115(Out)
J1:5/3	88
J1:6/1	465
J1:6/2	416
J1:6/3	415
J1:7/1 (short)	238
J1:7/2 (with short)	553(In) 315(Out)
J1:7/3 (with short)	650(In) 325(Out)
J1:7/4 (short)	325
Junction: J2: 04_0888	
J2:1/1 (with short)	653(In) 505(Out)
J2:1/2 (short)	148
J2:2/1 (with short)	208(In) 196(Out)
J2:2/2 (short)	12
J2:3/1	181
J2:3/2	184
J2:4/1	365
Junction: J3: 04_0890	
J3:1/1 (short)	448
J3:1/2 (with short)	855(In) 407(Out)
J3:1/3 (with short)	793(In) 397(Out)
J3:1/4 (short)	396
J3:1/5	273
J3:2/1	855
J3:2/2	1066

Full Input Data And Results

J3:3/1	732
J3:3/2	707
J3:3/3	369
J3:4/1 (short)	36
J3:4/2 (with short)	59(In) 23(Out)
J3:4/3 (with short)	174(In) 88(Out)
J3:4/4 (short)	86
J3:5/1	448
J3:5/2	281
J3:6/1	391
J3:6/2	369
J3:6/3	369
J3:7/1	253
J3:7/2	252
J3:8/1	281
J3:8/2 (with short)	49(In) 24(Out)
J3:8/3 (short)	25
J3:9/1	0
J3:10/1	26
J3:11/1	505

Lane Saturation Flows

Junction: J1: 04_0886								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:1/2 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:1/3 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:2/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J2:2 U-Turn	16.00	5.4 %	1774	1774
				Arm J2:4 Right	16.00	94.6 %		
J1:3/1 (exit - Dynamo Way [N])	3.25	0.00	Y	Arm J1:4 Left	Inf	100.0 %	1940	1940
J1:4/1 (exit - Dynamo Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Dynamo Way [N])	3.25	0.00	Y	Arm J1:6 Left	45.00	100.0 %	1877	1877
J1:5/2 (Dynamo Way [N])	3.25	0.00	Y	Arm J3:6 Right	16.00	66.1 %	1821	1821
				Arm J2:2 Right	25.00	6.1 %		
				Arm J2:4 Ahead	Inf	27.8 %		
J1:5/3 (Dynamo Way [N])	3.25	0.00	Y	Arm J3:6 Right	16.00	100.0 %	1774	1774
J1:6/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:6/3 (exit - Pier Rd [E] Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Pier Rd [E])	3.25	0.00	Y	Arm J2:2 Ahead	Inf	77.7 %	1917	1917
				Arm J2:4 Left	28.00	22.3 %		
J1:7/2 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940
J1:7/3 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940
J1:7/4 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

Junction: J2: 04_0888								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Medway Rd [S])	3.25	0.00	Y	Arm J3:10 Left	22.00	0.0 %	1816	1816
				Arm J3:11 Left	22.00	100.0 %		
J2:1/2 (Medway Rd [S])	3.25	0.00	Y	Arm J3:8 Ahead	25.00	100.0 %	1830	1830
J2:2/1	3.25	0.00	Y	Arm J3:8 Right	28.00	86.7 %	1841	1841
				Arm J3:10 Ahead	28.00	13.3 %		
				Arm J3:11 Ahead	28.00	0.0 %		
J2:2/2	3.25	0.00	Y	Arm J3:8 Right	28.00	100.0 %	1841	1841
J2:3/1 (exit - Medway Rd [S] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (exit - Medway Rd [S] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:4/1	3.25	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

Junction: J3: 04_0890								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Pier Rd [W])	3.25	0.00	Y	Arm J3:5 Left	24.00	100.0 %	1826	1826
J3:1/2 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	96.3 %	1940	1940
				Arm J1:3 Ahead	Inf	3.7 %		
J3:1/3 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J3:1/4 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J3:1/5 (Pier Rd [W])	3.25	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1940	1940
J3:2/1 (Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/2 (Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/3 (exit - Pier Rd [W] Lane 3)	Infinite Saturation Flow						Inf	Inf
J3:4/1 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J1:1 Left	33.00	100.0 %	1856	1856
				Arm J1:3 Left	Inf	0.0 %		
J3:4/2 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J1:2 Left	55.00	100.0 %	1888	1888
J3:4/3 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J3:3 Right	13.00	100.0 %	1739	1739
J3:4/4 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J3:3 Right	10.00	100.0 %	1687	1687
J3:5/1 (exit - Gillingham Gate Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/2 (exit - Gillingham Gate Rd [N] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:6/2 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:6/3 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:7/1	3.25	0.00	Y	Arm J3:3 Left	43.00	100.0 %	1875	1875
J3:7/2	3.25	0.00	Y	Arm J3:3 Left	43.00	100.0 %	1875	1875
J3:8/1	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:8/2	3.25	0.00	Y	Arm J1:3 Right	25.00	100.0 %	1830	1830
J3:8/3	3.25	0.00	Y	Arm J1:1 Right	21.00	100.0 %	1811	1811

Full Input Data And Results

J3:9/1 (Purser Way)	3.25	0.00	Y	Arm J3:7 Left	19.00	0.0 %	1940	1940
J3:10/1 (exit - Purser Way Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:11/1	Infinite Saturation Flow						Inf	Inf

Scenario 11: '5y PM' (FG9: '5y PM', Plan 1: 'AM Peak MaxSet A')

Traffic Flows, Desired

Desired Flow :

	Destination							
Origin		A	B	C	D	E	F	Tot.
	A	0	2	107	55	0	397	561
	B	1	0	89	24	0	259	373
	C	110	47	0	70	0	955	1182
	D	80	38	43	0	0	593	754
	E	0	0	0	0	0	0	0
	F	301	46	1195	364	0	0	1906
	Tot.	492	133	1434	513	0	2204	4776

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: 5y PM
Junction: J1: 04_0886	
J1:1/1	432
J1:1/2	456
J1:1/3	457
J1:2/1	419
J1:3/1	133
J1:4/1	133
J1:5/1 (short)	89
J1:5/2 (with short)	241(In) 152(Out)
J1:5/3	132
J1:6/1	521
J1:6/2	456
J1:6/3	457
J1:7/1 (short)	227
J1:7/2 (with short)	514(In) 287(Out)
J1:7/3 (with short)	668(In) 334(Out)
J1:7/4 (short)	334
Junction: J2: 04_0888	
J2:1/1 (with short)	754(In) 593(Out)
J2:1/2 (short)	161
J2:2/1 (with short)	158(In) 111(Out)
J2:2/2 (short)	47
J2:3/1	256
J2:3/2	257
J2:4/1	513
Junction: J3: 04_0890	
J3:1/1 (short)	301
J3:1/2 (with short)	728(In) 427(Out)
J3:1/3 (with short)	814(In) 407(Out)
J3:1/4 (short)	407
J3:1/5	364
J3:2/1	728
J3:2/2	1178

Full Input Data And Results

J3:3/1	919
J3:3/2	885
J3:3/3	400
J3:4/1 (short)	109
J3:4/2 (with short)	164(In) 55(Out)
J3:4/3 (with short)	397(In) 208(Out)
J3:4/4 (short)	189
J3:5/1	301
J3:5/2	191
J3:6/1	414
J3:6/2	400
J3:6/3	400
J3:7/1	297
J3:7/2	296
J3:8/1	191
J3:8/2 (with short)	128(In) 85(Out)
J3:8/3 (short)	43
J3:9/1	0
J3:10/1	0
J3:11/1	593

Lane Saturation Flows

Junction: J1: 04_0886								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:1/2 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:1/3 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:2/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J2:2 U-Turn	16.00	0.0 %	1774	1774
				Arm J2:4 Right	16.00	100.0 %		
J1:3/1 (exit - Dynamo Way [N])	3.25	0.00	Y	Arm J1:4 Left	Inf	100.0 %	1940	1940
J1:4/1 (exit - Dynamo Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Dynamo Way [N])	3.25	0.00	Y	Arm J1:6 Left	45.00	100.0 %	1877	1877
J1:5/2 (Dynamo Way [N])	3.25	0.00	Y	Arm J3:6 Right	16.00	83.6 %	1798	1798
				Arm J2:2 Right	25.00	0.7 %		
				Arm J2:4 Ahead	Inf	15.8 %		
J1:5/3 (Dynamo Way [N])	3.25	0.00	Y	Arm J3:6 Right	16.00	100.0 %	1774	1774
J1:6/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:6/3 (exit - Pier Rd [E] Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Pier Rd [E])	3.25	0.00	Y	Arm J2:2 Ahead	Inf	69.2 %	1908	1908
				Arm J2:4 Left	28.00	30.8 %		
J1:7/2 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940
J1:7/3 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940
J1:7/4 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

Junction: J2: 04_0888								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Medway Rd [S])	3.25	0.00	Y	Arm J3:10 Left	22.00	0.0 %	1816	1816
				Arm J3:11 Left	22.00	100.0 %		
J2:1/2 (Medway Rd [S])	3.25	0.00	Y	Arm J3:8 Ahead	25.00	100.0 %	1830	1830
J2:2/1	3.25	0.00	Y	Arm J3:8 Right	28.00	100.0 %	1841	1841
				Arm J3:10 Ahead	28.00	0.0 %		
				Arm J3:11 Ahead	28.00	0.0 %		
J2:2/2	3.25	0.00	Y	Arm J3:8 Right	28.00	100.0 %	1841	1841
J2:3/1 (exit - Medway Rd [S] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (exit - Medway Rd [S] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:4/1	3.25	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

Junction: J3: 04_0890								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Pier Rd [W])	3.25	0.00	Y	Arm J3:5 Left	24.00	100.0 %	1826	1826
J3:1/2 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	89.2 %	1940	1940
				Arm J1:3 Ahead	Inf	10.8 %		
J3:1/3 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J3:1/4 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J3:1/5 (Pier Rd [W])	3.25	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1940	1940
J3:2/1 (Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/2 (Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/3 (exit - Pier Rd [W] Lane 3)	Infinite Saturation Flow						Inf	Inf
J3:4/1 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J1:1 Left	33.00	98.2 %	1857	1857
				Arm J1:3 Left	Inf	1.8 %		
J3:4/2 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J1:2 Left	55.00	100.0 %	1888	1888
J3:4/3 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J3:3 Right	13.00	100.0 %	1739	1739
J3:4/4 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J3:3 Right	10.00	100.0 %	1687	1687
J3:5/1 (exit - Gillingham Gate Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/2 (exit - Gillingham Gate Rd [N] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:6/2 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:6/3 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:7/1	3.25	0.00	Y	Arm J3:3 Left	43.00	100.0 %	1875	1875
J3:7/2	3.25	0.00	Y	Arm J3:3 Left	43.00	100.0 %	1875	1875
J3:8/1	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:8/2	3.25	0.00	Y	Arm J1:3 Right	25.00	100.0 %	1830	1830
J3:8/3	3.25	0.00	Y	Arm J1:1 Right	21.00	100.0 %	1811	1811

Full Input Data And Results

J3:9/1 (Purser Way)	3.25	0.00	Y	Arm J3:7 Left	19.00	0.0 %	1940	1940
J3:10/1 (exit - Purser Way Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:11/1	Infinite Saturation Flow						Inf	Inf

Scenario 12: '10y PM' (FG10: '10y PM', Plan 1: 'AM Peak MaxSet A')

Traffic Flows, Desired

Desired Flow :

	Destination							
Origin		A	B	C	D	E	F	Tot.
	A	0	2	90	46	0	334	472
	B	1	0	88	24	0	257	370
	C	100	43	0	64	0	876	1083
	D	73	34	39	0	0	540	686
	E	0	0	0	0	0	0	0
	F	271	41	1082	331	0	0	1725
	Tot.	445	120	1299	465	0	2007	4336

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: 10y PM
Junction: J1: 04_0886	
J1:1/1	383
J1:1/2	415
J1:1/3	413
J1:2/1	377
J1:3/1	120
J1:4/1	120
J1:5/1 (short)	88
J1:5/2 (with short)	238(In) 150(Out)
J1:5/3	132
J1:6/1	471
J1:6/2	415
J1:6/3	413
J1:7/1 (short)	207
J1:7/2 (with short)	463(In) 256(Out)
J1:7/3 (with short)	620(In) 310(Out)
J1:7/4 (short)	310
Junction: J2: 04_0888	
J2:1/1 (with short)	686(In) 540(Out)
J2:1/2 (short)	146
J2:2/1 (with short)	144(In) 101(Out)
J2:2/2 (short)	43
J2:3/1	232
J2:3/2	233
J2:4/1	465
Junction: J3: 04_0890	
J3:1/1 (short)	271
J3:1/2 (with short)	654(In) 383(Out)
J3:1/3 (with short)	740(In) 370(Out)
J3:1/4 (short)	370
J3:1/5	331
J3:2/1	654
J3:2/2	1071

Full Input Data And Results

J3:3/1	822
J3:3/2	809
J3:3/3	376
J3:4/1 (short)	92
J3:4/2 (with short)	138(In) 46(Out)
J3:4/3 (with short)	334(In) 171(Out)
J3:4/4 (short)	163
J3:5/1	271
J3:5/2	174
J3:6/1	381
J3:6/2	376
J3:6/3	376
J3:7/1	270
J3:7/2	270
J3:8/1	174
J3:8/2 (with short)	116(In) 77(Out)
J3:8/3 (short)	39
J3:9/1	0
J3:10/1	0
J3:11/1	540

Lane Saturation Flows

Junction: J1: 04_0886								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:1/2 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:1/3 (Pier Rd [mid])	3.25	0.00	Y	Arm J1:6 Ahead	Inf	100.0 %	1940	1940
J1:2/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J2:2 U-Turn Arm J2:4 Right	16.00 16.00	0.0 % 100.0 %	1774	1774
J1:3/1 (exit - Dynamo Way [N])	3.25	0.00	Y	Arm J1:4 Left	Inf	100.0 %	1940	1940
J1:4/1 (exit - Dynamo Way [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Dynamo Way [N])	3.25	0.00	Y	Arm J1:6 Left	45.00	100.0 %	1877	1877
J1:5/2 (Dynamo Way [N])	3.25	0.00	Y	Arm J3:6 Right	16.00	83.3 %	1799	1799
				Arm J2:2 Right	25.00	0.7 %		
				Arm J2:4 Ahead	Inf	16.0 %		
J1:5/3 (Dynamo Way [N])	3.25	0.00	Y	Arm J3:6 Right	16.00	100.0 %	1774	1774
J1:6/1 (exit - Pier Rd [E] Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/2 (exit - Pier Rd [E] Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:6/3 (exit - Pier Rd [E] Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Pier Rd [E])	3.25	0.00	Y	Arm J2:2 Ahead	Inf	69.1 %	1908	1908
				Arm J2:4 Left	28.00	30.9 %		
J1:7/2 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940
J1:7/3 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940
J1:7/4 (Pier Rd [E])	3.25	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

Junction: J2: 04_0888								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Medway Rd [S])	3.25	0.00	Y	Arm J3:10 Left	22.00	0.0 %	1816	1816
				Arm J3:11 Left	22.00	100.0 %		
J2:1/2 (Medway Rd [S])	3.25	0.00	Y	Arm J3:8 Ahead	25.00	100.0 %	1830	1830
J2:2/1	3.25	0.00	Y	Arm J3:8 Right	28.00	100.0 %	1841	1841
				Arm J3:10 Ahead	28.00	0.0 %		
				Arm J3:11 Ahead	28.00	0.0 %		
J2:2/2	3.25	0.00	Y	Arm J3:8 Right	28.00	100.0 %	1841	1841
J2:3/1 (exit - Medway Rd [S] Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (exit - Medway Rd [S] Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:4/1	3.25	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1940	1940

Full Input Data And Results

Junction: J3: 04_0890								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Pier Rd [W])	3.25	0.00	Y	Arm J3:5 Left	24.00	100.0 %	1826	1826
J3:1/2 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	89.3 %	1940	1940
				Arm J1:3 Ahead	Inf	10.7 %		
J3:1/3 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J3:1/4 (Pier Rd [W])	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940
J3:1/5 (Pier Rd [W])	3.25	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	1940	1940
J3:2/1 (Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/2 (Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (exit - Pier Rd [W] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/2 (exit - Pier Rd [W] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:3/3 (exit - Pier Rd [W] Lane 3)	Infinite Saturation Flow						Inf	Inf
J3:4/1 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J1:1 Left	33.00	97.8 %	1857	1857
				Arm J1:3 Left	Inf	2.2 %		
J3:4/2 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J1:2 Left	55.00	100.0 %	1888	1888
J3:4/3 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J3:3 Right	13.00	100.0 %	1739	1739
J3:4/4 (Gillingham Gate Rd [N])	3.25	0.00	Y	Arm J3:3 Right	10.00	100.0 %	1687	1687
J3:5/1 (exit - Gillingham Gate Rd [N] Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/2 (exit - Gillingham Gate Rd [N] Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:6/2 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:6/3 (Pier Rd [mid])	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J3:7/1	3.25	0.00	Y	Arm J3:3 Left	43.00	100.0 %	1875	1875
J3:7/2	3.25	0.00	Y	Arm J3:3 Left	43.00	100.0 %	1875	1875
J3:8/1	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:8/2	3.25	0.00	Y	Arm J1:3 Right	25.00	100.0 %	1830	1830
J3:8/3	3.25	0.00	Y	Arm J1:1 Right	21.00	100.0 %	1811	1811

Full Input Data And Results

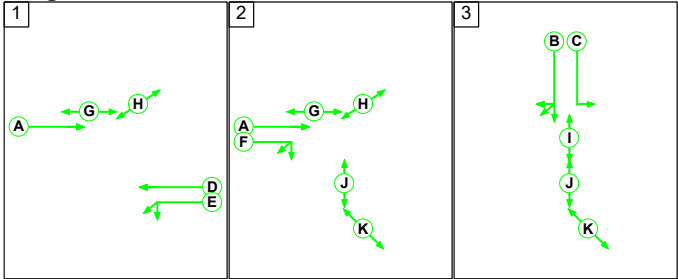
J3:9/1 (Purser Way)	3.25	0.00	Y	Arm J3:7 Left	19.00	0.0 %	1940	1940
J3:10/1 (exit - Purser Way Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:11/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'AM Peak MaxSet A' (FG1: '2041 DS AM', Plan 1: 'AM Peak MaxSet A')

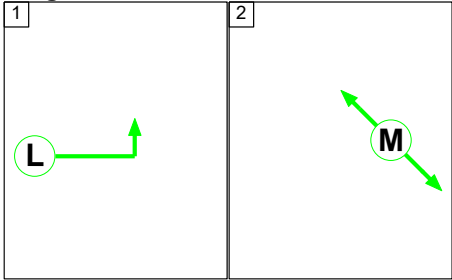
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

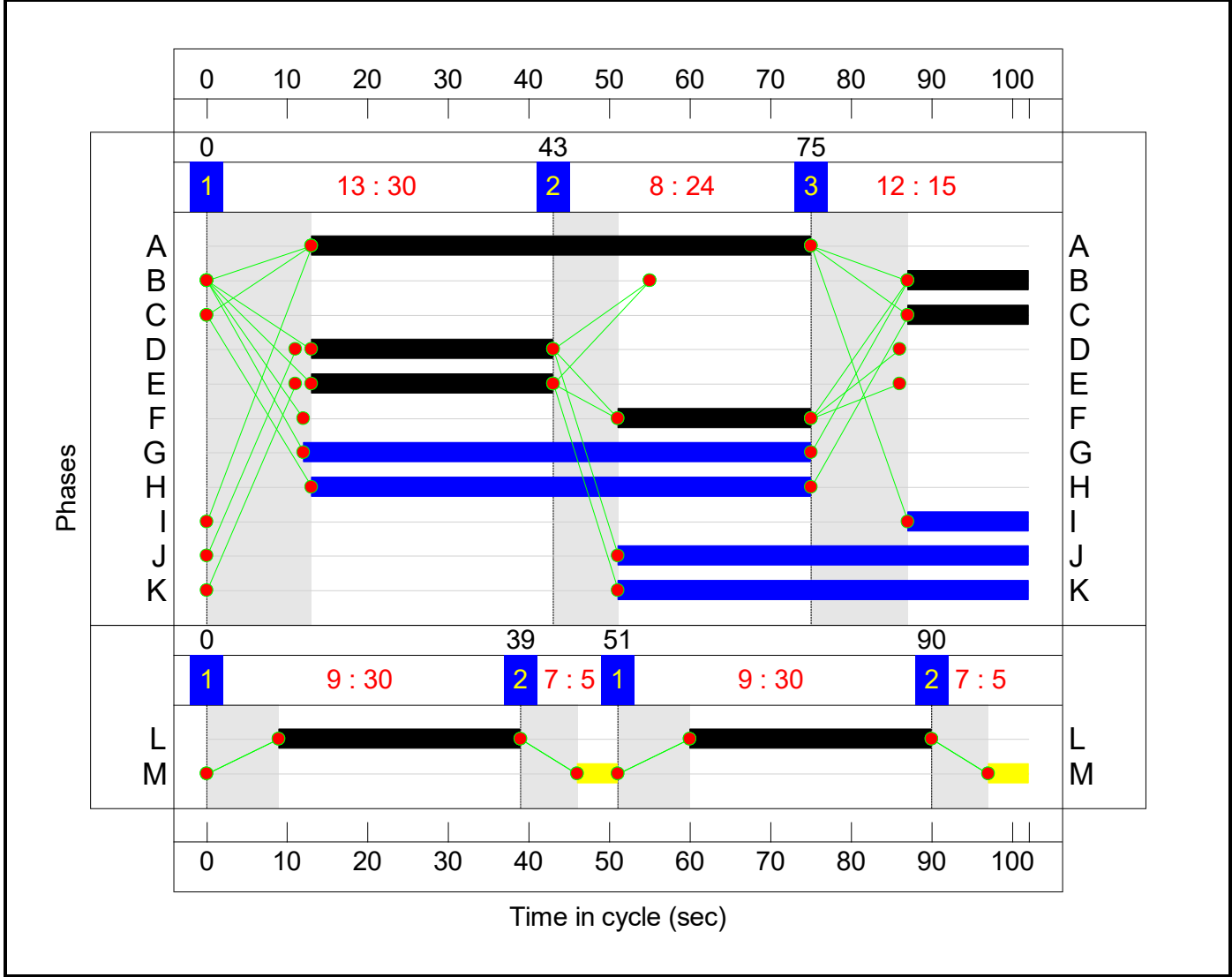
Stage Stream: 1

Stage	1	2	3
Duration	30	24	15
Change Point	0	43	75

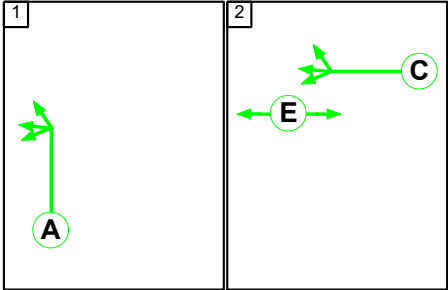
Stage Stream: 2

Stage	1	2	1	2
Duration	30	5	30	5
Change Point	0	39	51	90

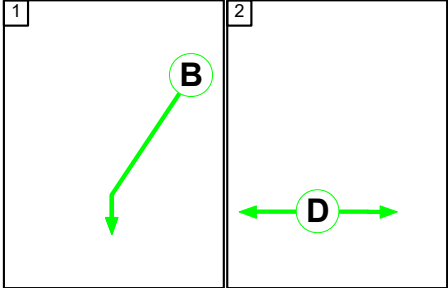
Signal Timings Diagram



C2
Stage Sequence Diagram
Stage Stream: 1



Stage Stream: 2



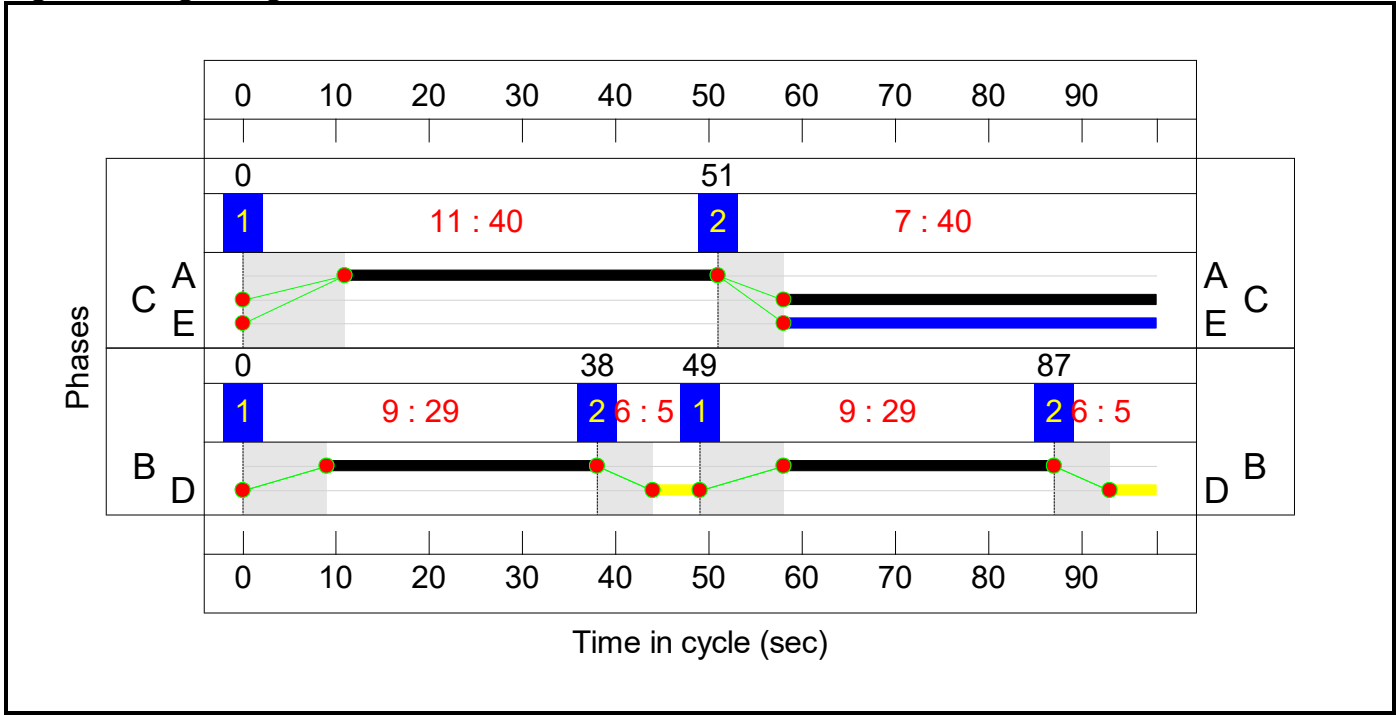
Stage Timings
Stage Stream: 1

Stage	1	2
Duration	40	40
Change Point	0	51

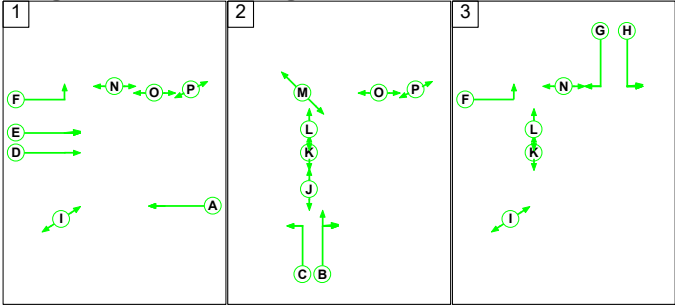
Stage Stream: 2

Stage	1	2	1	2
Duration	29	5	29	5
Change Point	0	38	49	87

Signal Timings Diagram



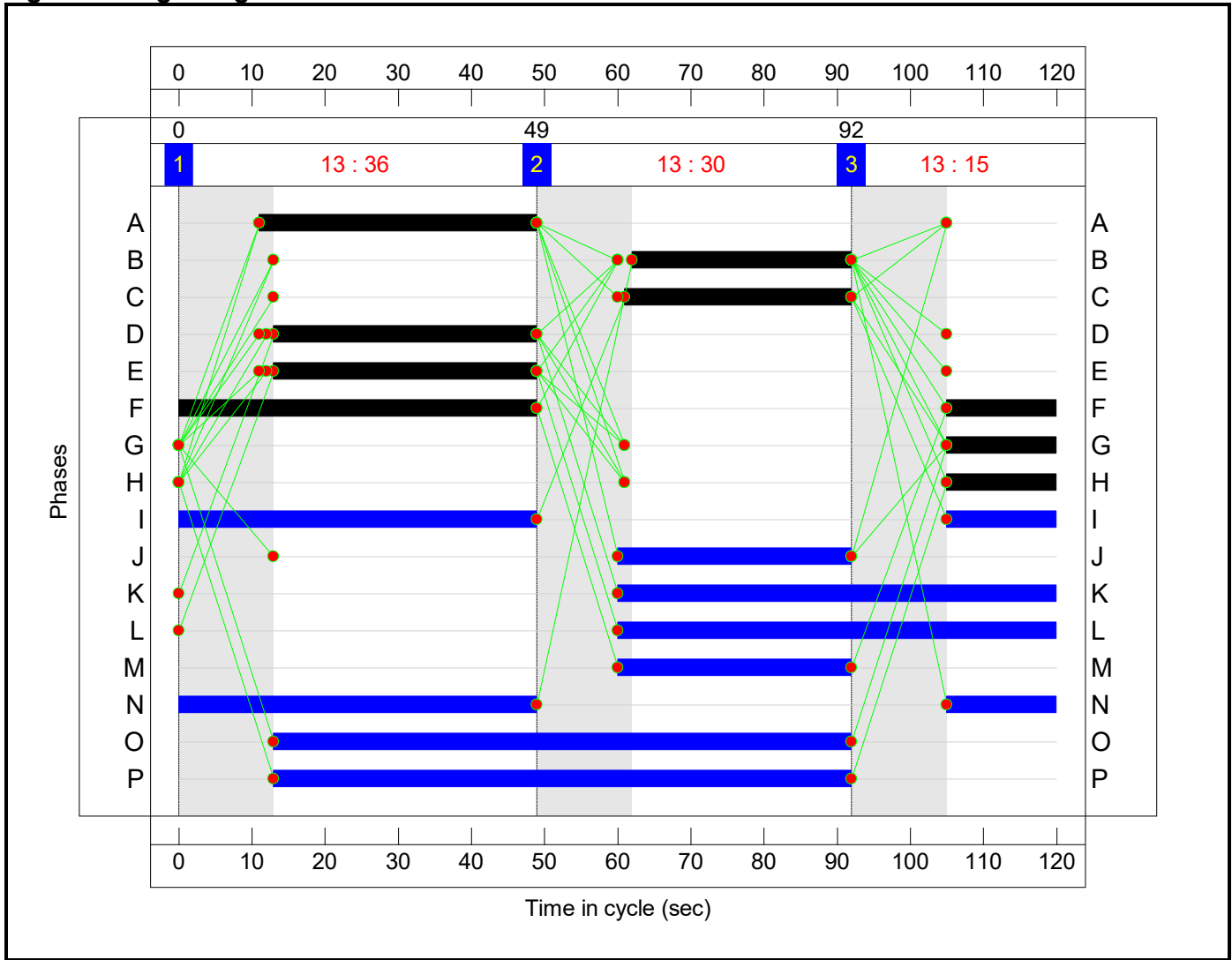
C3
Stage Sequence Diagram



Stage Timings

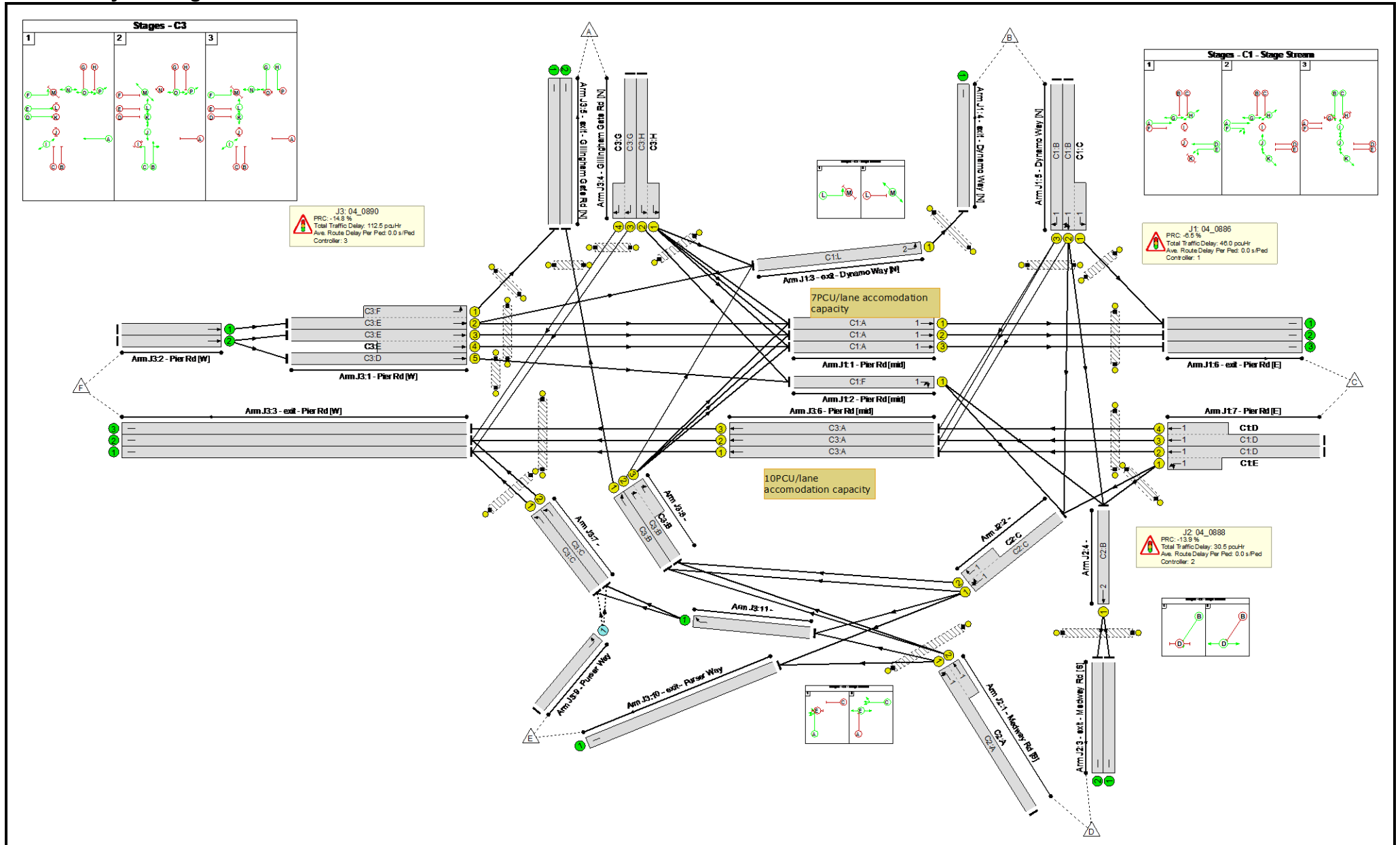
Stage	1	2	3
Duration	36	30	15
Change Point	0	49	92

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	-6.49	45.89
C1	2	1980.03	0.08
C2	1	-13.94	29.54
C2	2	126.96	0.97
C3	1	-14.79	112.53
Total Network Delay: 189.01 pcuHr			
Worst PRC: -14.79 % (On Lane J3:1/3 in Stream 1)			

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	-	-	N/A	-	-		-	-	-	-	-	-	103.3%
J1: 04_0886	-	-	N/A	-	-		-	-	-	-	-	-	95.8%
1/1	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	62	-	547	1940	1198	44.5%
1/2	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	62	-	540	1940	1198	43.7%
1/3	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	62	-	530	1940	1198	42.9%
2/1	Pier Rd [mid] U-Turn Right	U	1:1	N/A	C1:F		1	24	-	389	1774	435	89.5%
3/1	exit - Dynamo Way [N] Left	U	1:2	N/A	C1:L		2	60	-	52	1940	1179	4.3%
4/1	exit - Dynamo Way [N]	U	N/A	N/A	-		-	-	-	52	Inf	Inf	0.0%
5/2+5/1	Dynamo Way [N] Right Left Right2 Ahead	U	1:1	N/A	C1:B C1:C		1	15	-	179	1819:1877	265+109	47.8 : 47.8%
5/3	Dynamo Way [N] Right	U	1:1	N/A	C1:B		1	15	-	120	1774	278	43.1%
6/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	599	Inf	Inf	0.0%
6/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	540	Inf	Inf	0.0%
6/3	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	530	Inf	Inf	0.0%
7/2+7/1	Pier Rd [E] Ahead Ahead2 Left	U	1:1	N/A	C1:D C1:E		1	30	-	734	1940:1916	440+338	94.4 : 94.4%
7/3+7/4	Pier Rd [E] Ahead	U	1:1	N/A	C1:D		1	30	-	841	1940:1940	439+438	95.8 : 95.8%
Ped Link: P1	Unnamed Ped Link	-	1:2	-	C1:M		2	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:1	-	C1:G		1	63	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:1	-	C1:H		1	62	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:1	-	C1:I		1	15	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	1:1	-	C1:J		1	51	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1:1	-	C1:K		1	51	-	0	-	0	0.0%
J2: 04_0888	-	-	N/A	-	-		-	-	-	-	-	-	102.5%
1/1+1/2	Medway Rd [S] Ahead Left Left2	U	2:1	N/A	C2:A		1	40	-	834	1816:1830	628+185	102.5 : 102.5%
2/1+2/2	Right Ahead Ahead2	U	2:1	N/A	C2:C		1	40	-	279	1841:1841	741+39	35.8 : 35.8%
3/1	exit - Medway Rd [S]	U	N/A	N/A	-		-	-	-	235	Inf	Inf	0.0%
3/2	exit - Medway Rd [S]	U	N/A	N/A	-		-	-	-	236	Inf	Inf	0.0%
4/1	Ahead	U	2:2	N/A	C2:B		2	58	-	471	1940	1188	39.7%
Ped Link: P1	Unnamed Ped Link	-	2:2	-	C2:D		2	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:E		1	40	-	0	-	0	0.0%
J3: 04_0890	-	-	N/A	-	-		-	-	-	-	-	-	103.3%
1/2+1/1	Pier Rd [W] Left Ahead Ahead2	U	N/A	N/A	C3:E C3:F		1	36:64	-	820	1940:1826	532+267	102.7 : 102.7%
1/3+1/4	Pier Rd [W] Ahead	U	N/A	N/A	C3:E		1	36	-	988	1940:1940	479+477	103.3 : 103.3%
1/5	Pier Rd [W] Ahead	U	N/A	N/A	C3:D		1	36	-	344	1940	598	57.5%
2/1	Pier Rd [W] Ahead	U	N/A	N/A	-		-	-	-	820	Inf	Inf	0.0%
2/2	Pier Rd [W] Ahead	U	N/A	N/A	-		-	-	-	1332	Inf	Inf	0.0%
3/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	962	Inf	Inf	0.0%
3/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	938	Inf	Inf	0.0%
3/3	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	480	Inf	Inf	0.0%
4/2+4/1	Gillingham Gate Rd [N] Left Left2 Left3	U	N/A	N/A	C3:H		1	15	-	117	1888:1856	130+208	34.6 : 34.6%

Full Input Data And Results

4/3+4/4	Gillingham Gate Rd [N] Right	U	N/A	N/A	C3:G		1	15	-	275	1739:1687	188+181	74.5 : 74.5%
5/1	exit - Gillingham Gate Rd [N]	U	N/A	N/A	-		-	-	-	274	Inf	Inf	0.0%
5/2	exit - Gillingham Gate Rd [N]	U	N/A	N/A	-		-	-	-	364	Inf	Inf	0.0%
6/1	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	38	-	500	1940	631	79.3%
6/2	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	38	-	481	1940	631	76.3%
6/3	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	38	-	480	1940	631	76.1%
7/1	Left	U	N/A	N/A	C3:C		1	31	-	322	1875	500	62.8%
7/2	Left	U	N/A	N/A	C3:C		1	31	-	322	1875	500	62.8%
8/1	Ahead	U	N/A	N/A	C3:B		1	30	-	364	1940	501	71.9%
8/2+8/3	Right Right2	U	N/A	N/A	C3:B		1	30	-	63	1830:1811	288+317	10.3 : 10.2%
9/1	Purser Way Left	O	N/A	N/A	-		-	-	-	0	1940	947	0.0%
10/1	exit - Purser Way	U	N/A	N/A	-		-	-	-	42	Inf	Inf	0.0%
11/1	Right	U	N/A	N/A	-		-	-	-	644	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C3:I		1	64	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C3:J		1	32	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C3:K		1	60	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C3:L		1	60	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	C3:M		1	32	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	C3:N		1	64	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	C3:O		1	79	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	C3:P		1	79	-	0	-	0	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	-	-	0	0	0	91.1	97.9	0.0	189.0	-	-	-	-
J1: 04_0886	-	-	0	0	0	25.8	20.2	0.0	46.0	-	-	-	-
1/1	533	533	-	-	-	1.5	0.4	-	1.9	13.0	7.8	0.4	8.2
1/2	524	524	-	-	-	1.5	0.4	-	1.9	12.9	7.7	0.4	8.1
1/3	514	514	-	-	-	1.4	0.4	-	1.8	12.8	7.6	0.4	7.9
2/1	389	389	-	-	-	4.0	3.7	-	7.7	71.1	10.6	3.7	14.3
3/1	51	51	-	-	-	0.1	0.0	-	0.1	5.7	0.3	0.0	0.3
4/1	51	51	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	179	179	-	-	-	1.9	0.5	-	2.4	47.7	3.2	0.5	3.7
5/3	120	120	-	-	-	1.3	0.4	-	1.7	50.2	3.1	0.4	3.4
6/1	585	585	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	524	524	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/3	514	514	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2+7/1	734	734	-	-	-	6.5	6.5	-	13.0	63.9	14.6	6.5	21.1
7/3+7/4	841	841	-	-	-	7.5	8.0	-	15.5	66.5	15.1	8.0	23.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: 04_0888	-	-	0	0	0	9.4	21.1	0.0	30.5	-	-	-	-
1/1+1/2	834	813	-	-	-	7.3	20.5	-	27.8	119.9	22.7	20.5	43.2

Full Input Data And Results

2/1+2/2	279	279	-	-	-	1.5	0.3	-	1.8	22.8	4.9	0.3	5.1
3/1	235	235	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	236	236	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	471	471	-	-	-	0.6	0.3	-	1.0	7.4	3.3	0.3	3.6
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: 04_0890	-	-	0	0	0	55.9	56.6	0.0	112.5	-	-	-	-
1/2+1/1	820	806	-	-	-	8.7	20.7	-	29.4	129.0	22.5	20.7	43.2
1/3+1/4	988	956	-	-	-	12.5	25.5	-	38.0	138.4	24.5	25.5	50.0
1/5	344	344	-	-	-	3.3	0.7	-	4.0	41.9	9.6	0.7	10.2
2/1	820	820	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	1332	1332	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	954	954	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	930	930	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/3	480	480	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	117	117	-	-	-	1.5	0.3	-	1.8	54.8	2.2	0.3	2.4
4/3+4/4	275	275	-	-	-	3.7	1.4	-	5.2	67.6	4.4	1.4	5.8
5/1	274	274	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	361	361	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	500	500	-	-	-	5.1	1.9	-	7.0	50.2	15.1	1.9	17.0
6/2	481	481	-	-	-	4.9	1.6	-	6.4	48.1	14.3	1.6	15.9
6/3	480	480	-	-	-	4.8	1.6	-	6.4	48.0	14.3	1.6	15.8
7/1	314	314	-	-	-	3.4	0.8	-	4.2	48.4	9.2	0.8	10.0
7/2	314	314	-	-	-	3.4	0.8	-	4.2	48.4	9.2	0.8	10.0
8/1	361	361	-	-	-	4.1	1.3	-	5.3	53.1	10.9	1.3	12.2
8/2+8/3	62	62	-	-	-	0.6	0.1	-	0.6	36.9	0.8	0.1	0.9
9/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	42	42	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

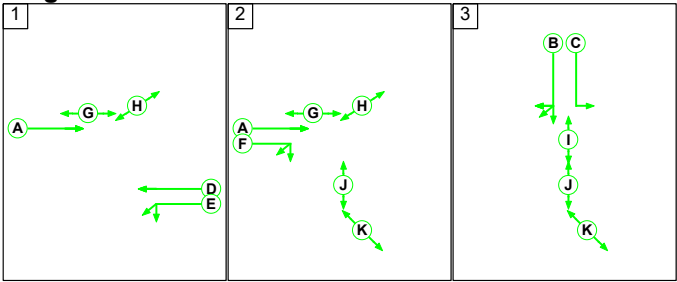
Full Input Data And Results

11/1	628	628	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-
			C1	Stream: 1 PRC for Signalled Lanes (%):		-6.5	Total Delay for Signalled Lanes (pcuHr):		45.89	Cycle Time (s):		102	
			C1	Stream: 2 PRC for Signalled Lanes (%):		1980.0	Total Delay for Signalled Lanes (pcuHr):		0.08	Cycle Time (s):		102	
			C2	Stream: 1 PRC for Signalled Lanes (%):		-13.9	Total Delay for Signalled Lanes (pcuHr):		29.54	Cycle Time (s):		98	
			C2	Stream: 2 PRC for Signalled Lanes (%):		127.0	Total Delay for Signalled Lanes (pcuHr):		0.97	Cycle Time (s):		98	
			C3	PRC for Signalled Lanes (%):		-14.8	Total Delay for Signalled Lanes (pcuHr):		112.53	Cycle Time (s):		120	
				PRC Over All Lanes (%):		-14.8	Total Delay Over All Lanes(pcuHr):		189.01				

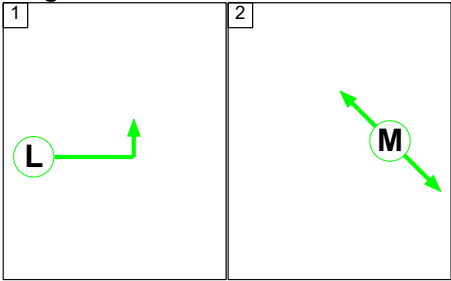
Full Input Data And Results
Scenario 2: 'PM Peak MaxSet C' (FG1: '2041 DS AM', Plan 1: 'AM Peak MaxSet A')
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

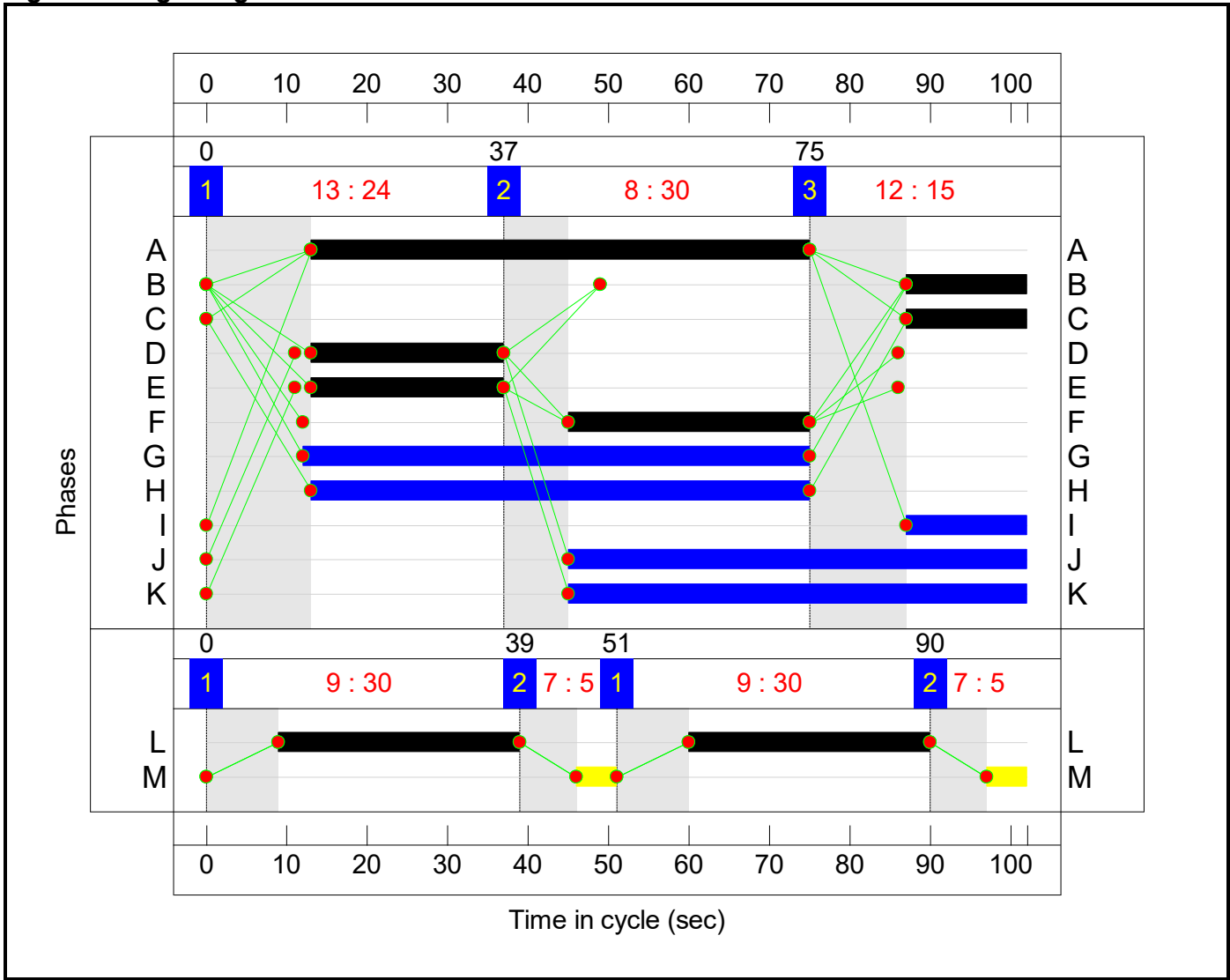
Stage Stream: 1

Stage	1	2	3
Duration	24	30	15
Change Point	0	37	75

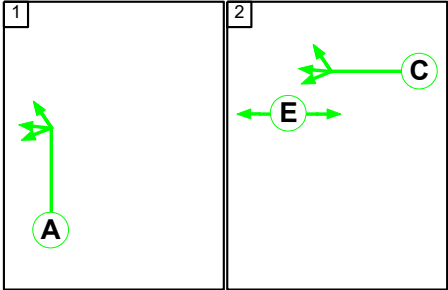
Stage Stream: 2

Stage	1	2	1	2
Duration	30	5	30	5
Change Point	0	39	51	90

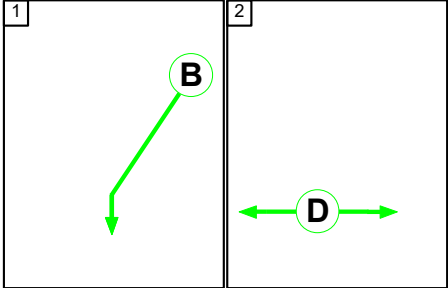
Signal Timings Diagram



C2
Stage Sequence Diagram
Stage Stream: 1



Stage Stream: 2



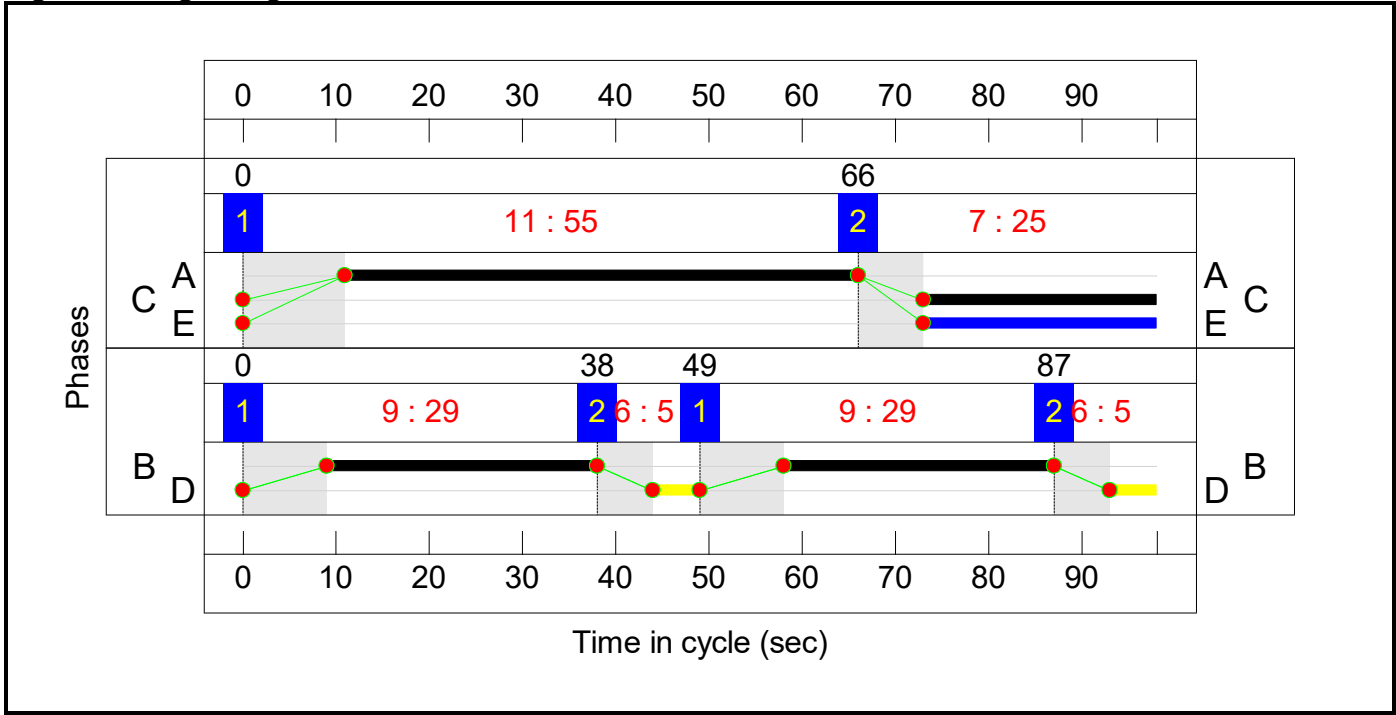
Stage Timings
Stage Stream: 1

Stage	1	2
Duration	55	25
Change Point	0	66

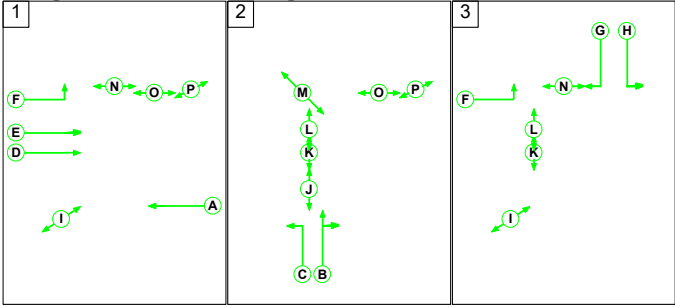
Stage Stream: 2

Stage	1	2	1	2
Duration	29	5	29	5
Change Point	0	38	49	87

Signal Timings Diagram



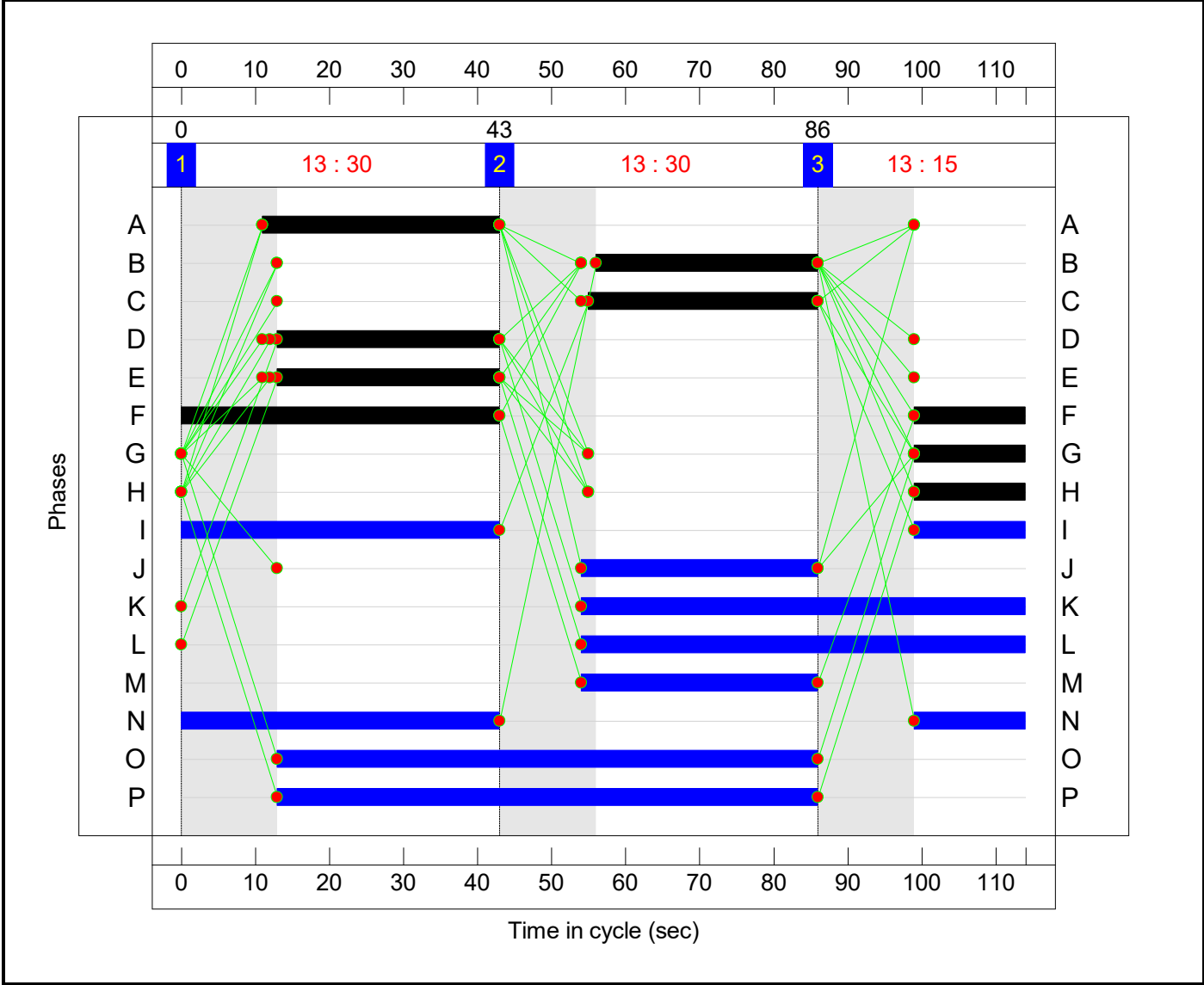
C3
Stage Sequence Diagram



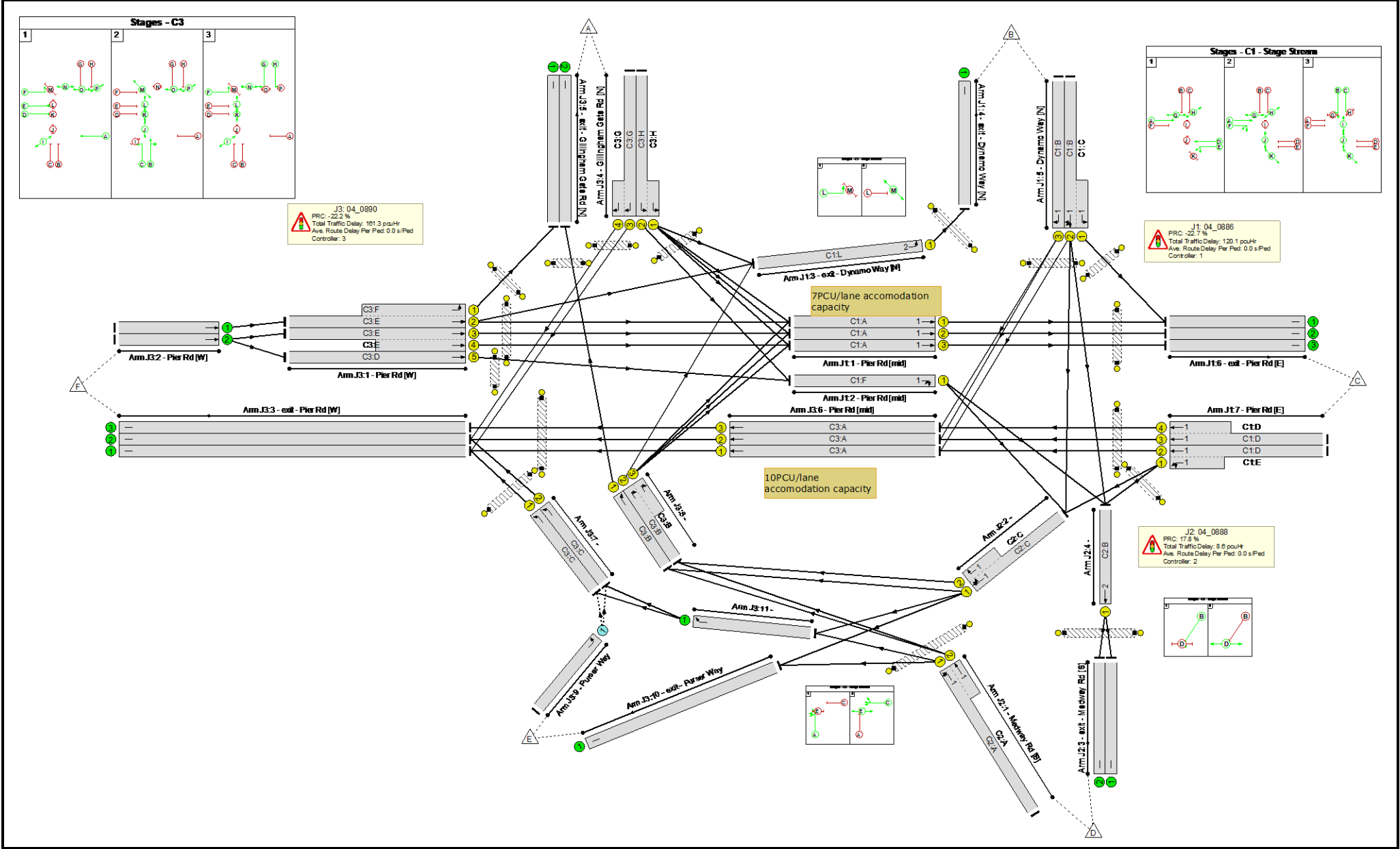
Stage Timings

Stage	1	2	3
Duration	30	30	15
Change Point	0	43	86

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	-22.70	120.04
C1	2	2075.27	0.08
C2	1	17.82	7.68
C2	2	130.37	0.94
C3	1	-22.19	161.35
Total Network Delay: 290.08 pcuHr			
Worst PRC: -22.70 % (On Lane J1:7/3 in Stream 1)			

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	-	-	N/A	-	-		-	-	-	-	-	-	110.4%
J1: 04_0886	-	-	N/A	-	-		-	-	-	-	-	-	110.4%
1/1	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	62	-	538	1940	1198	41.1%
1/2	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	62	-	539	1940	1198	41.2%
1/3	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	62	-	540	1940	1198	41.3%
2/1	Pier Rd [mid] U-Turn Right	U	1:1	N/A	C1:F		1	30	-	389	1774	539	72.1%
3/1	exit - Dynamo Way [N] Left	U	1:2	N/A	C1:L		2	60	-	52	1940	1179	4.1%
4/1	exit - Dynamo Way [N]	U	N/A	N/A	-		-	-	-	52	Inf	Inf	0.0%
5/2+5/1	Dynamo Way [N] Right Left Right2 Ahead	U	1:1	N/A	C1:B C1:C		1	15	-	177	1820:1877	265+110	47.1 : 47.1%
5/3	Dynamo Way [N] Right	U	1:1	N/A	C1:B		1	15	-	122	1774	278	43.8%
6/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	590	Inf	Inf	0.0%
6/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	539	Inf	Inf	0.0%
6/3	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	540	Inf	Inf	0.0%
7/2+7/1	Pier Rd [E] Ahead Ahead2 Left	U	1:1	N/A	C1:D C1:E		1	24	-	732	1940:1916	375+290	110.1 : 110.1%
7/3+7/4	Pier Rd [E] Ahead	U	1:1	N/A	C1:D		1	24	-	843	1940:1940	381+382	110.4 : 110.4%
Ped Link: P1	Unnamed Ped Link	-	1:2	-	C1:M		2	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:1	-	C1:G		1	63	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:1	-	C1:H		1	62	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:1	-	C1:I		1	15	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	1:1	-	C1:J		1	57	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1:1	-	C1:K		1	57	-	0	-	0	0.0%
J2: 04_0888	-	-	N/A	-	-		-	-	-	-	-	-	76.4%
1/1+1/2	Medway Rd [S] Ahead Left Left2	U	2:1	N/A	C2:A		1	55	-	834	1816:1830	843+249	76.4 : 76.4%
2/1+2/2	Right Ahead Ahead2	U	2:1	N/A	C2:C		1	25	-	279	1841:1841	473+25	51.6 : 50.9%
3/1	exit - Medway Rd [S]	U	N/A	N/A	-		-	-	-	235	Inf	Inf	0.0%
3/2	exit - Medway Rd [S]	U	N/A	N/A	-		-	-	-	236	Inf	Inf	0.0%
4/1	Ahead	U	2:2	N/A	C2:B		2	58	-	471	1940	1188	39.1%
Ped Link: P1	Unnamed Ped Link	-	2:2	-	C2:D		2	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:E		1	25	-	0	-	0	0.0%
J3: 04_0890	-	-	N/A	-	-		-	-	-	-	-	-	110.0%
1/2+1/1	Pier Rd [W] Left Ahead Ahead2	U	N/A	N/A	C3:E C3:F		1	30:58	-	814	1940:1826	493+250	109.6 : 109.6%
1/3+1/4	Pier Rd [W] Ahead	U	N/A	N/A	C3:E		1	30	-	994	1940:1940	450+454	110.0 : 110.0%
1/5	Pier Rd [W] Ahead	U	N/A	N/A	C3:D		1	30	-	344	1940	528	65.2%
2/1	Pier Rd [W] Ahead	U	N/A	N/A	-		-	-	-	814	Inf	Inf	0.0%
2/2	Pier Rd [W] Ahead	U	N/A	N/A	-		-	-	-	1338	Inf	Inf	0.0%
3/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	958	Inf	Inf	0.0%
3/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	939	Inf	Inf	0.0%
3/3	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	483	Inf	Inf	0.0%
4/2+4/1	Gillingham Gate Rd [N] Left Left2 Left3	U	N/A	N/A	C3:H		1	15	-	117	1888:1856	137+219	32.9 : 32.9%

Full Input Data And Results

4/3+4/4	Gillingham Gate Rd [N] Right	U	N/A	N/A	C3:G		1	15	-	275	1739:1687	198+191	70.8 : 70.8%
5/1	exit - Gillingham Gate Rd [N]	U	N/A	N/A	-		-	-	-	274	Inf	Inf	0.0%
5/2	exit - Gillingham Gate Rd [N]	U	N/A	N/A	-		-	-	-	364	Inf	Inf	0.0%
6/1	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	32	-	496	1940	562	81.6%
6/2	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	32	-	482	1940	562	78.8%
6/3	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	32	-	483	1940	562	78.9%
7/1	Left	U	N/A	N/A	C3:C		1	31	-	322	1875	526	61.2%
7/2	Left	U	N/A	N/A	C3:C		1	31	-	322	1875	526	61.2%
8/1	Ahead	U	N/A	N/A	C3:B		1	30	-	364	1940	528	65.2%
8/2+8/3	Right Right2	U	N/A	N/A	C3:B		1	30	-	63	1830:1811	303+334	9.5 : 9.9%
9/1	Purser Way Left	O	N/A	N/A	-		-	-	-	0	1940	929	0.0%
10/1	exit - Purser Way	U	N/A	N/A	-		-	-	-	42	Inf	Inf	0.0%
11/1	Right	U	N/A	N/A	-		-	-	-	644	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C3:I		1	58	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C3:J		1	32	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C3:K		1	60	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C3:L		1	60	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	C3:M		1	32	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	C3:N		1	58	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	C3:O		1	73	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	C3:P		1	73	-	0	-	0	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	-	-	0	0	0	100.3	189.8	0.0	290.1	-	-	-	-
J1: 04_0886	-	-	0	0	0	34.1	86.0	0.0	120.1	-	-	-	-
1/1	493	493	-	-	-	1.4	0.3	-	1.7	12.5	7.1	0.3	7.5
1/2	494	494	-	-	-	1.4	0.4	-	1.7	12.6	7.1	0.4	7.5
1/3	495	495	-	-	-	1.4	0.4	-	1.7	12.6	7.1	0.4	7.5
2/1	389	389	-	-	-	3.4	1.3	-	4.7	43.4	9.7	1.3	11.0
3/1	49	49	-	-	-	0.1	0.0	-	0.1	5.7	0.3	0.0	0.3
4/1	49	49	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	177	177	-	-	-	1.9	0.4	-	2.3	47.5	3.2	0.4	3.6
5/3	122	122	-	-	-	1.3	0.4	-	1.7	50.4	3.1	0.4	3.5
6/1	545	545	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	494	494	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/3	495	495	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2+7/1	732	665	-	-	-	10.7	38.3	-	49.1	241.3	18.5	38.3	56.8
7/3+7/4	843	763	-	-	-	12.5	44.5	-	57.1	243.7	19.8	44.5	64.3
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: 04_0888	-	-	0	0	0	6.2	2.4	0.0	8.6	-	-	-	-
1/1+1/2	834	834	-	-	-	3.4	1.6	-	5.0	21.5	15.2	1.6	16.8

Full Input Data And Results

2/1+2/2	257	257	-	-	-	2.2	0.5	-	2.7	37.7	5.6	0.5	6.2
3/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	233	233	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	464	464	-	-	-	0.6	0.3	-	0.9	7.3	3.1	0.3	3.4
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: 04_0890	-	-	0	0	0	60.0	101.3	0.0	161.3	-	-	-	-
1/2+1/1	814	757	-	-	-	11.3	40.7	-	51.9	229.7	24.1	40.7	64.7
1/3+1/4	994	904	-	-	-	15.9	50.0	-	66.0	239.0	25.4	50.0	75.4
1/5	344	344	-	-	-	3.5	0.9	-	4.4	46.4	9.6	0.9	10.5
2/1	814	814	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	1338	1338	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	920	920	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	899	899	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/3	443	443	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	117	117	-	-	-	1.4	0.2	-	1.7	51.1	2.0	0.2	2.3
4/3+4/4	275	275	-	-	-	3.5	1.2	-	4.7	61.3	4.1	1.2	5.3
5/1	264	264	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	344	344	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	458	458	-	-	-	4.8	2.1	-	6.9	54.4	13.5	2.1	15.6
6/2	442	442	-	-	-	4.6	1.8	-	6.4	51.9	12.8	1.8	14.6
6/3	443	443	-	-	-	4.6	1.8	-	6.4	52.0	12.8	1.8	14.6
7/1	322	322	-	-	-	3.2	0.8	-	4.0	44.3	8.9	0.8	9.6
7/2	322	322	-	-	-	3.2	0.8	-	4.0	44.3	8.9	0.8	9.6
8/1	344	344	-	-	-	3.5	0.9	-	4.4	46.4	9.5	0.9	10.5
8/2+8/3	62	62	-	-	-	0.5	0.1	-	0.6	33.9	0.8	0.1	0.8
9/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	41	41	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

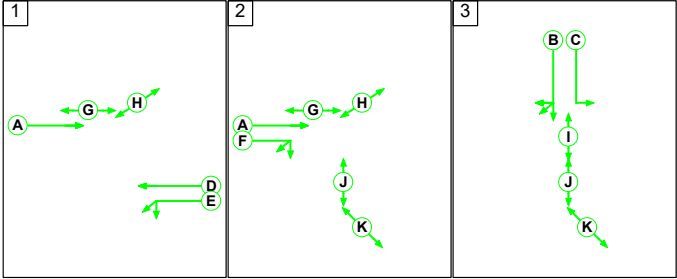
Full Input Data And Results

11/1	644	644	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-
			C1	Stream: 1 PRC for Signalled Lanes (%):		-22.7	Total Delay for Signalled Lanes (pcuHr):		120.04	Cycle Time (s):		102	
			C1	Stream: 2 PRC for Signalled Lanes (%):		2075.3	Total Delay for Signalled Lanes (pcuHr):		0.08	Cycle Time (s):		102	
			C2	Stream: 1 PRC for Signalled Lanes (%):		17.8	Total Delay for Signalled Lanes (pcuHr):		7.68	Cycle Time (s):		98	
			C2	Stream: 2 PRC for Signalled Lanes (%):		130.4	Total Delay for Signalled Lanes (pcuHr):		0.94	Cycle Time (s):		98	
			C3	PRC for Signalled Lanes (%):		-22.2	Total Delay for Signalled Lanes (pcuHr):		161.35	Cycle Time (s):		114	
				PRC Over All Lanes (%):		-22.7	Total Delay Over All Lanes(pcuHr):		290.08				

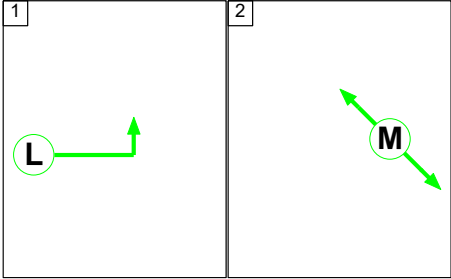
Full Input Data And Results
Scenario 3: '2041 DS AM' (FG1: '2041 DS AM', Plan 1: 'AM Peak MaxSet A')
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

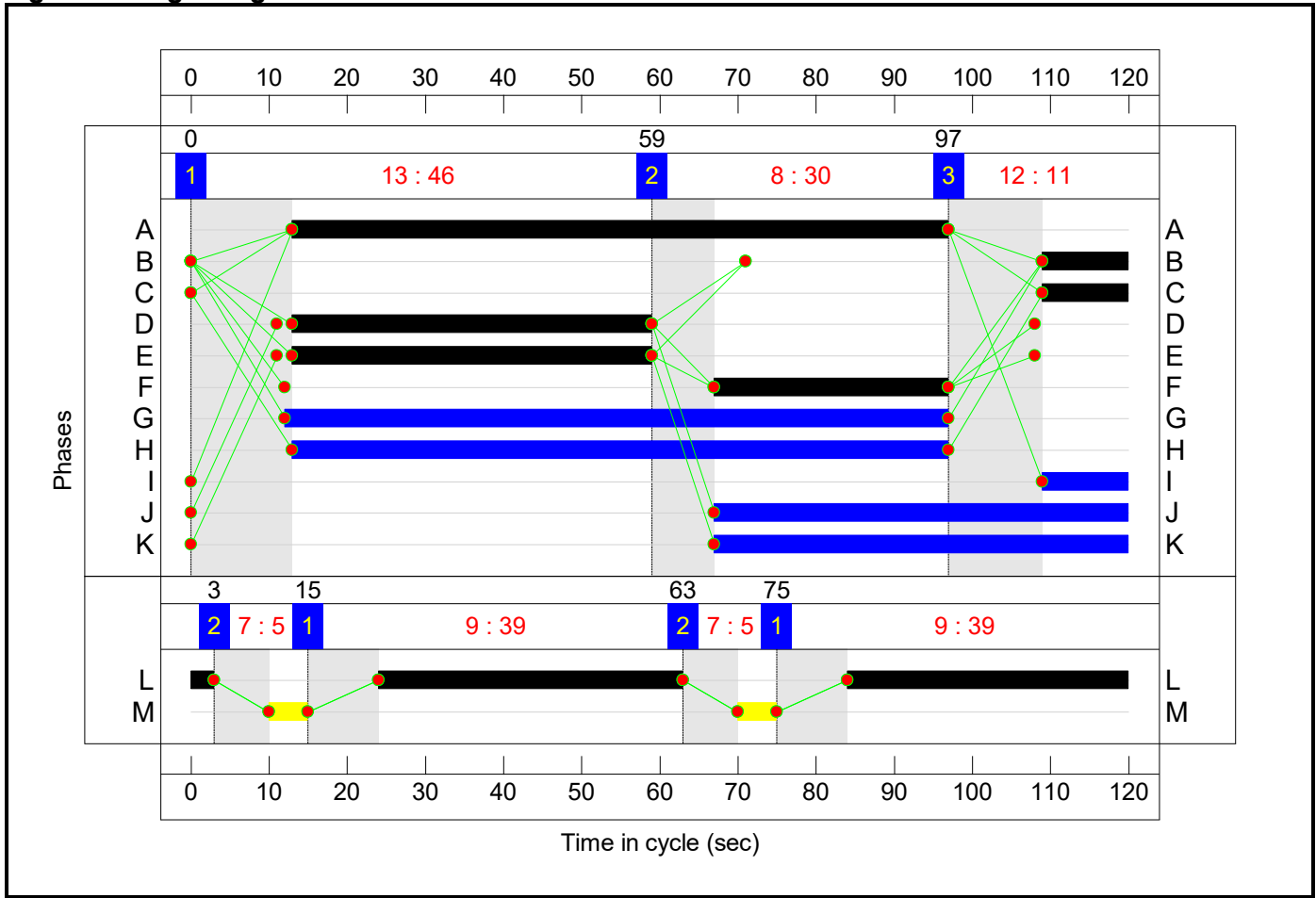
Stage Stream: 1

Stage	1	2	3
Duration	46	30	11
Change Point	0	59	97

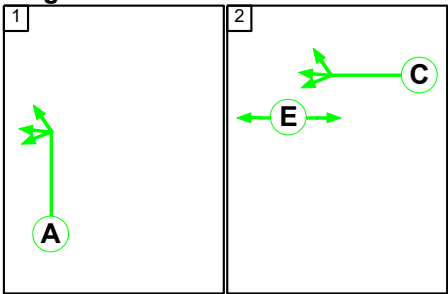
Stage Stream: 2

Stage	1	2	1	2
Duration	39	5	39	5
Change Point	15	63	75	3

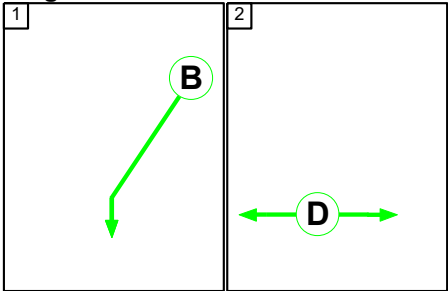
Signal Timings Diagram



C2
Stage Sequence Diagram
Stage Stream: 1



Stage Stream: 2



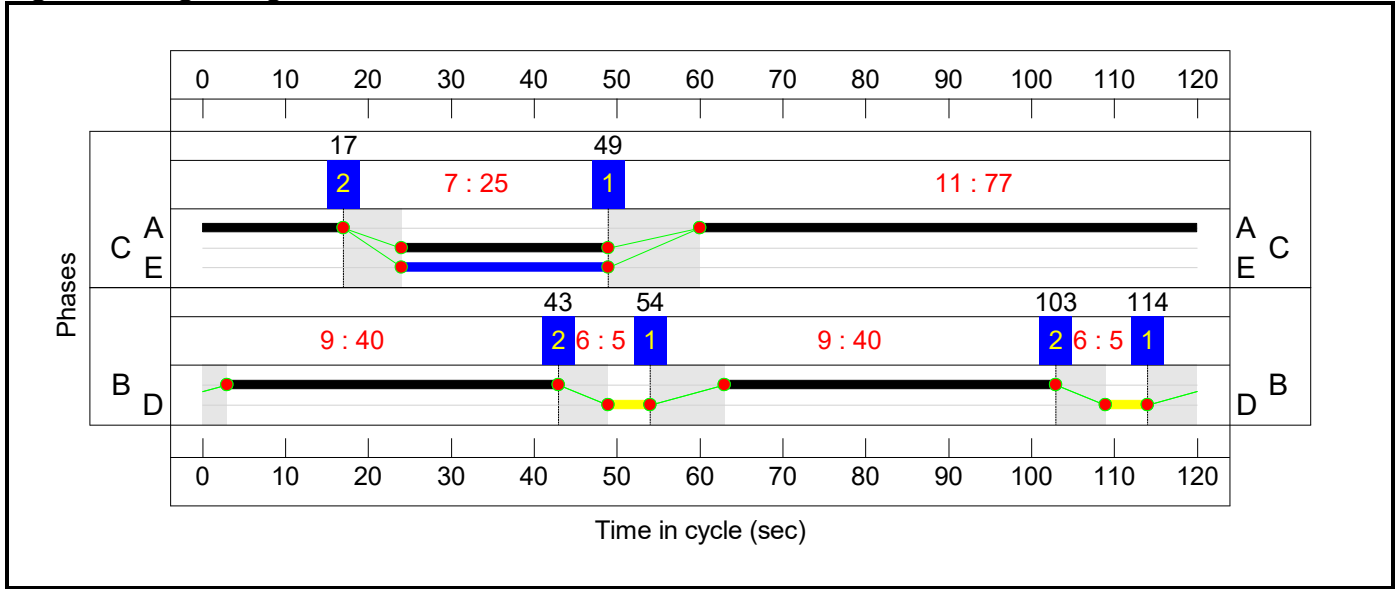
Stage Timings
Stage Stream: 1

Stage	1	2
Duration	77	25
Change Point	49	17

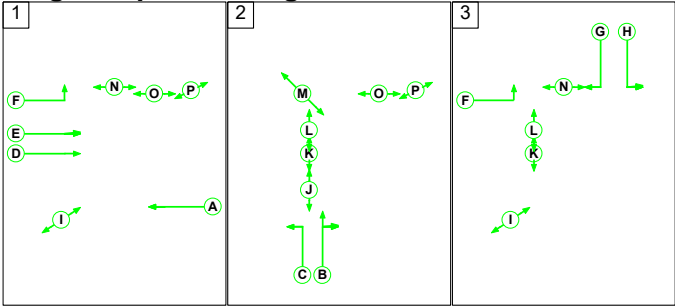
Stage Stream: 2

Stage	1	2	1	2
Duration	40	5	40	5
Change Point	114	43	54	103

Signal Timings Diagram



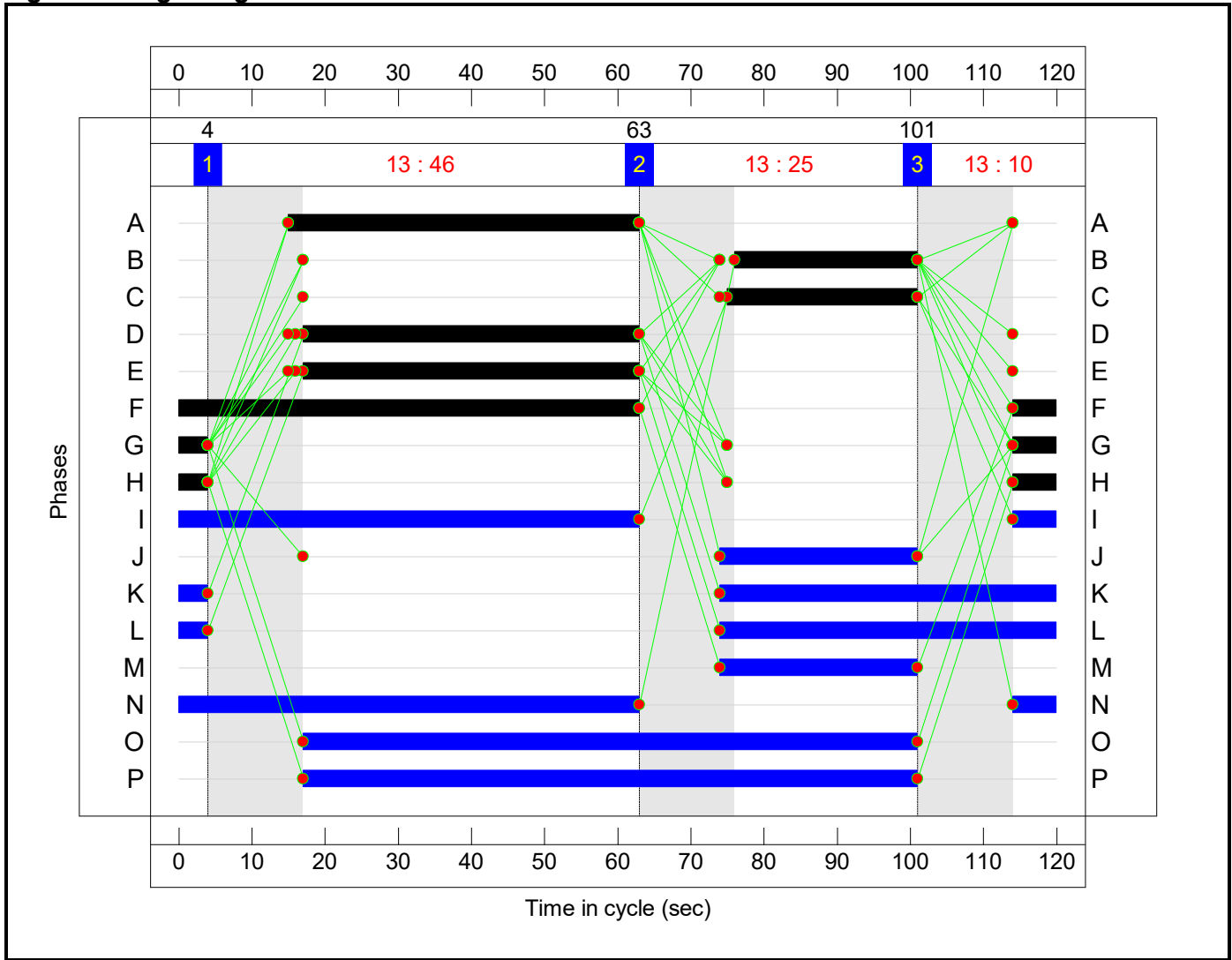
C3
Stage Sequence Diagram



Stage Timings

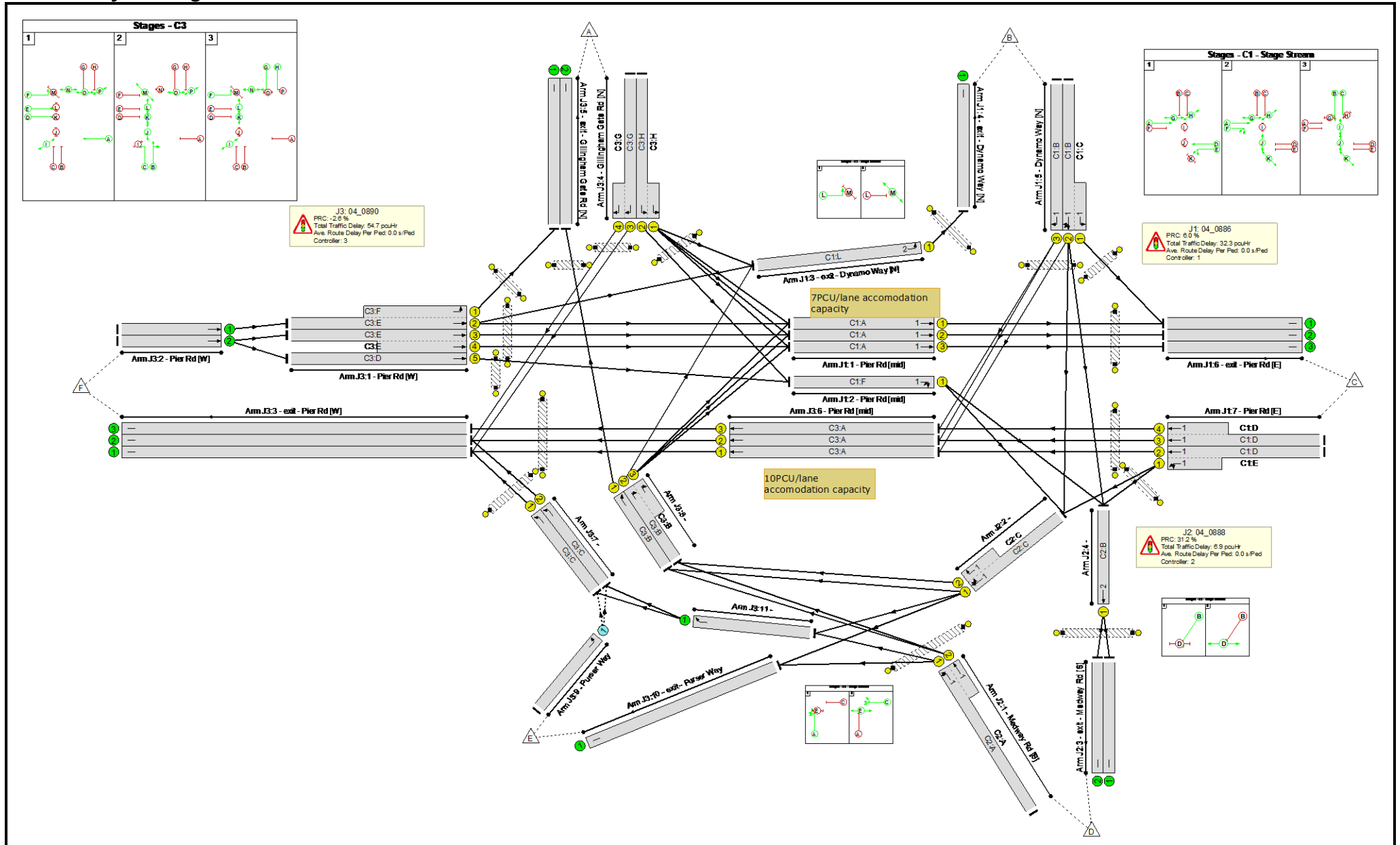
Stage	1	2	3
Duration	46	25	10
Change Point	4	63	101

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	6.03	32.26
C1	2	2138.46	0.03
C2	1	31.21	6.51
C2	2	153.31	0.38
C3	1	-2.62	54.71
Total Network Delay: 93.89 pcuHr			
Worst PRC: -2.62 % (On Lane J3:4/3 in Stream 1)			

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	-	-	N/A	-	-		-	-	-	-	-	-	92.4%
J1: 04_0886	-	-	N/A	-	-		-	-	-	-	-	-	84.9%
1/1	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	84	-	549	1940	1374	40.0%
1/2	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	84	-	535	1940	1374	38.9%
1/3	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	84	-	533	1940	1374	38.8%
2/1	Pier Rd [mid] U-Turn Right	U	1:1	N/A	C1:F		1	30	-	389	1774	458	84.9%
3/1	exit - Dynamo Way [N] Left	U	1:2	N/A	C1:L		2	78	-	52	1940	1293	4.0%
4/1	exit - Dynamo Way [N]	U	N/A	N/A	-		-	-	-	52	Inf	Inf	0.0%
5/2+5/1	Dynamo Way [N] Right Left Right2 Ahead	U	1:1	N/A	C1:B C1:C		1	11	-	185	1817:1877	182+71	73.2 : 73.2%
5/3	Dynamo Way [N] Right	U	1:1	N/A	C1:B		1	11	-	114	1774	177	64.3%
6/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	601	Inf	Inf	0.0%
6/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	535	Inf	Inf	0.0%
6/3	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	533	Inf	Inf	0.0%
7/2+7/1	Pier Rd [E] Ahead Ahead2 Left	U	1:1	N/A	C1:D C1:E		1	46	-	734	1940:1916	519+399	79.9 : 79.9%
7/3+7/4	Pier Rd [E] Ahead	U	1:1	N/A	C1:D		1	46	-	841	1940:1940	503+502	83.7 : 83.7%
Ped Link: P1	Unnamed Ped Link	-	1:2	-	C1:M		2	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:1	-	C1:G		1	85	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:1	-	C1:H		1	84	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:1	-	C1:I		1	11	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	1:1	-	C1:J		1	53	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1:1	-	C1:K		1	53	-	0	-	0	0.0%
J2: 04_0888	-	-	N/A	-	-		-	-	-	-	-	-	68.6%
1/1+1/2	Medway Rd [S] Ahead Left Left2	U	2:1	N/A	C2:A		1	77	-	834	1816:1830	946+279	68.1 : 68.1%
2/1+2/2	Right Ahead Ahead2	U	2:1	N/A	C2:C		1	25	-	279	1841:1841	386+20	68.6 : 68.6%
3/1	exit - Medway Rd [S]	U	N/A	N/A	-		-	-	-	235	Inf	Inf	0.0%
3/2	exit - Medway Rd [S]	U	N/A	N/A	-		-	-	-	236	Inf	Inf	0.0%
4/1	Ahead	U	2:2	N/A	C2:B		2	80	-	471	1940	1326	35.5%
Ped Link: P1	Unnamed Ped Link	-	2:2	-	C2:D		2	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:E		1	25	-	0	-	0	0.0%
J3: 04_0890	-	-	N/A	-	-		-	-	-	-	-	-	92.4%
1/2+1/1	Pier Rd [W] Left Ahead Ahead2	U	N/A	N/A	C3:E C3:F		1	46:69	-	818	1940:1826	637+321	85.4 : 85.4%
1/3+1/4	Pier Rd [W] Ahead	U	N/A	N/A	C3:E		1	46	-	990	1940:1940	559+559	88.5 : 88.5%
1/5	Pier Rd [W] Ahead	U	N/A	N/A	C3:D		1	46	-	344	1940	760	45.3%
2/1	Pier Rd [W] Ahead	U	N/A	N/A	-		-	-	-	818	Inf	Inf	0.0%
2/2	Pier Rd [W] Ahead	U	N/A	N/A	-		-	-	-	1334	Inf	Inf	0.0%
3/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	968	Inf	Inf	0.0%
3/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	935	Inf	Inf	0.0%
3/3	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	477	Inf	Inf	0.0%
4/2+4/1	Gillingham Gate Rd [N] Left Left2 Left3	U	N/A	N/A	C3:H		1	10	-	117	1888:1856	100+160	45.0 : 45.0%

Full Input Data And Results

4/3+4/4	Gillingham Gate Rd [N] Right	U	N/A	N/A	C3:G		1	10	-	275	1739:1687	152+146	92.4 : 92.4%
5/1	exit - Gillingham Gate Rd [N]	U	N/A	N/A	-		-	-	-	274	Inf	Inf	0.0%
5/2	exit - Gillingham Gate Rd [N]	U	N/A	N/A	-		-	-	-	364	Inf	Inf	0.0%
6/1	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	48	-	506	1940	792	63.9%
6/2	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	48	-	478	1940	792	60.3%
6/3	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	48	-	477	1940	792	60.2%
7/1	Left	U	N/A	N/A	C3:C		1	26	-	322	1875	422	76.3%
7/2	Left	U	N/A	N/A	C3:C		1	26	-	322	1875	422	76.3%
8/1	Ahead	U	N/A	N/A	C3:B		1	25	-	364	1940	420	86.6%
8/2+8/3	Right Right2	U	N/A	N/A	C3:B		1	25	-	63	1830:1811	252+277	11.9 : 11.9%
9/1	Purser Way Left	O	N/A	N/A	-		-	-	-	0	1940	906	0.0%
10/1	exit - Purser Way	U	N/A	N/A	-		-	-	-	42	Inf	Inf	0.0%
11/1	Right	U	N/A	N/A	-		-	-	-	644	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C3:I		1	69	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C3:J		1	27	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C3:K		1	50	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C3:L		1	50	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	C3:M		1	27	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	C3:N		1	69	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	C3:O		1	84	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	C3:P		1	84	-	0	-	0	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	-	-	0	0	0	61.1	32.8	0.0	93.9	-	-	-	-
J1: 04_0886	-	-	0	0	0	22.1	10.2	0.0	32.3	-	-	-	-
1/1	549	549	-	-	-	0.0	0.3	-	0.4	2.5	0.7	0.3	1.0
1/2	535	535	-	-	-	0.1	0.3	-	0.4	2.7	0.9	0.3	1.3
1/3	533	533	-	-	-	0.1	0.3	-	0.4	2.6	0.9	0.3	1.2
2/1	389	389	-	-	-	4.9	2.6	-	7.5	69.3	13.0	2.6	15.6
3/1	52	52	-	-	-	0.0	0.0	-	0.0	2.0	0.1	0.0	0.1
4/1	52	52	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	185	185	-	-	-	2.7	1.3	-	4.0	77.3	4.3	1.3	5.6
5/3	114	114	-	-	-	1.6	0.9	-	2.5	79.6	3.6	0.9	4.5
6/1	601	601	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	535	535	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/3	533	533	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2+7/1	734	734	-	-	-	5.9	2.0	-	7.8	38.4	15.2	2.0	17.2
7/3+7/4	841	841	-	-	-	6.8	2.5	-	9.3	39.7	16.0	2.5	18.5
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: 04_0888	-	-	0	0	0	4.5	2.4	0.0	6.9	-	-	-	-
1/1+1/2	834	834	-	-	-	2.8	1.1	-	3.8	16.5	15.2	1.1	16.3

Full Input Data And Results

2/1+2/2	279	279	-	-	-	1.6	1.1	-	2.7	34.7	6.9	1.1	7.9
3/1	235	235	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	236	236	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	471	471	-	-	-	0.1	0.3	-	0.4	2.9	1.1	0.3	1.4
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: 04_0890	-	-	0	0	0	34.5	20.2	0.0	54.7	-	-	-	-
1/2+1/1	818	818	-	-	-	5.7	2.8	-	8.5	37.3	17.1	2.8	19.9
1/3+1/4	990	990	-	-	-	8.3	3.6	-	11.9	43.3	17.3	3.6	20.9
1/5	344	344	-	-	-	2.6	0.4	-	3.0	31.3	8.4	0.4	8.8
2/1	818	818	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	1334	1334	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	968	968	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	935	935	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/3	477	477	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	117	117	-	-	-	1.7	0.4	-	2.1	63.7	2.3	0.4	2.7
4/3+4/4	275	275	-	-	-	4.1	4.4	-	8.5	111.0	4.7	4.4	9.0
5/1	274	274	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	364	364	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	506	506	-	-	-	0.7	0.9	-	1.6	11.5	10.3	0.9	11.1
6/2	478	478	-	-	-	0.5	0.8	-	1.3	9.8	2.4	0.8	3.1
6/3	477	477	-	-	-	0.5	0.8	-	1.3	9.7	2.4	0.8	3.1
7/1	322	322	-	-	-	2.9	1.6	-	4.5	50.0	9.0	1.6	10.5
7/2	322	322	-	-	-	2.9	1.6	-	4.5	50.0	9.0	1.6	10.5
8/1	364	364	-	-	-	4.1	2.9	-	7.0	69.6	11.9	2.9	14.9
8/2+8/3	63	63	-	-	-	0.5	0.1	-	0.6	34.1	0.8	0.1	0.9
9/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	42	42	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

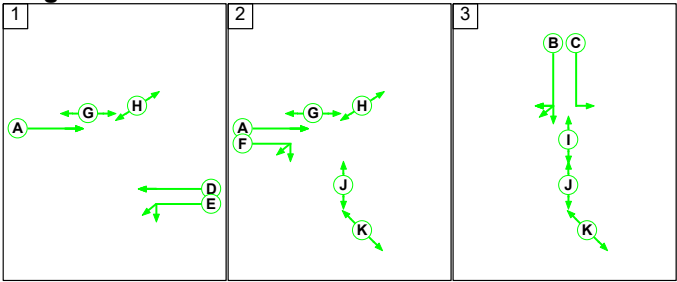
Full Input Data And Results

11/1	644	644	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 Stream: 1 PRC for Signalled Lanes (%):					6.0	Total Delay for Signalled Lanes (pcuHr):			32.26	Cycle Time (s): 120			
C1 Stream: 2 PRC for Signalled Lanes (%):					2138.5	Total Delay for Signalled Lanes (pcuHr):			0.03	Cycle Time (s): 120			
C2 Stream: 1 PRC for Signalled Lanes (%):					31.2	Total Delay for Signalled Lanes (pcuHr):			6.51	Cycle Time (s): 120			
C2 Stream: 2 PRC for Signalled Lanes (%):					153.3	Total Delay for Signalled Lanes (pcuHr):			0.38	Cycle Time (s): 120			
C3 PRC for Signalled Lanes (%):					-2.6	Total Delay for Signalled Lanes (pcuHr):			54.71	Cycle Time (s): 120			
PRC Over All Lanes (%):					-2.6	Total Delay Over All Lanes(pcuHr):			93.89				

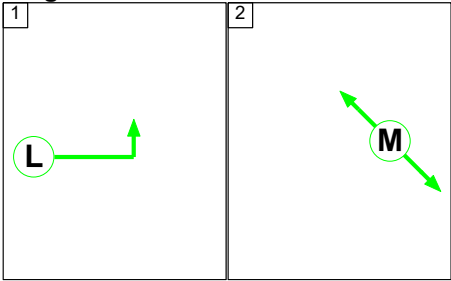
Full Input Data And Results
Scenario 4: '2041 DS PM' (FG2: '2041 DS PM', Plan 1: 'AM Peak MaxSet A')
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

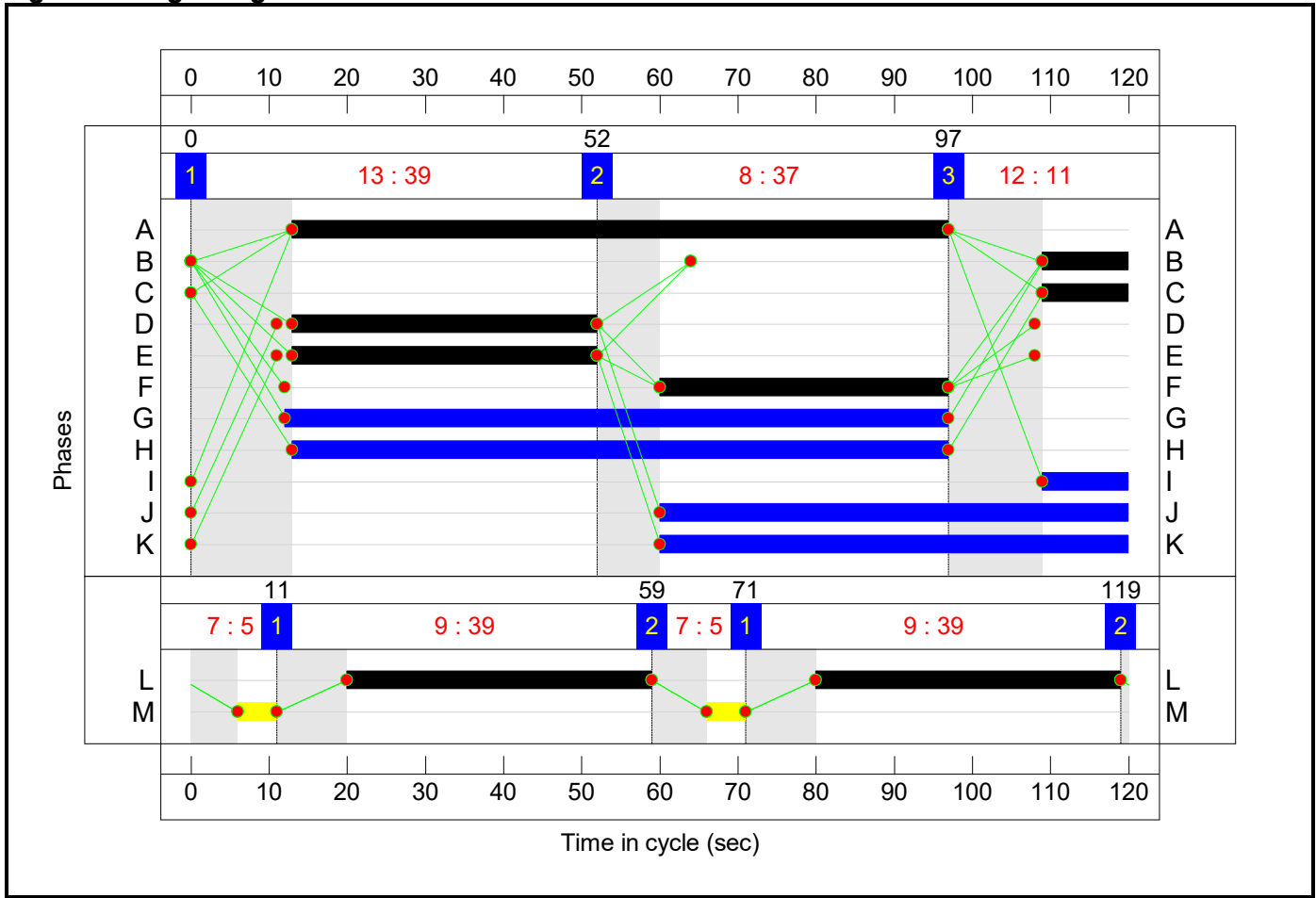
Stage Stream: 1

Stage	1	2	3
Duration	39	37	11
Change Point	0	52	97

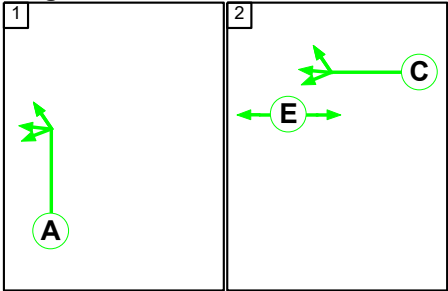
Stage Stream: 2

Stage	1	2	1	2
Duration	39	5	39	5
Change Point	71	119	11	59

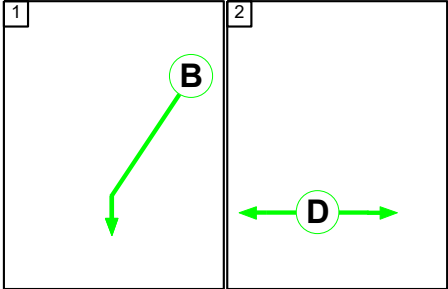
Signal Timings Diagram



C2
Stage Sequence Diagram
Stage Stream: 1



Stage Stream: 2



Full Input Data And Results

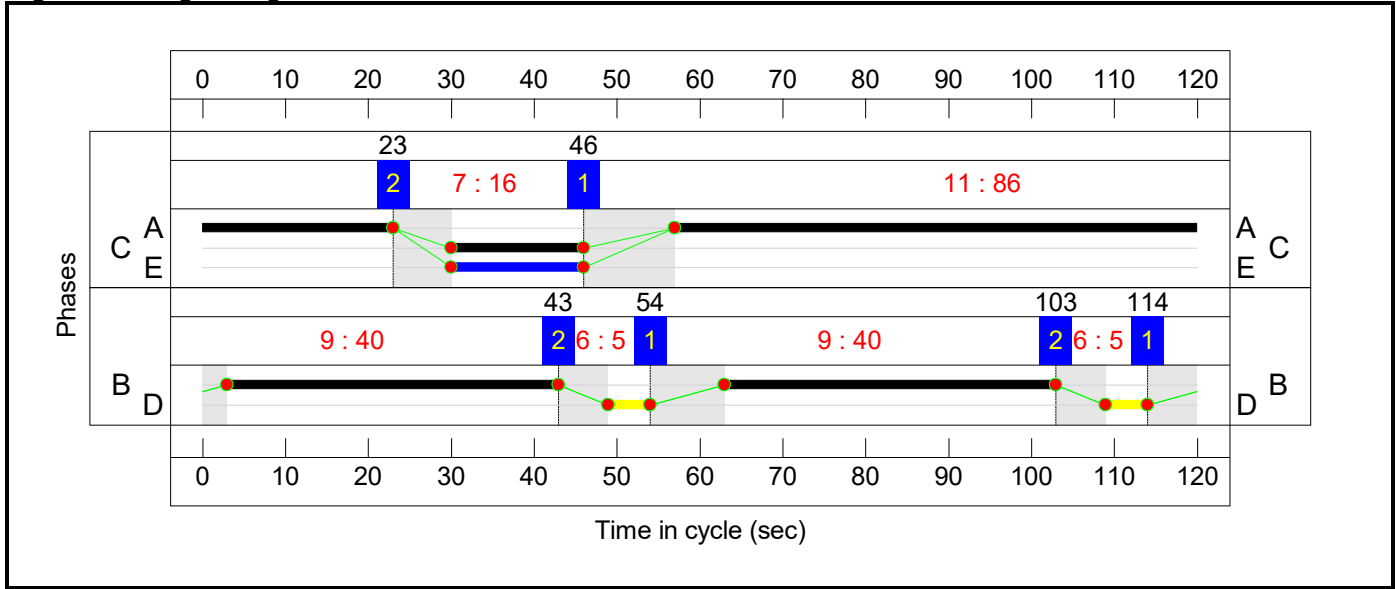
Stage Timings
Stage Stream: 1

Stage	1	2
Duration	86	16
Change Point	46	23

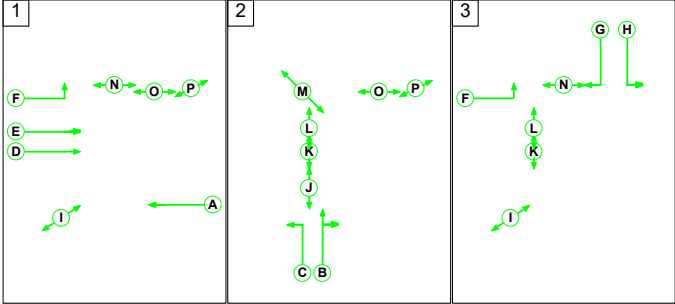
Stage Stream: 2

Stage	1	2	1	2
Duration	40	5	40	5
Change Point	114	43	54	103

Signal Timings Diagram



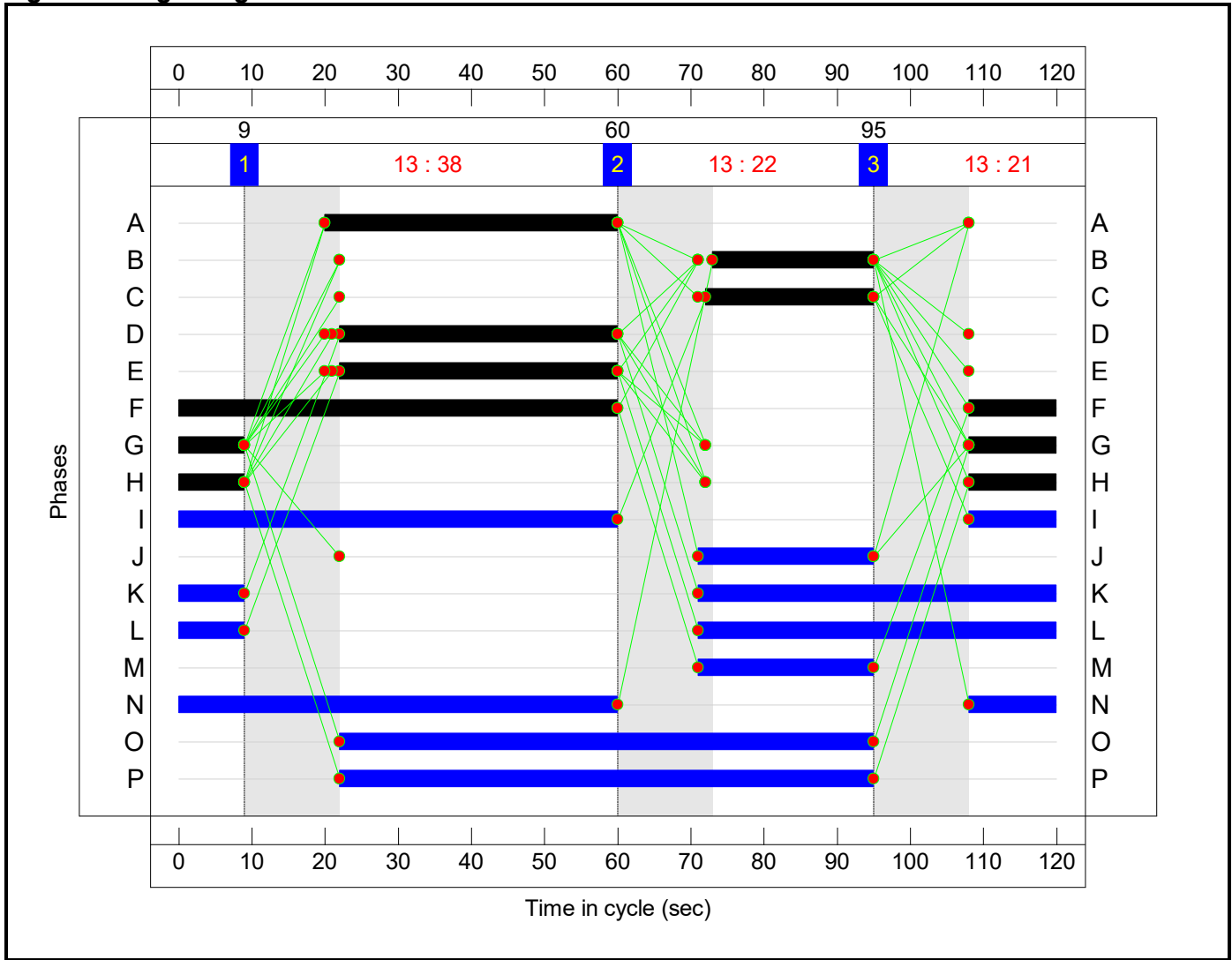
C3
Stage Sequence Diagram



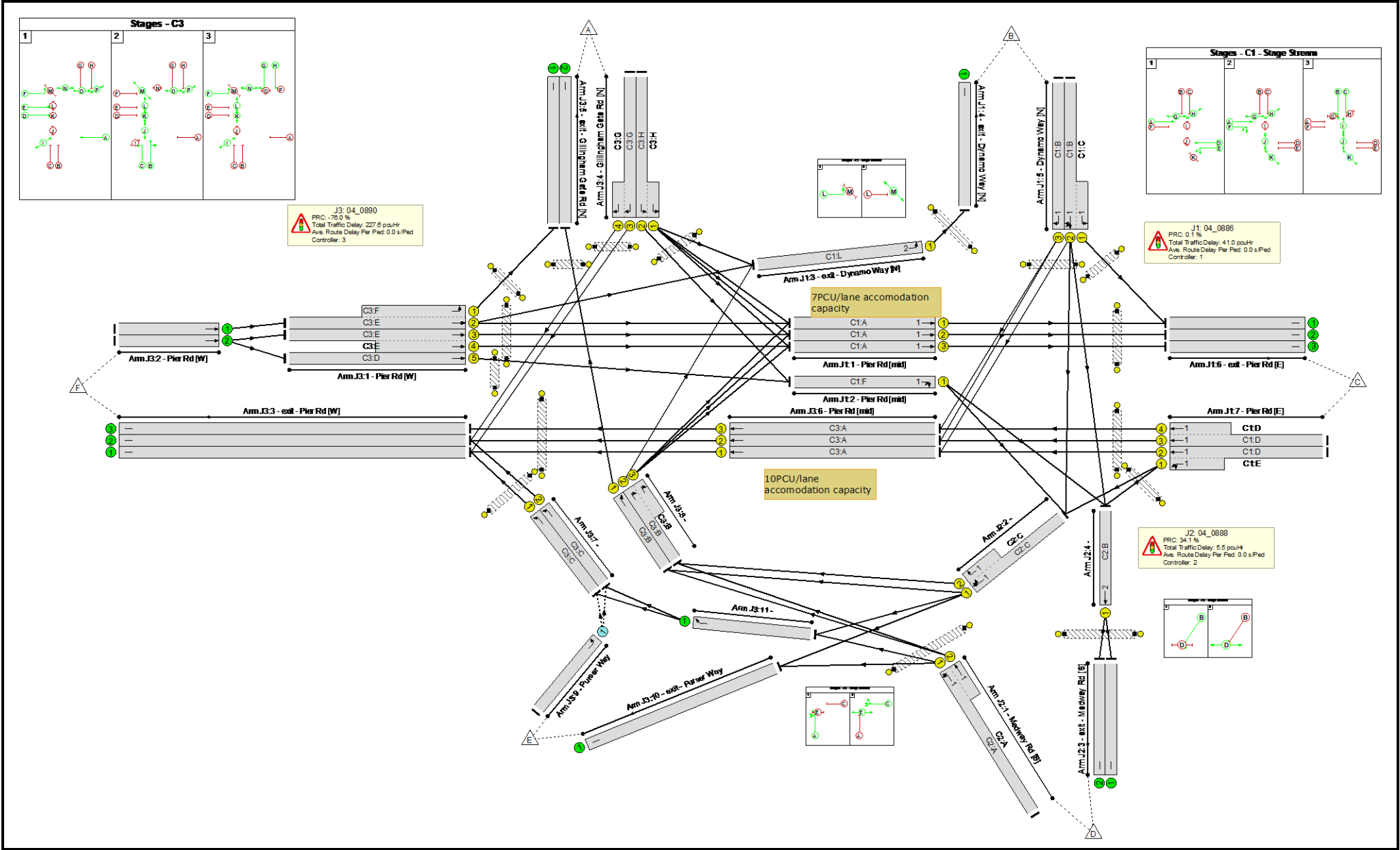
Stage Timings

Stage	1	2	3
Duration	38	22	21
Change Point	9	60	95

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	0.12	40.82
C1	2	622.98	0.13
C2	1	34.14	4.98
C2	2	89.38	0.54
C3	1	-75.96	227.58
Total Network Delay: 274.05 pcuHr			
Worst PRC: -75.96 % (On Lane J3:4/3 in Stream 1)			

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	-	-	N/A	-	-		-	-	-	-	-	-	158.4%
J1: 04_0886	-	-	N/A	-	-		-	-	-	-	-	-	89.9%
1/1	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	84	-	579	1940	1374	42.1%
1/2	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	84	-	583	1940	1374	42.4%
1/3	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	84	-	586	1940	1374	42.6%
2/1	Pier Rd [mid] U-Turn Right	U	1:1	N/A	C1:F		1	37	-	505	1774	562	89.9%
3/1	exit - Dynamo Way [N] Left	U	1:2	N/A	C1:L		2	78	-	161	1940	1293	12.4%
4/1	exit - Dynamo Way [N]	U	N/A	N/A	-		-	-	-	161	Inf	Inf	0.0%
5/2+5/1	Dynamo Way [N] Right Left Right2 Ahead	U	1:1	N/A	C1:B C1:C		1	11	-	243	1800:1877	180+114	82.8 : 82.8%
5/3	Dynamo Way [N] Right	U	1:1	N/A	C1:B		1	11	-	132	1774	177	74.4%
6/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	673	Inf	Inf	0.0%
6/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	583	Inf	Inf	0.0%
6/3	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	586	Inf	Inf	0.0%
7/2+7/1	Pier Rd [E] Ahead Ahead2 Left	U	1:1	N/A	C1:D C1:E		1	39	-	687	1940:1907	448+366	84.3 : 84.3%
7/3+7/4	Pier Rd [E] Ahead	U	1:1	N/A	C1:D		1	39	-	799	1940:1940	446+445	89.6 : 89.6%
Ped Link: P1	Unnamed Ped Link	-	1:2	-	C1:M		2	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:1	-	C1:G		1	85	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:1	-	C1:H		1	84	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:1	-	C1:I		1	11	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	1:1	-	C1:J		1	60	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1:1	-	C1:K		1	60	-	0	-	0	0.0%
J2: 04_0888	-	-	N/A	-	-		-	-	-	-	-	-	67.1%
1/1+1/2	Medway Rd [S] Ahead Left Left2	U	2:1	N/A	C2:A		1	86	-	907	1816:1830	1097+255	67.1 : 67.1%
2/1+2/2	Right Ahead Ahead2	U	2:1	N/A	C2:C		1	16	-	210	1841:1841	233+87	65.8 : 65.8%
3/1	exit - Medway Rd [S]	U	N/A	N/A	-		-	-	-	314	Inf	Inf	0.0%
3/2	exit - Medway Rd [S]	U	N/A	N/A	-		-	-	-	316	Inf	Inf	0.0%
4/1	Ahead	U	2:2	N/A	C2:B		2	80	-	630	1940	1326	47.5%
Ped Link: P1	Unnamed Ped Link	-	2:2	-	C2:D		2	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:E		1	16	-	0	-	0	0.0%
J3: 04_0890	-	-	N/A	-	-		-	-	-	-	-	-	158.4%
1/2+1/1	Pier Rd [W] Left Ahead Ahead2	U	N/A	N/A	C3:E C3:F		1	38:72	-	752	1940:1826	573+191	98.4 : 98.4%
1/3+1/4	Pier Rd [W] Ahead	U	N/A	N/A	C3:E		1	38	-	989	1940:1940	494+495	100.0 : 100.0%
1/5	Pier Rd [W] Ahead	U	N/A	N/A	C3:D		1	38	-	428	1940	631	67.9%
2/1	Pier Rd [W] Ahead	U	N/A	N/A	-		-	-	-	752	Inf	Inf	0.0%
2/2	Pier Rd [W] Ahead	U	N/A	N/A	-		-	-	-	1417	Inf	Inf	0.0%
3/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	1298	Inf	Inf	0.0%
3/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	1021	Inf	Inf	0.0%
3/3	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	465	Inf	Inf	0.0%
4/2+4/1	Gillingham Gate Rd [N] Left Left2 Left3	U	N/A	N/A	C3:H		1	21	-	276	1888:1857	111+287	69.3 : 69.3%

Full Input Data And Results

4/3+4/4	Gillingham Gate Rd [N] Right	U	N/A	N/A	C3:G		1	21	-	616	1739:1687	271+118	158.4 : 158.4%
5/1	exit - Gillingham Gate Rd [N]	U	N/A	N/A	-		-	-	-	188	Inf	Inf	0.0%
5/2	exit - Gillingham Gate Rd [N]	U	N/A	N/A	-		-	-	-	224	Inf	Inf	0.0%
6/1	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	40	-	501	1940	663	75.6%
6/2	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	40	-	466	1940	663	70.3%
6/3	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	40	-	465	1940	663	70.2%
7/1	Left	U	N/A	N/A	C3:C		1	23	-	368	1875	375	98.1%
7/2	Left	U	N/A	N/A	C3:C		1	23	-	368	1875	375	98.1%
8/1	Ahead	U	N/A	N/A	C3:B		1	22	-	224	1940	372	60.2%
8/2+8/3	Right Right2	U	N/A	N/A	C3:B		1	22	-	157	1830:1811	278+150	36.6 : 36.6%
9/1	Purser Way Left	O	N/A	N/A	-		-	-	-	0	1940	688	0.0%
10/1	exit - Purser Way	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
11/1	Right	U	N/A	N/A	-		-	-	-	736	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C3:I		1	72	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C3:J		1	24	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C3:K		1	58	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C3:L		1	58	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	C3:M		1	24	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	C3:N		1	72	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	C3:O		1	73	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	C3:P		1	73	-	0	-	0	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	-	-	0	0	0	91.8	182.3	0.0	274.1	-	-	-	-
J1: 04_0886	-	-	0	0	0	25.7	15.2	0.0	41.0	-	-	-	-
1/1	579	579	-	-	-	0.2	0.4	-	0.5	3.4	2.1	0.4	2.4
1/2	583	583	-	-	-	0.2	0.4	-	0.6	3.5	2.2	0.4	2.5
1/3	586	586	-	-	-	0.2	0.4	-	0.6	3.5	2.2	0.4	2.6
2/1	505	505	-	-	-	5.5	3.9	-	9.4	67.3	16.8	3.9	20.7
3/1	161	161	-	-	-	0.1	0.1	-	0.1	3.0	0.4	0.1	0.5
4/1	161	161	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	243	243	-	-	-	3.5	2.2	-	5.7	85.0	4.8	2.2	7.1
5/3	132	132	-	-	-	1.9	1.4	-	3.3	89.9	4.3	1.4	5.6
6/1	673	673	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	583	583	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/3	586	586	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2+7/1	687	687	-	-	-	6.4	2.6	-	9.0	47.3	14.7	2.6	17.3
7/3+7/4	799	799	-	-	-	7.6	4.0	-	11.6	52.4	16.6	4.0	20.6
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: 04_0888	-	-	0	0	0	3.1	2.4	0.0	5.5	-	-	-	-
1/1+1/2	907	907	-	-	-	2.0	1.0	-	3.0	12.0	14.2	1.0	15.2

Full Input Data And Results

2/1+2/2	210	210	-	-	-	1.0	0.9	-	2.0	33.5	3.9	0.9	4.9
3/1	314	314	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	316	316	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	630	630	-	-	-	0.1	0.5	-	0.5	3.1	0.8	0.5	1.2
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: 04_0890	-	-	0	0	0	63.0	164.6	0.0	227.6	-	-	-	-
1/2+1/1	752	752	-	-	-	6.8	11.0	-	17.8	85.2	20.3	11.0	31.3
1/3+1/4	989	989	-	-	-	10.3	15.8	-	26.0	94.8	21.5	15.8	37.2
1/5	428	428	-	-	-	4.2	1.0	-	5.2	43.9	12.2	1.0	13.3
2/1	752	752	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	1417	1417	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1140	1140	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	952	952	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/3	465	465	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	276	276	-	-	-	3.4	1.1	-	4.5	58.8	6.7	1.1	7.8
4/3+4/4	616	389	-	-	-	23.4	114.8	-	138.3	808.1	31.7	114.8	146.5
5/1	188	188	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	224	224	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	501	501	-	-	-	1.3	1.5	-	2.9	20.5	15.2	1.5	16.7
6/2	466	466	-	-	-	0.7	1.2	-	1.9	14.4	12.0	1.2	13.2
6/3	465	465	-	-	-	0.7	1.2	-	1.9	14.4	12.0	1.2	13.1
7/1	368	368	-	-	-	4.2	8.0	-	12.2	119.1	12.1	8.0	20.1
7/2	368	368	-	-	-	4.2	8.0	-	12.2	119.1	12.1	8.0	20.1
8/1	224	224	-	-	-	2.3	0.8	-	3.0	48.6	7.1	0.8	7.9
8/2+8/3	157	157	-	-	-	1.5	0.3	-	1.8	41.2	3.0	0.3	3.3
9/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

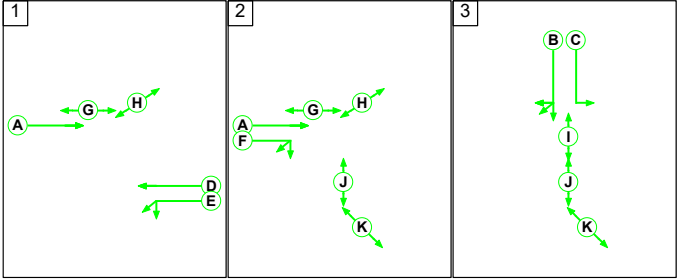
Full Input Data And Results

11/1	736	736	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 Stream: 1 PRC for Signalled Lanes (%): 0.1 Total Delay for Signalled Lanes (pcuHr): 40.82 Cycle Time (s): 120													
C1 Stream: 2 PRC for Signalled Lanes (%): 623.0 Total Delay for Signalled Lanes (pcuHr): 0.13 Cycle Time (s): 120													
C2 Stream: 1 PRC for Signalled Lanes (%): 34.1 Total Delay for Signalled Lanes (pcuHr): 4.98 Cycle Time (s): 120													
C2 Stream: 2 PRC for Signalled Lanes (%): 89.4 Total Delay for Signalled Lanes (pcuHr): 0.54 Cycle Time (s): 120													
C3 PRC for Signalled Lanes (%): -76.0 Total Delay for Signalled Lanes (pcuHr): 227.58 Cycle Time (s): 120													
PRC Over All Lanes (%): -76.0 Total Delay Over All Lanes(pcuHr): 274.05													

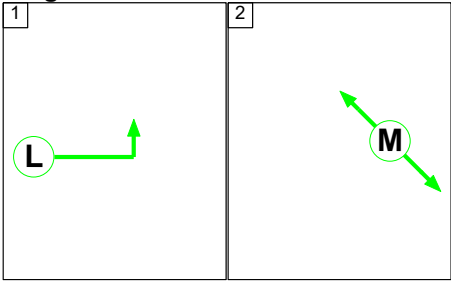
Full Input Data And Results
Scenario 5: '2041 RC AM' (FG3: '2041 RC AM', Plan 1: 'AM Peak MaxSet A')
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

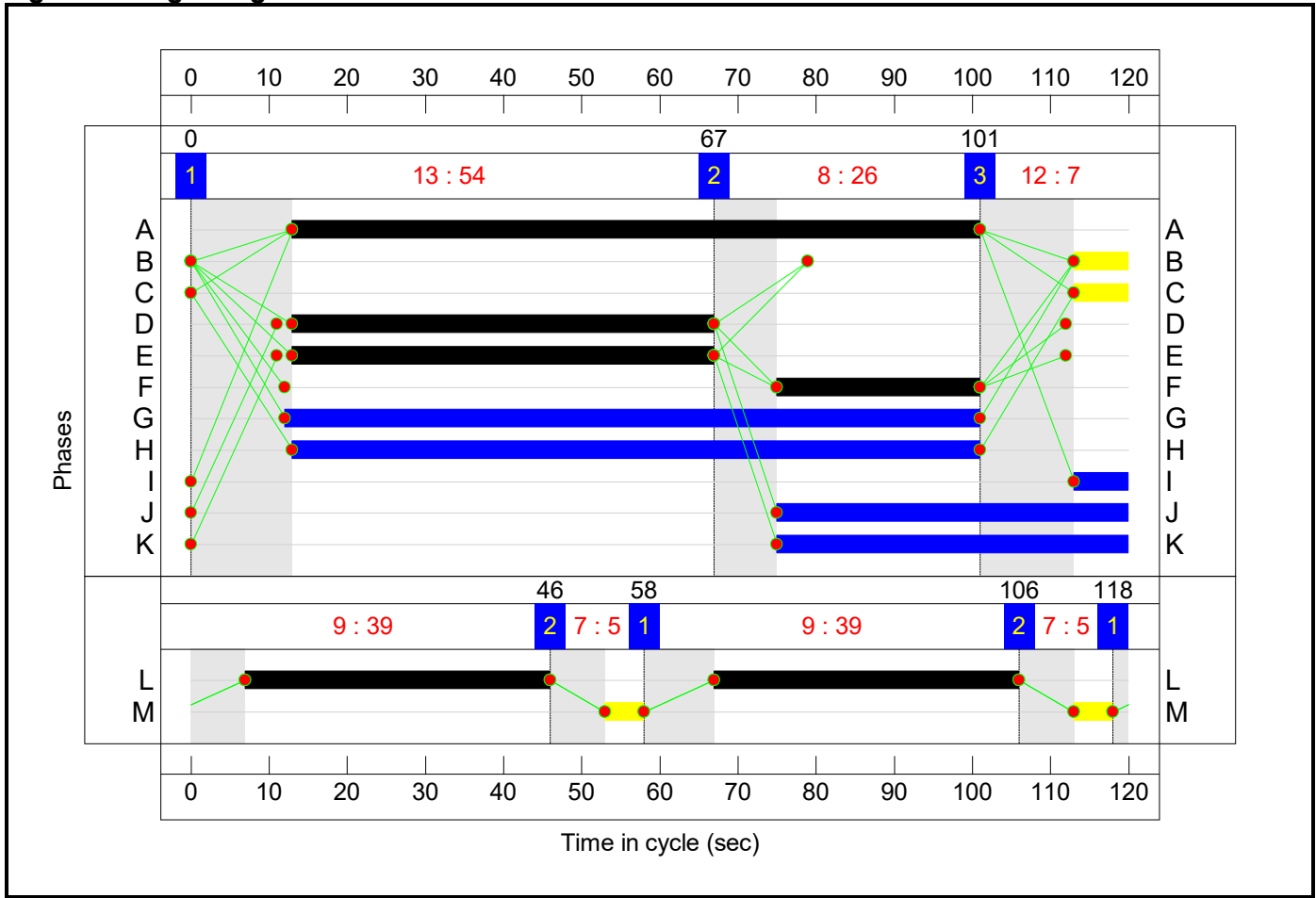
Stage Stream: 1

Stage	1	2	3
Duration	54	26	7
Change Point	0	67	101

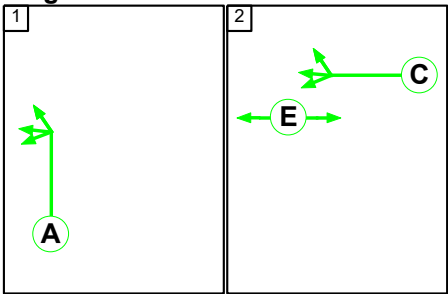
Stage Stream: 2

Stage	1	2	1	2
Duration	39	5	39	5
Change Point	118	46	58	106

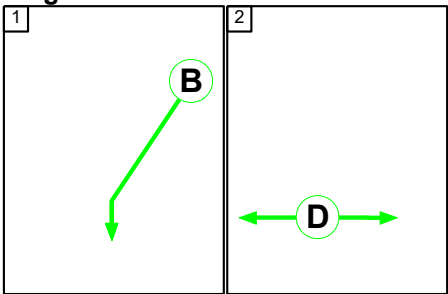
Signal Timings Diagram



C2
Stage Sequence Diagram
Stage Stream: 1



Stage Stream: 2



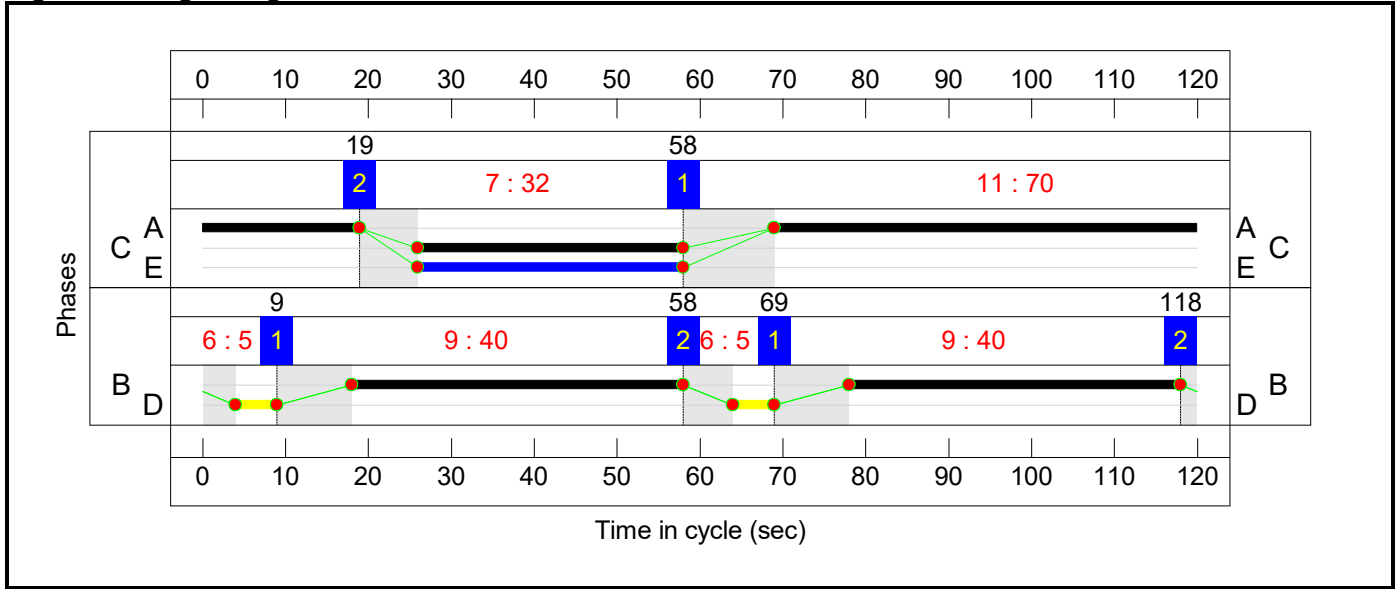
Stage Timings
Stage Stream: 1

Stage	1	2
Duration	70	32
Change Point	58	19

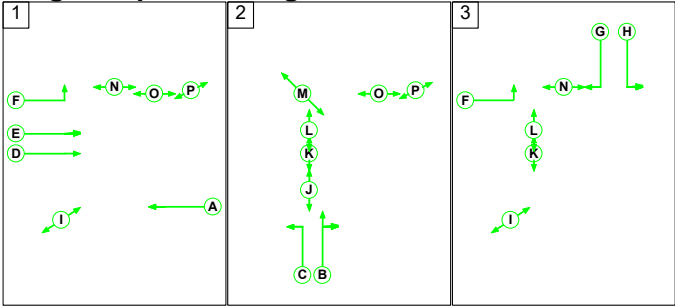
Stage Stream: 2

Stage	1	2	1	2
Duration	40	5	40	5
Change Point	69	118	9	58

Signal Timings Diagram



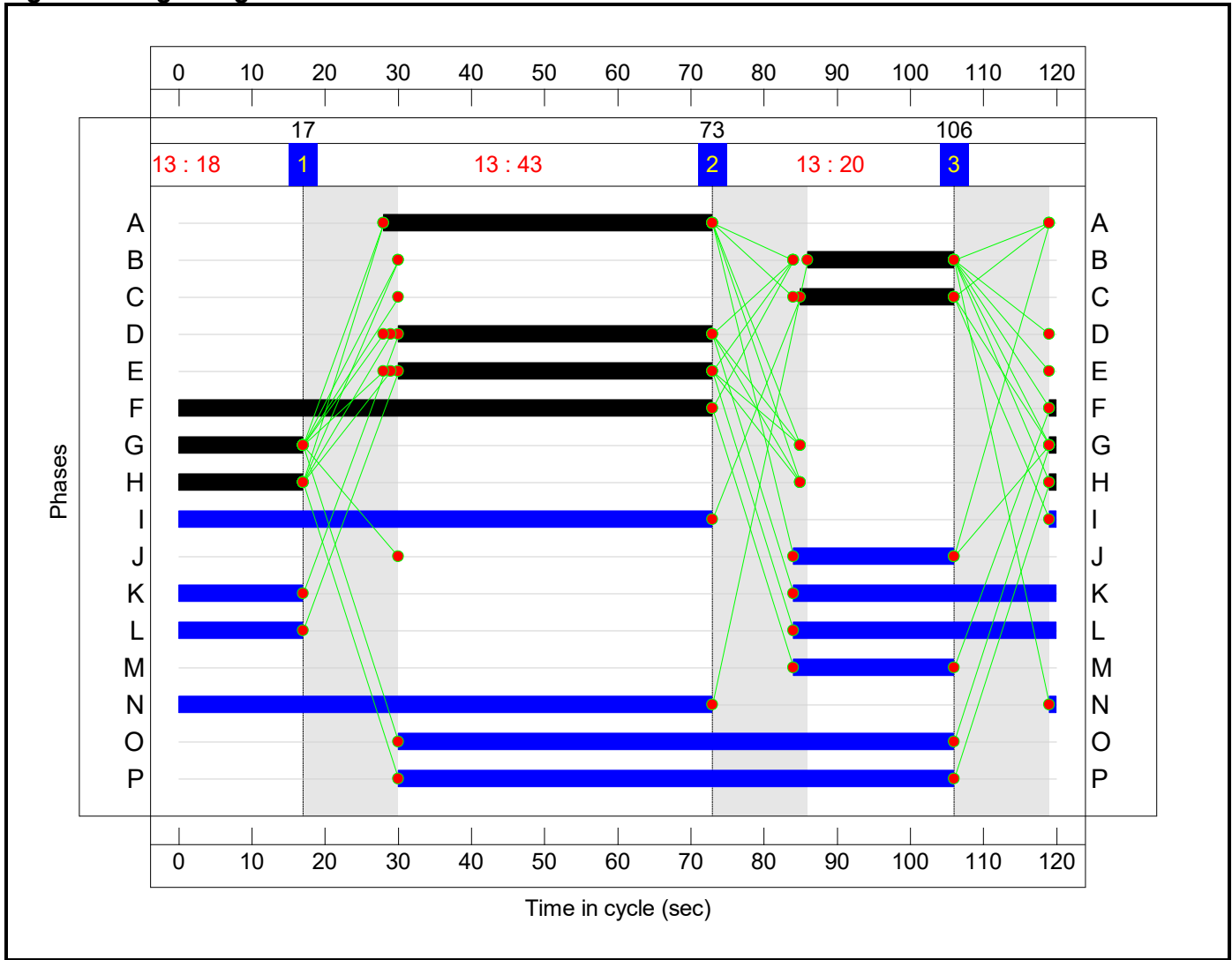
C3
Stage Sequence Diagram



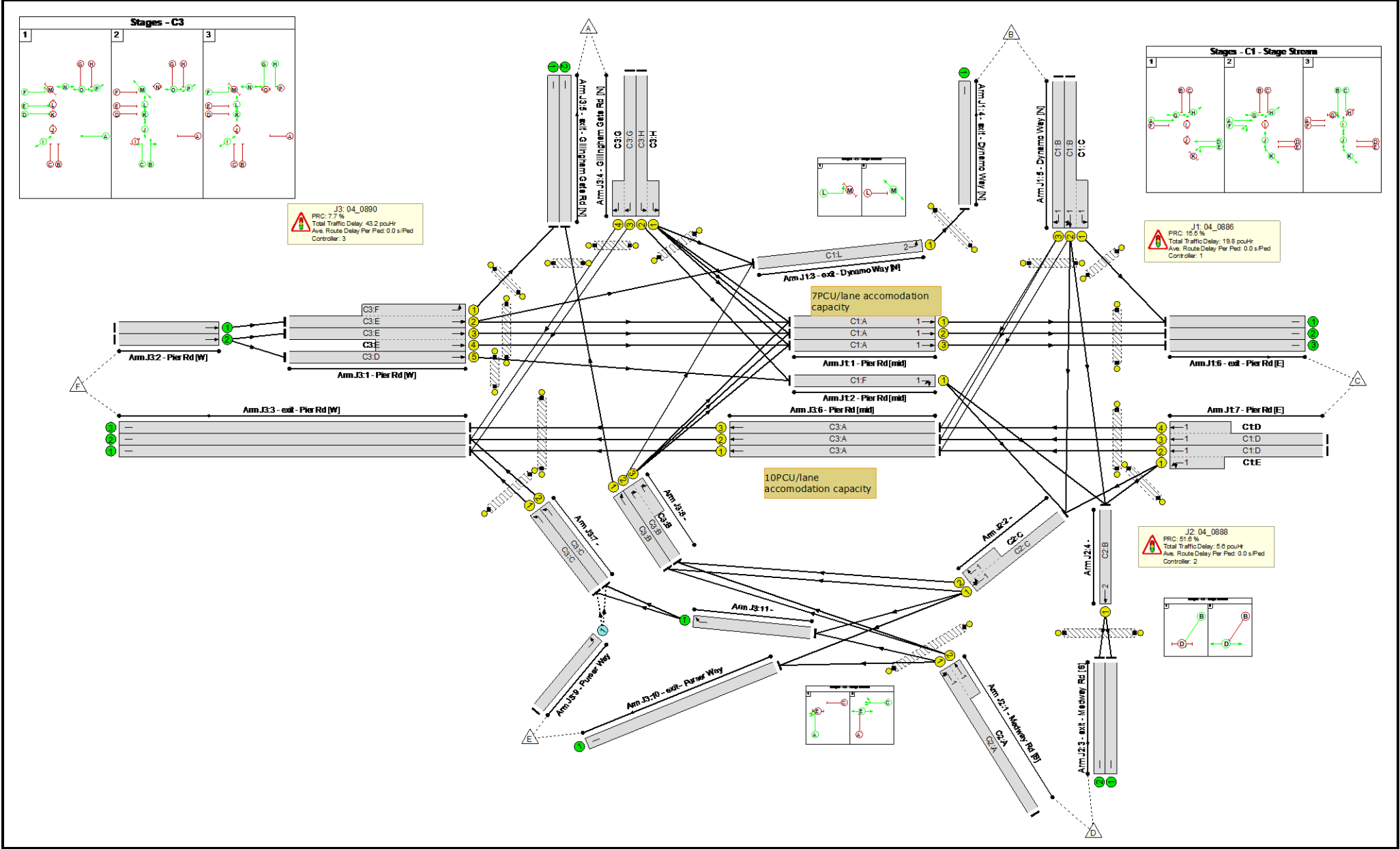
Stage Timings

Stage	1	2	3
Duration	43	20	18
Change Point	17	73	106

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	15.51	19.79
C1	2	3133.33	0.02
C2	1	51.64	5.22
C2	2	163.96	0.36
C3	1	7.71	43.21
Total Network Delay: 68.59 pcuHr			
Worst PRC: 7.71 % (On Lane J3:1/3 in Stream 1)			

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	-	-	N/A	-	-		-	-	-	-	-	-	83.6%
J1: 04_0886	-	-	N/A	-	-		-	-	-	-	-	-	77.9%
1/1	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	88	-	508	1940	1439	35.3%
1/2	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	88	-	485	1940	1439	33.7%
1/3	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	88	-	485	1940	1439	33.7%
2/1	Pier Rd [mid] U-Turn Right	U	1:1	N/A	C1:F		1	26	-	311	1774	399	77.9%
3/1	exit - Dynamo Way [N] Left	U	1:2	N/A	C1:L		2	78	-	36	1940	1293	2.8%
4/1	exit - Dynamo Way [N]	U	N/A	N/A	-		-	-	-	36	Inf	Inf	0.0%
5/2+5/1	Dynamo Way [N] Right Left Right2 Ahead	U	1:1	N/A	C1:B C1:C		1	7	-	36	1871:1940	125+0	28.9 : 0.0%
5/3	Dynamo Way [N] Right	U	1:1	N/A	C1:B		1	7	-	0	1940	129	0.0%
6/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	508	Inf	Inf	0.0%
6/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	485	Inf	Inf	0.0%
6/3	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	485	Inf	Inf	0.0%
7/2+7/1	Pier Rd [E] Ahead Ahead2 Left	U	1:1	N/A	C1:D C1:E		1	54	-	774	1940:1894	581+472	73.6 : 73.6%
7/3+7/4	Pier Rd [E] Ahead	U	1:1	N/A	C1:D		1	54	-	854	1940:1940	567+567	75.3 : 75.3%
Ped Link: P1	Unnamed Ped Link	-	1:2	-	C1:M		2	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:1	-	C1:G		1	89	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:1	-	C1:H		1	88	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:1	-	C1:I		1	7	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	1:1	-	C1:J		1	45	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1:1	-	C1:K		1	45	-	0	-	0	0.0%
J2: 04_0888	-	-	N/A	-	-		-	-	-	-	-	-	59.3%
1/1+1/2	Medway Rd [S] Ahead Left Left2	U	2:1	N/A	C2:A		1	70	-	654	1816:1830	930+172	59.3 : 59.3%
2/1+2/2	Right Ahead Ahead2	U	2:1	N/A	C2:C		1	32	-	242	1841:1841	480+39	46.7 : 46.7%
3/1	exit - Medway Rd [S]	U	N/A	N/A	-		-	-	-	226	Inf	Inf	0.0%
3/2	exit - Medway Rd [S]	U	N/A	N/A	-		-	-	-	226	Inf	Inf	0.0%
4/1	Ahead	U	2:2	N/A	C2:B		2	80	-	452	1940	1326	34.1%
Ped Link: P1	Unnamed Ped Link	-	2:2	-	C2:D		2	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:E		1	32	-	0	-	0	0.0%
J3: 04_0890	-	-	N/A	-	-		-	-	-	-	-	-	83.6%
1/2+1/1	Pier Rd [W] Left Ahead Ahead2	U	N/A	N/A	C3:E C3:F		1	43:74	-	598	1940:1826	659+137	75.2 : 75.2%
1/3+1/4	Pier Rd [W] Ahead	U	N/A	N/A	C3:E		1	43	-	894	1940:1940	535+535	83.6 : 83.6%
1/5	Pier Rd [W] Ahead	U	N/A	N/A	C3:D		1	43	-	293	1940	711	41.2%
2/1	Pier Rd [W] Ahead	U	N/A	N/A	-		-	-	-	598	Inf	Inf	0.0%
2/2	Pier Rd [W] Ahead	U	N/A	N/A	-		-	-	-	1187	Inf	Inf	0.0%
3/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	863	Inf	Inf	0.0%
3/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	857	Inf	Inf	0.0%
3/3	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	427	Inf	Inf	0.0%
4/2+4/1	Gillingham Gate Rd [N] Left Left2 Left3	U	N/A	N/A	C3:H		1	18	-	97	1888:1874	61+269	29.3 : 29.3%

Full Input Data And Results

4/3+4/4	Gillingham Gate Rd [N] Right	U	N/A	N/A	C3:G		1	18	-	314	1739:1687	210+202	76.2 : 76.2%
5/1	exit - Gillingham Gate Rd [N]	U	N/A	N/A	-		-	-	-	103	Inf	Inf	0.0%
5/2	exit - Gillingham Gate Rd [N]	U	N/A	N/A	-		-	-	-	213	Inf	Inf	0.0%
6/1	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	45	-	427	1940	744	57.4%
6/2	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	45	-	427	1940	744	57.4%
6/3	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	45	-	427	1940	744	57.4%
7/1	Left	U	N/A	N/A	C3:C		1	21	-	276	1875	344	80.3%
7/2	Left	U	N/A	N/A	C3:C		1	21	-	276	1875	344	80.3%
8/1	Ahead	U	N/A	N/A	C3:B		1	20	-	213	1940	340	62.7%
8/2+8/3	Right Right2	U	N/A	N/A	C3:B		1	20	-	46	1830:1811	162+251	11.1 : 11.1%
9/1	Purser Way Left	O	N/A	N/A	-		-	-	-	0	1940	891	0.0%
10/1	exit - Purser Way	U	N/A	N/A	-		-	-	-	85	Inf	Inf	0.0%
11/1	Right	U	N/A	N/A	-		-	-	-	552	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C3:I		1	74	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C3:J		1	22	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C3:K		1	53	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C3:L		1	53	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	C3:M		1	22	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	C3:N		1	74	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	C3:O		1	76	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	C3:P		1	76	-	0	-	0	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	-	-	0	0	0	48.8	19.8	0.0	68.6	-	-	-	-
J1: 04_0886	-	-	0	0	0	14.2	5.6	0.0	19.8	-	-	-	-
1/1	508	508	-	-	-	0.0	0.3	-	0.3	2.0	0.2	0.3	0.5
1/2	485	485	-	-	-	0.0	0.3	-	0.3	2.2	0.7	0.3	1.0
1/3	485	485	-	-	-	0.0	0.3	-	0.3	2.2	0.7	0.3	1.0
2/1	311	311	-	-	-	3.2	1.7	-	4.9	57.1	10.4	1.7	12.1
3/1	36	36	-	-	-	0.0	0.0	-	0.0	1.6	0.0	0.0	0.0
4/1	36	36	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	36	36	-	-	-	0.5	0.2	-	0.7	73.5	1.1	0.2	1.3
5/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	508	508	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	485	485	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/3	485	485	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2+7/1	774	774	-	-	-	4.9	1.4	-	6.3	29.3	13.7	1.4	15.0
7/3+7/4	854	854	-	-	-	5.4	1.5	-	6.9	29.2	13.3	1.5	14.8
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: 04_0888	-	-	0	0	0	4.2	1.4	0.0	5.6	-	-	-	-
1/1+1/2	654	654	-	-	-	2.7	0.7	-	3.4	18.6	12.3	0.7	13.1

Full Input Data And Results

2/1+2/2	242	242	-	-	-	1.4	0.4	-	1.8	27.4	5.5	0.4	6.0
3/1	226	226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	226	226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	452	452	-	-	-	0.1	0.3	-	0.4	2.9	0.6	0.3	0.9
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: 04_0890	-	-	0	0	0	30.4	12.8	0.0	43.2	-	-	-	-
1/2+1/1	598	598	-	-	-	4.7	1.5	-	6.2	37.3	14.4	1.5	15.9
1/3+1/4	894	894	-	-	-	7.8	2.5	-	10.2	41.2	13.5	2.5	16.0
1/5	293	293	-	-	-	2.3	0.3	-	2.7	32.6	7.2	0.3	7.6
2/1	598	598	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	1187	1187	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	863	863	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	857	857	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/3	427	427	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	97	97	-	-	-	1.2	0.2	-	1.4	51.8	2.3	0.2	2.5
4/3+4/4	314	314	-	-	-	4.1	1.6	-	5.6	64.6	5.4	1.6	6.9
5/1	103	103	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	213	213	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	427	427	-	-	-	0.7	0.7	-	1.4	11.8	11.0	0.7	11.7
6/2	427	427	-	-	-	0.8	0.7	-	1.4	12.1	11.1	0.7	11.8
6/3	427	427	-	-	-	0.8	0.7	-	1.4	12.1	11.1	0.7	11.8
7/1	276	276	-	-	-	2.5	1.9	-	4.5	58.1	8.1	1.9	10.0
7/2	276	276	-	-	-	2.5	1.9	-	4.5	58.1	8.1	1.9	10.0
8/1	213	213	-	-	-	2.5	0.8	-	3.4	56.9	6.8	0.8	7.6
8/2+8/3	46	46	-	-	-	0.5	0.1	-	0.6	43.2	0.6	0.1	0.7
9/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	85	85	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

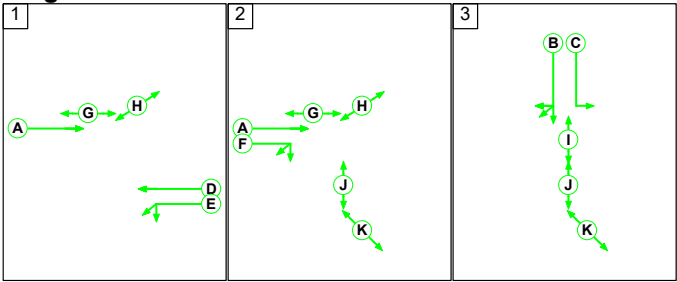
Full Input Data And Results

11/1	552	552	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 Stream: 1 PRC for Signalled Lanes (%): 15.5 Total Delay for Signalled Lanes (pcuHr): 19.79 Cycle Time (s): 120													
C1 Stream: 2 PRC for Signalled Lanes (%): 3133.3 Total Delay for Signalled Lanes (pcuHr): 0.02 Cycle Time (s): 120													
C2 Stream: 1 PRC for Signalled Lanes (%): 51.6 Total Delay for Signalled Lanes (pcuHr): 5.22 Cycle Time (s): 120													
C2 Stream: 2 PRC for Signalled Lanes (%): 164.0 Total Delay for Signalled Lanes (pcuHr): 0.36 Cycle Time (s): 120													
C3 PRC for Signalled Lanes (%): 7.7 Total Delay for Signalled Lanes (pcuHr): 43.21 Cycle Time (s): 120													
PRC Over All Lanes (%): 7.7 Total Delay Over All Lanes(pcuHr): 68.59													

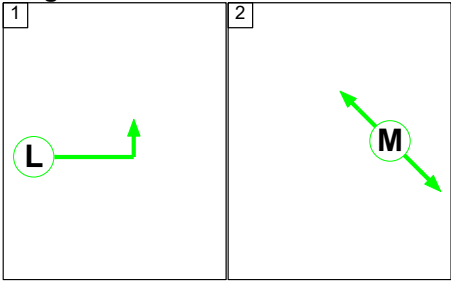
Full Input Data And Results
Scenario 6: '2041 RC PM' (FG4: '2041 RC PM', Plan 1: 'AM Peak MaxSet A')
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

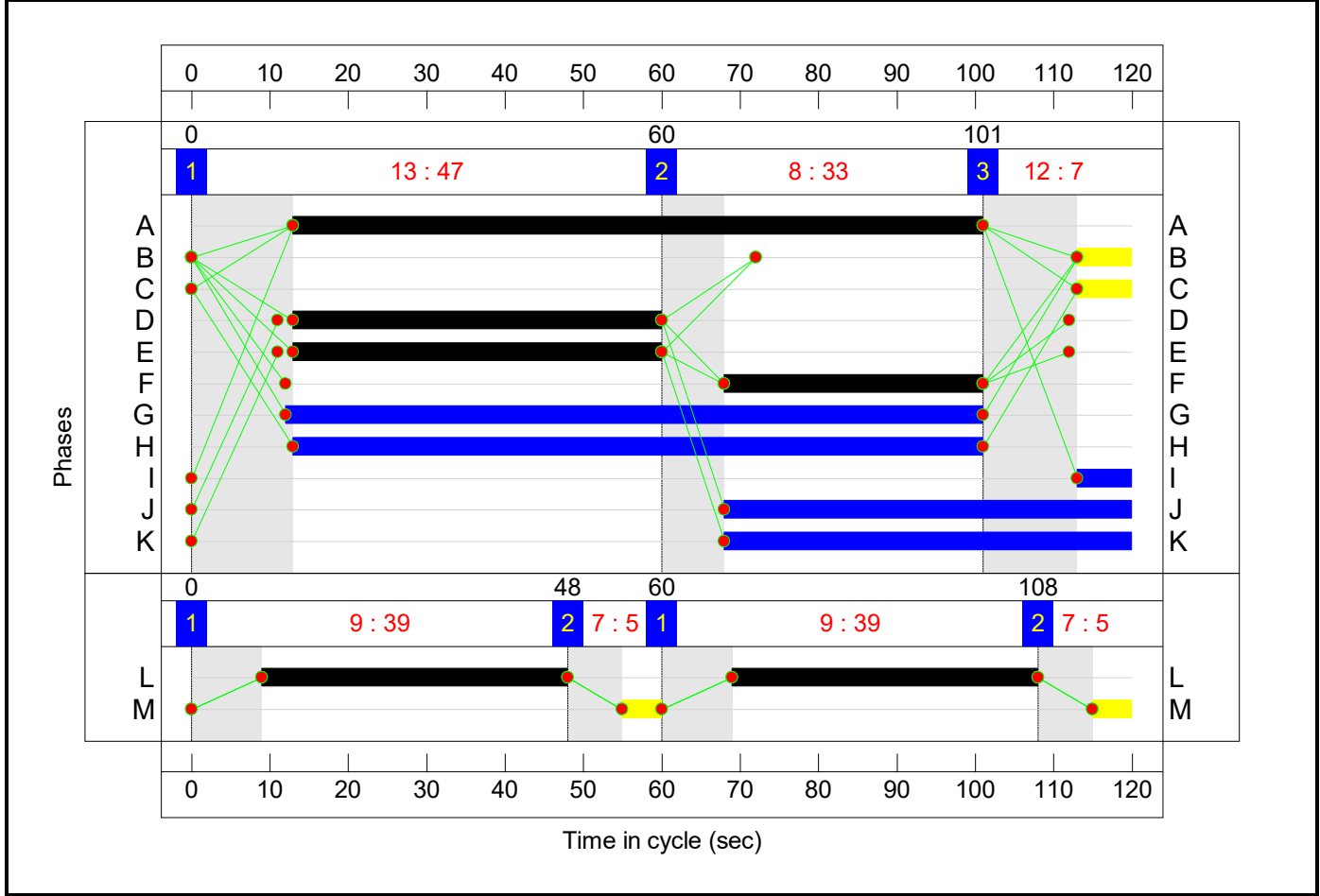
Stage Stream: 1

Stage	1	2	3
Duration	47	33	7
Change Point	0	60	101

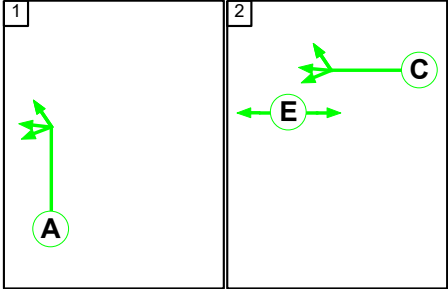
Stage Stream: 2

Stage	1	2	1	2
Duration	39	5	39	5
Change Point	0	48	60	108

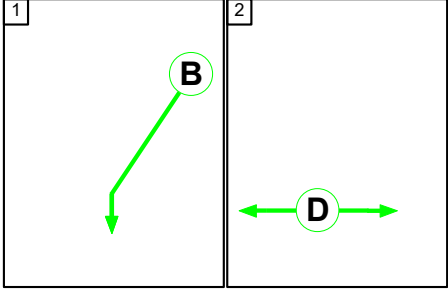
Signal Timings Diagram



C2
Stage Sequence Diagram
Stage Stream: 1



Stage Stream: 2



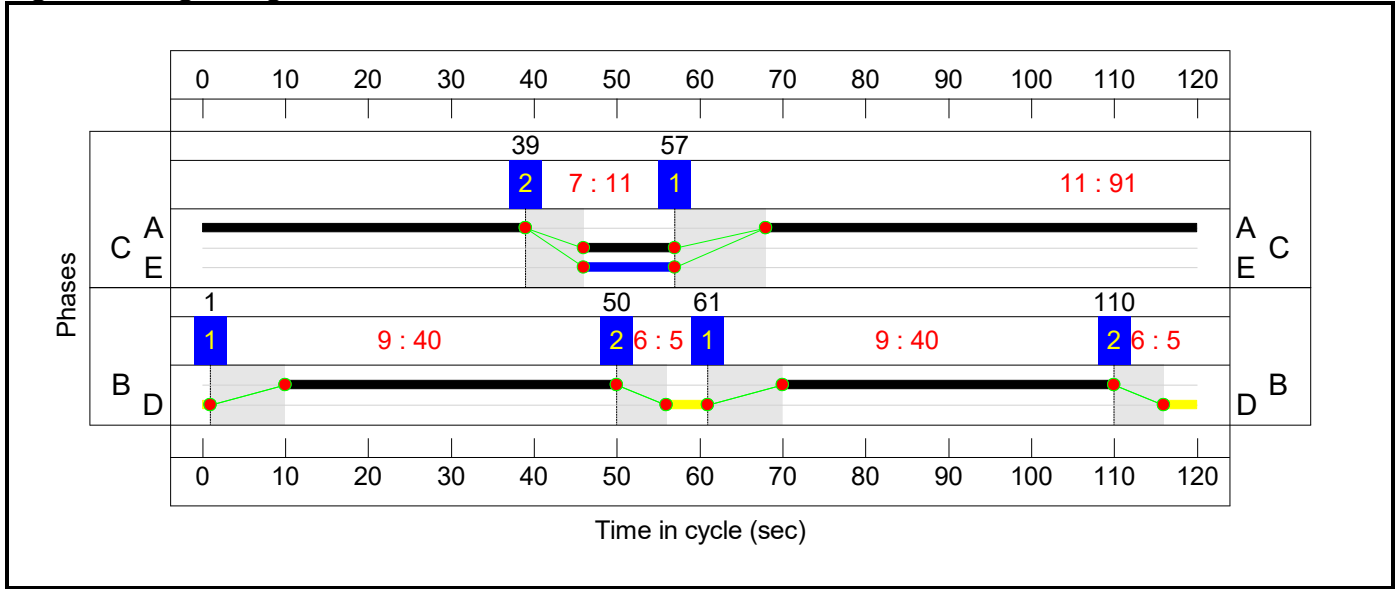
Stage Timings
Stage Stream: 1

Stage	1	2
Duration	91	11
Change Point	57	39

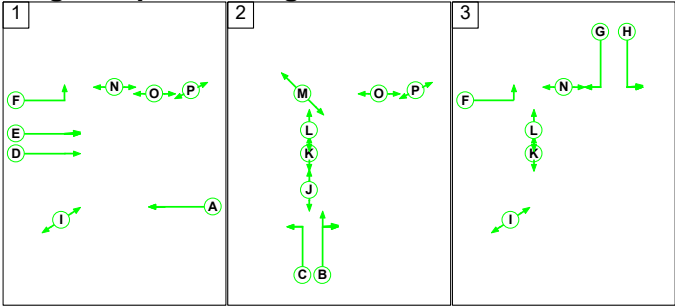
Stage Stream: 2

Stage	1	2	1	2
Duration	40	5	40	5
Change Point	1	50	61	110

Signal Timings Diagram



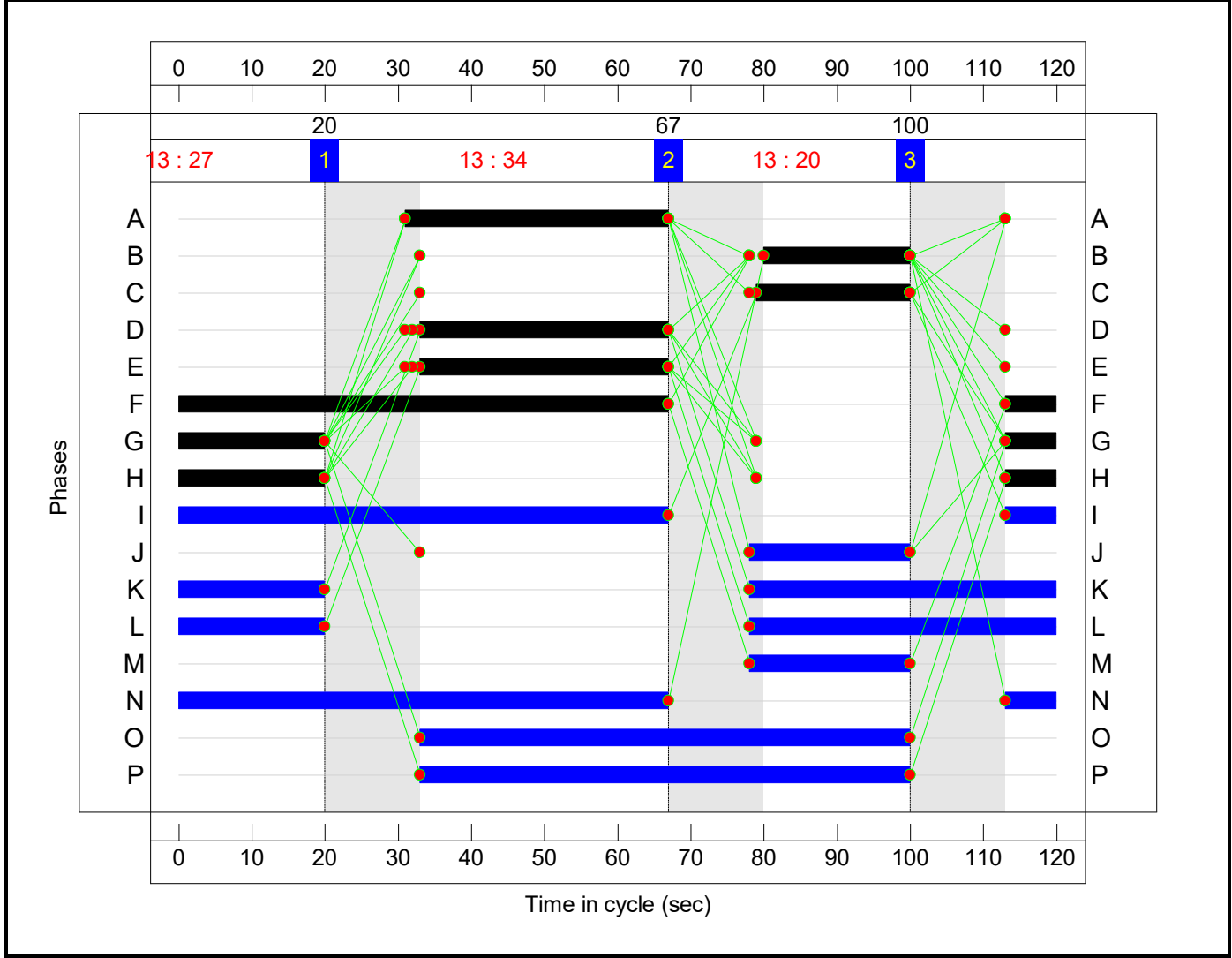
C3
Stage Sequence Diagram



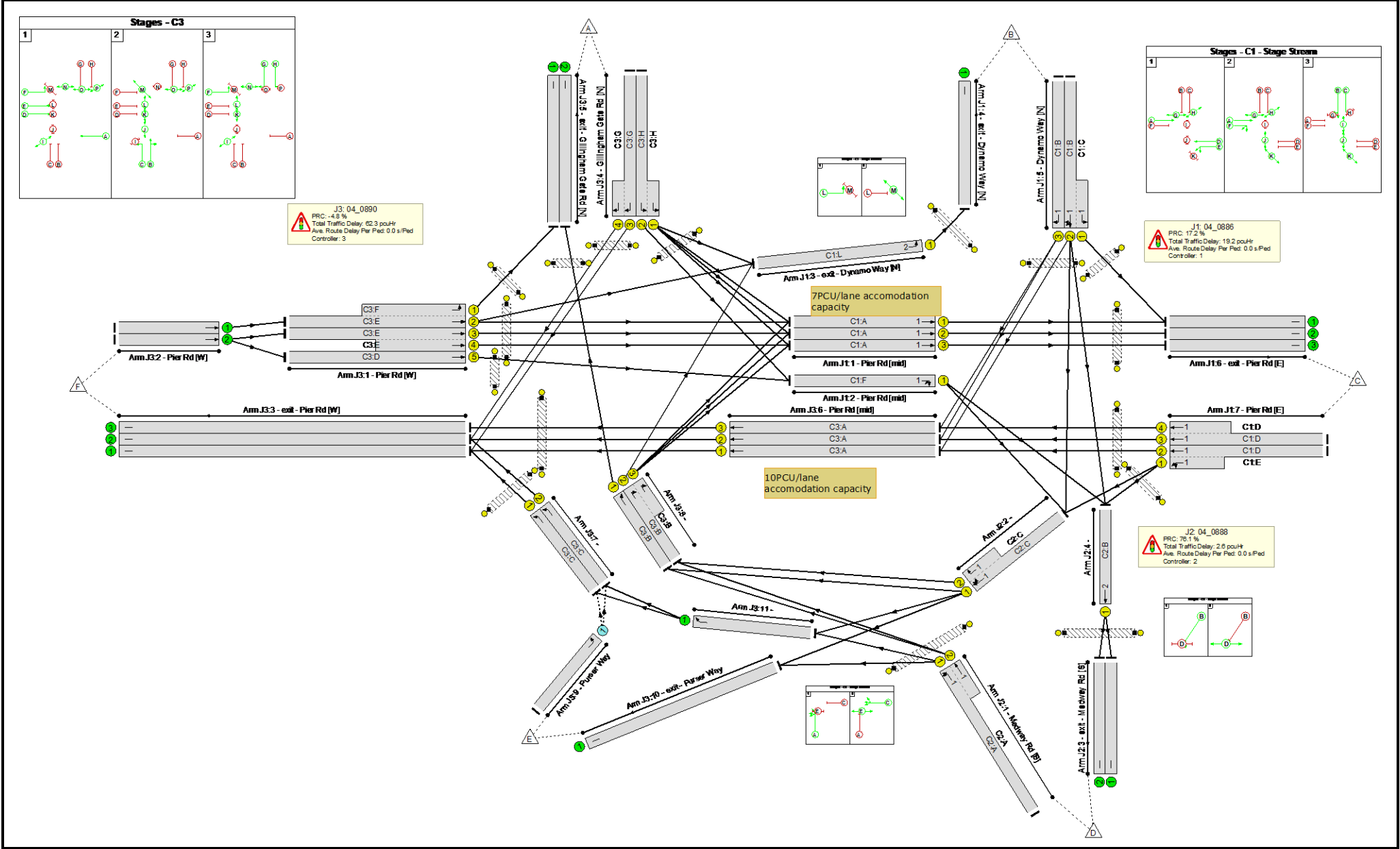
Stage Timings

Stage	1	2	3
Duration	34	20	27
Change Point	20	67	100

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	17.19	19.24
C1	2	Inf	0.00
C2	1	76.07	2.10
C2	2	92.44	0.54
C3	1	-4.77	62.33
Total Network Delay: 84.21 pcuHr			
Worst PRC: -4.77 % (On Lane J3:4/3 in Stream 1)			

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	-	-	N/A	-	-		-	-	-	-	-	-	94.3%
J1: 04_0886	-	-	N/A	-	-		-	-	-	-	-	-	76.8%
1/1	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	88	-	512	1940	1439	35.6%
1/2	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	88	-	490	1940	1439	34.1%
1/3	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	88	-	489	1940	1439	34.0%
2/1	Pier Rd [mid] U-Turn Right	U	1:1	N/A	C1:F		1	33	-	386	1774	503	76.8%
3/1	exit - Dynamo Way [N] Left	U	1:2	N/A	C1:L		2	78	-	0	1940	1293	0.0%
4/1	exit - Dynamo Way [N]	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
5/2+5/1	Dynamo Way [N] Right Left Right2 Ahead	U	1:1	N/A	C1:B C1:C		1	7	-	0	1940:1940	129+37	0.0 : 0.0%
5/3	Dynamo Way [N] Right	U	1:1	N/A	C1:B		1	7	-	0	1940	129	0.0%
6/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	512	Inf	Inf	0.0%
6/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	490	Inf	Inf	0.0%
6/3	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	489	Inf	Inf	0.0%
7/2+7/1	Pier Rd [E] Ahead Ahead2 Left	U	1:1	N/A	C1:D C1:E		1	47	-	671	1940:1860	525+402	72.4 : 72.4%
7/3+7/4	Pier Rd [E] Ahead	U	1:1	N/A	C1:D		1	47	-	762	1940:1940	510+510	74.6 : 74.6%
Ped Link: P1	Unnamed Ped Link	-	1:2	-	C1:M		2	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:1	-	C1:G		1	89	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:1	-	C1:H		1	88	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:1	-	C1:I		1	7	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	1:1	-	C1:J		1	52	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1:1	-	C1:K		1	52	-	0	-	0	0.0%
J2: 04_0888	-	-	N/A	-	-		-	-	-	-	-	-	51.1%
1/1+1/2	Medway Rd [S] Ahead Left Left2	U	2:1	N/A	C2:A		1	91	-	725	1816:1830	1209+209	51.1 : 51.1%
2/1+2/2	Right Ahead Ahead2	U	2:1	N/A	C2:C		1	11	-	57	1841:1940	184+0	31.0 : 0.0%
3/1	exit - Medway Rd [S]	U	N/A	N/A	-		-	-	-	309	Inf	Inf	0.0%
3/2	exit - Medway Rd [S]	U	N/A	N/A	-		-	-	-	311	Inf	Inf	0.0%
4/1	Ahead	U	2:2	N/A	C2:B		2	80	-	620	1940	1326	46.8%
Ped Link: P1	Unnamed Ped Link	-	2:2	-	C2:D		2	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:E		1	11	-	0	-	0	0.0%
J3: 04_0890	-	-	N/A	-	-		-	-	-	-	-	-	94.3%
1/2+1/1	Pier Rd [W] Left Ahead Ahead2	U	N/A	N/A	C3:E C3:F		1	34:74	-	524	1940:1826	554+56	85.9 : 85.9%
1/3+1/4	Pier Rd [W] Ahead	U	N/A	N/A	C3:E		1	34	-	846	1940:1940	462+462	91.5 : 91.5%
1/5	Pier Rd [W] Ahead	U	N/A	N/A	C3:D		1	34	-	377	1940	566	66.6%
2/1	Pier Rd [W] Ahead	U	N/A	N/A	-		-	-	-	524	Inf	Inf	0.0%
2/2	Pier Rd [W] Ahead	U	N/A	N/A	-		-	-	-	1223	Inf	Inf	0.0%
3/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	959	Inf	Inf	0.0%
3/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	921	Inf	Inf	0.0%
3/3	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	381	Inf	Inf	0.0%
4/2+4/1	Gillingham Gate Rd [N] Left Left2 Left3	U	N/A	N/A	C3:H		1	27	-	112	1888:1856	36+413	24.9 : 24.9%

Full Input Data And Results

4/3+4/4	Gillingham Gate Rd [N] Right	U	N/A	N/A	C3:G		1	27	-	501	1739:1687	286+245	94.3 : 94.3%
5/1	exit - Gillingham Gate Rd [N]	U	N/A	N/A	-		-	-	-	48	Inf	Inf	0.0%
5/2	exit - Gillingham Gate Rd [N]	U	N/A	N/A	-		-	-	-	98	Inf	Inf	0.0%
6/1	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	36	-	380	1940	598	63.5%
6/2	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	36	-	381	1940	598	63.7%
6/3	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	36	-	381	1940	598	63.7%
7/1	Left	U	N/A	N/A	C3:C		1	21	-	309	1875	344	89.9%
7/2	Left	U	N/A	N/A	C3:C		1	21	-	309	1875	344	89.9%
8/1	Ahead	U	N/A	N/A	C3:B		1	20	-	98	1940	340	28.9%
8/2+8/3	Right Right2	U	N/A	N/A	C3:B		1	20	-	66	1940:1811	0+316	0.0 : 20.9%
9/1	Purser Way Left	O	N/A	N/A	-		-	-	-	0	1940	958	0.0%
10/1	exit - Purser Way	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
11/1	Right	U	N/A	N/A	-		-	-	-	618	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C3:I		1	74	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C3:J		1	22	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C3:K		1	62	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C3:L		1	62	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	C3:M		1	22	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	C3:N		1	74	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	C3:O		1	67	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	C3:P		1	67	-	0	-	0	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	-	-	0	0	0	52.8	31.4	0.0	84.2	-	-	-	-
J1: 04_0886	-	-	0	0	0	14.1	5.2	0.0	19.2	-	-	-	-
1/1	512	512	-	-	-	0.0	0.3	-	0.3	2.3	0.7	0.3	1.0
1/2	490	490	-	-	-	0.1	0.3	-	0.4	2.6	1.2	0.3	1.5
1/3	489	489	-	-	-	0.1	0.3	-	0.4	2.6	1.2	0.3	1.5
2/1	386	386	-	-	-	3.1	1.6	-	4.7	43.7	12.9	1.6	14.5
3/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	512	512	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	490	490	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/3	489	489	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2+7/1	671	671	-	-	-	5.0	1.3	-	6.3	34.0	12.3	1.3	13.6
7/3+7/4	762	762	-	-	-	5.7	1.5	-	7.2	33.9	11.9	1.5	13.3
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: 04_0888	-	-	0	0	0	1.5	1.2	0.0	2.6	-	-	-	-
1/1+1/2	725	725	-	-	-	1.0	0.5	-	1.5	7.5	7.8	0.5	8.3

Full Input Data And Results

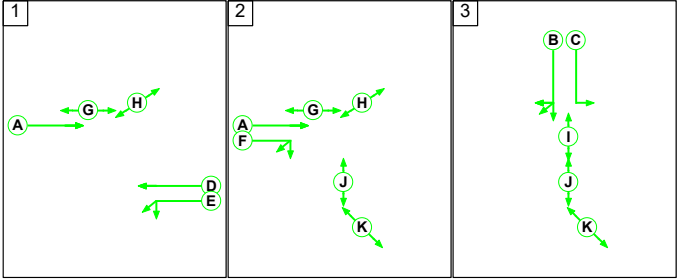
2/1+2/2	57	57	-	-	-	0.4	0.2	-	0.6	37.6	1.8	0.2	2.0
3/1	309	309	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	311	311	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	620	620	-	-	-	0.1	0.4	-	0.5	3.1	1.0	0.4	1.4
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: 04_0890	-	-	0	0	0	37.3	25.0	0.0	62.3	-	-	-	-
1/2+1/1	524	524	-	-	-	5.4	2.9	-	8.3	56.8	15.1	2.9	18.0
1/3+1/4	846	846	-	-	-	9.1	4.8	-	13.9	59.0	15.0	4.8	19.8
1/5	377	377	-	-	-	3.9	1.0	-	4.9	46.8	11.0	1.0	12.0
2/1	524	524	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	1223	1223	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	959	959	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	921	921	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/3	381	381	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	112	112	-	-	-	1.2	0.2	-	1.3	42.6	2.8	0.2	2.9
4/3+4/4	501	501	-	-	-	6.0	5.9	-	11.9	85.6	12.4	5.9	18.4
5/1	48	48	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	98	98	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	380	380	-	-	-	0.9	0.9	-	1.8	16.9	10.9	0.9	11.8
6/2	381	381	-	-	-	0.9	0.9	-	1.8	17.2	10.9	0.9	11.8
6/3	381	381	-	-	-	0.9	0.9	-	1.8	17.2	10.9	0.9	11.8
7/1	309	309	-	-	-	3.7	3.7	-	7.4	85.8	10.0	3.7	13.7
7/2	309	309	-	-	-	3.7	3.7	-	7.4	85.8	10.0	3.7	13.7
8/1	98	98	-	-	-	0.9	0.2	-	1.1	39.4	3.0	0.2	3.2
8/2+8/3	66	66	-	-	-	0.7	0.1	-	0.8	45.9	1.8	0.1	1.9
9/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

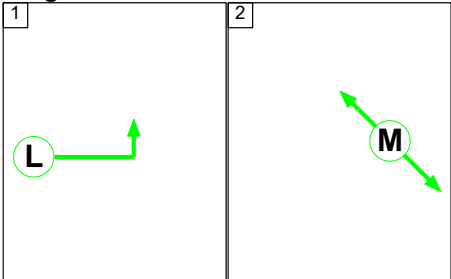
11/1	618	618	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 Stream: 1 PRC for Signalled Lanes (%):			17.2			Total Delay for Signalled Lanes (pcuHr):			19.24			Cycle Time (s): 120	
C1 Stream: 2 PRC for Signalled Lanes (%):			Inf			Total Delay for Signalled Lanes (pcuHr):			0.00			Cycle Time (s): 120	
C2 Stream: 1 PRC for Signalled Lanes (%):			76.1			Total Delay for Signalled Lanes (pcuHr):			2.10			Cycle Time (s): 120	
C2 Stream: 2 PRC for Signalled Lanes (%):			92.4			Total Delay for Signalled Lanes (pcuHr):			0.54			Cycle Time (s): 120	
C3 PRC for Signalled Lanes (%):			-4.8			Total Delay for Signalled Lanes (pcuHr):			62.33			Cycle Time (s): 120	
PRC Over All Lanes (%):			-4.8			Total Delay Over All Lanes(pcuHr):			84.21				

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

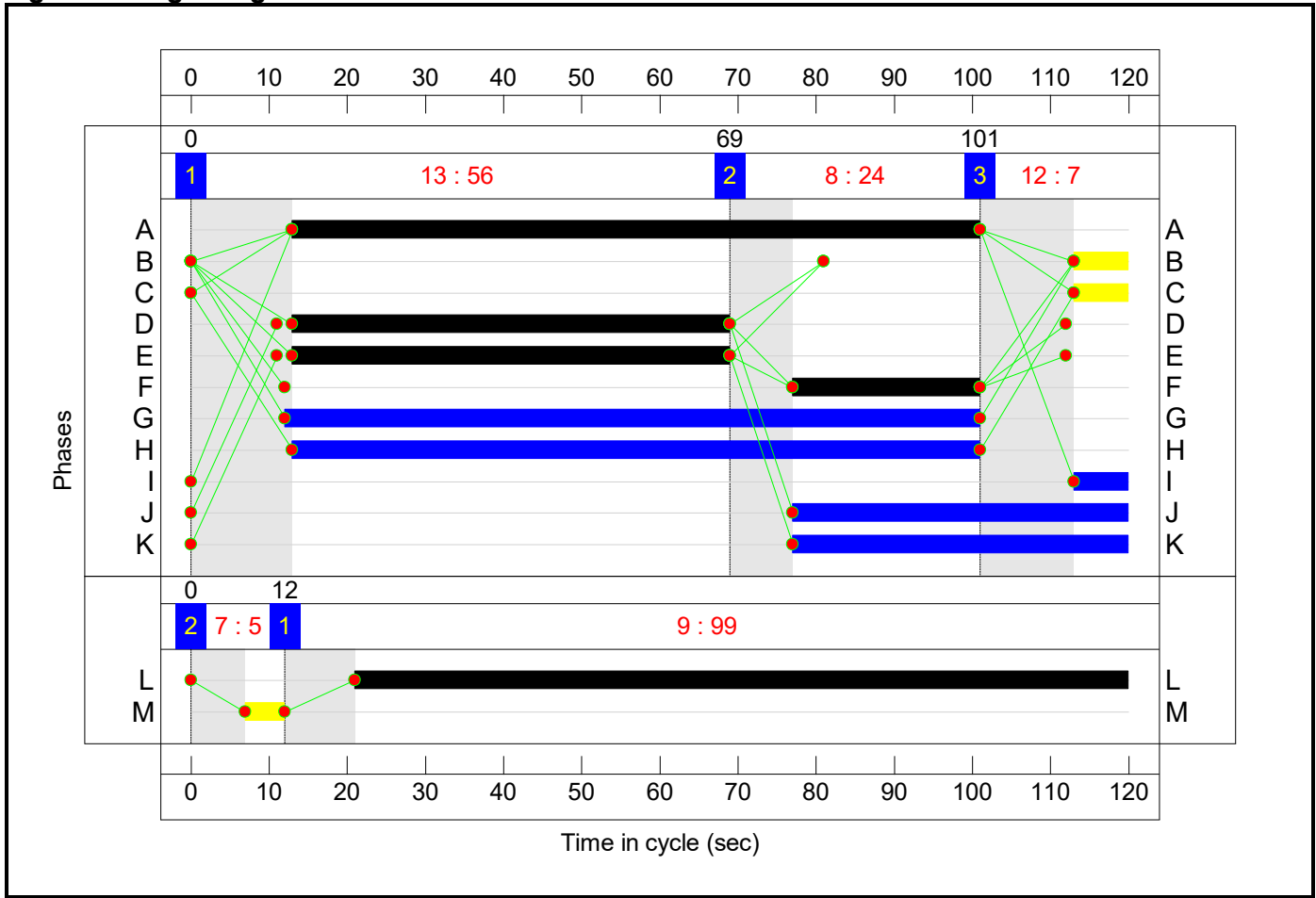
Stage Stream: 1

Stage	1	2	3
Duration	56	24	7
Change Point	0	69	101

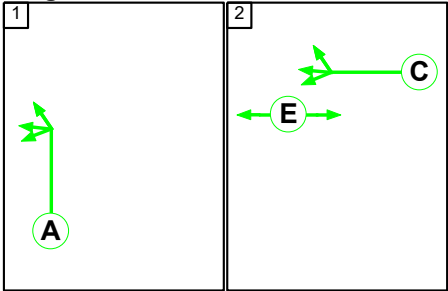
Stage Stream: 2

Stage	1	2
Duration	99	5
Change Point	12	0

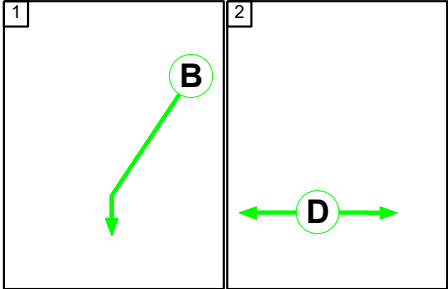
Signal Timings Diagram



C2
Stage Sequence Diagram
Stage Stream: 1



Stage Stream: 2



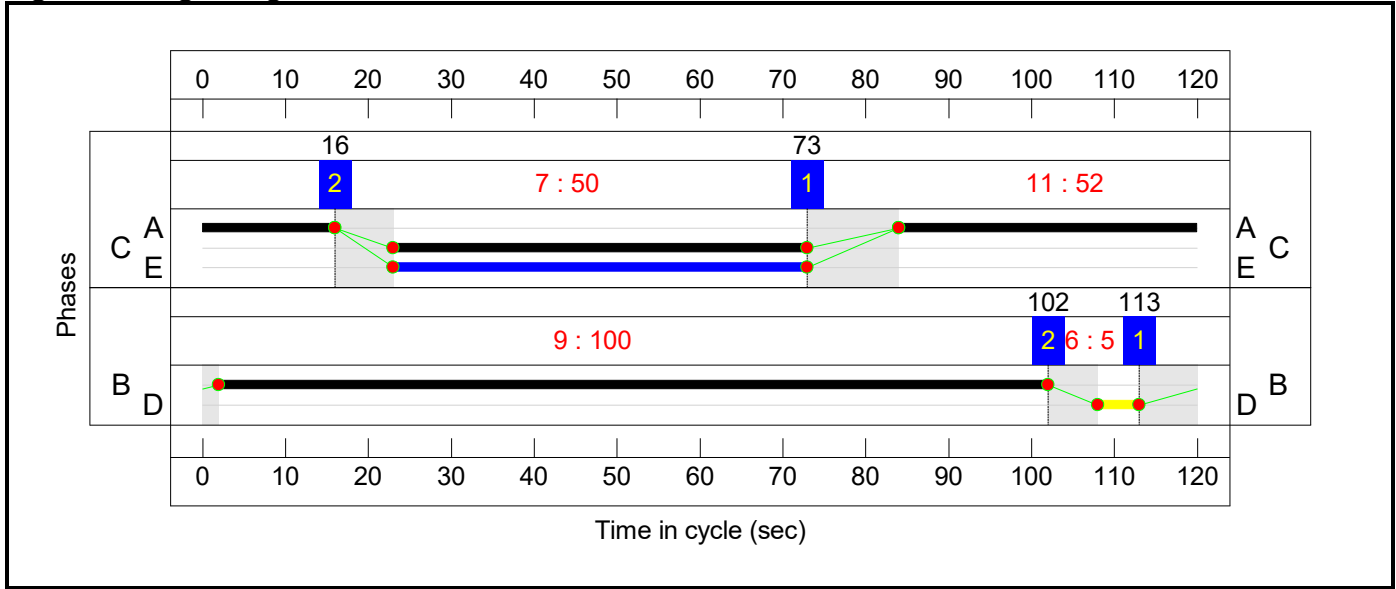
Stage Timings
Stage Stream: 1

Stage	1	2
Duration	52	50
Change Point	73	16

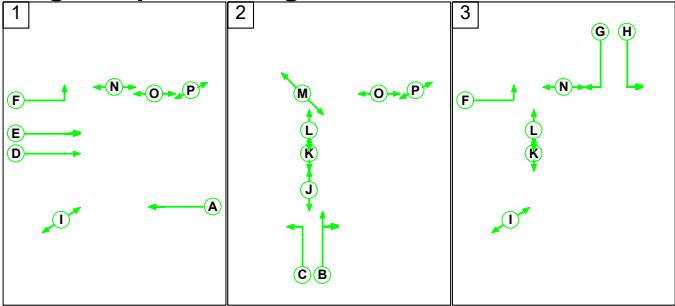
Stage Stream: 2

Stage	1	2
Duration	100	5
Change Point	113	102

Signal Timings Diagram



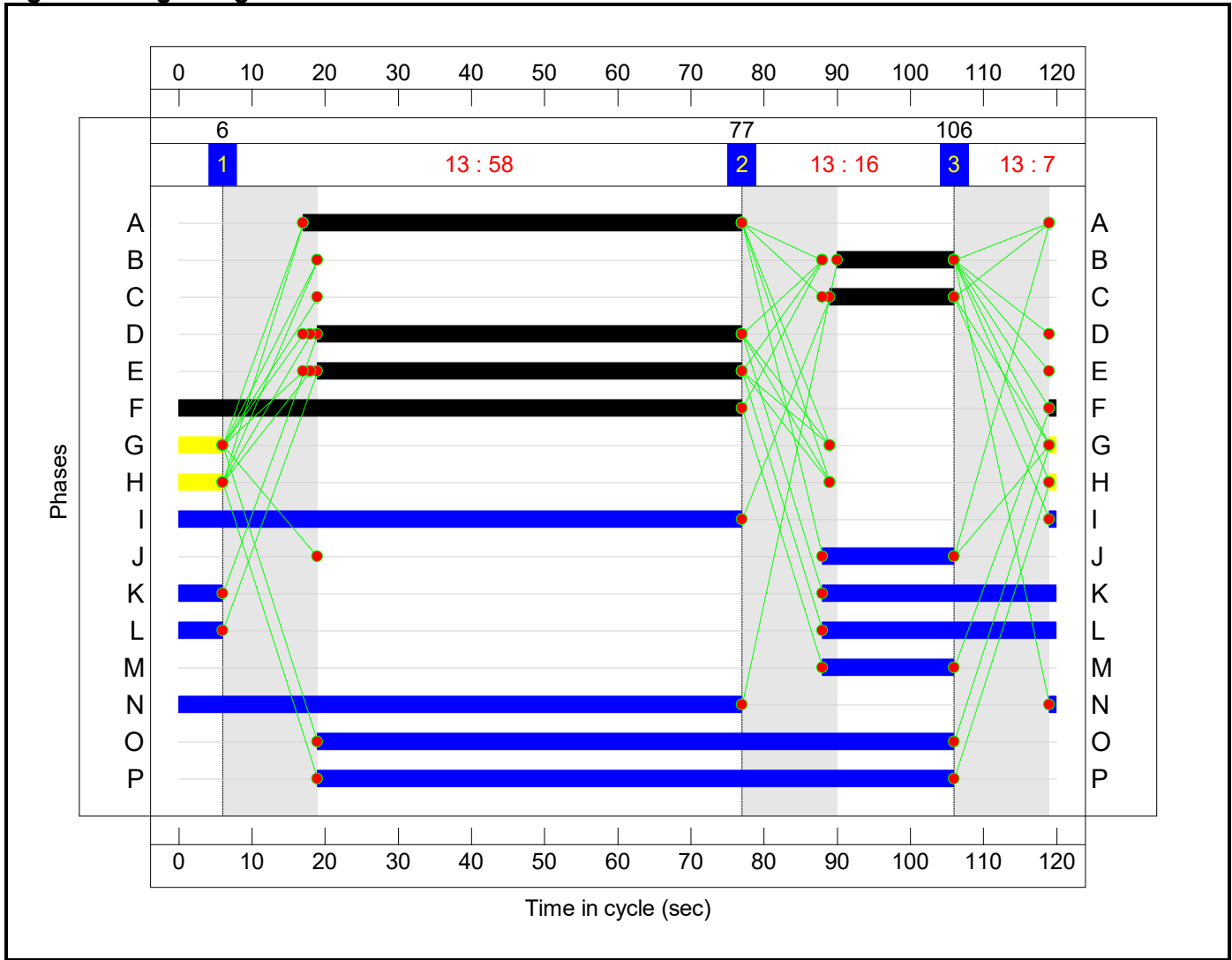
C3
Stage Sequence Diagram



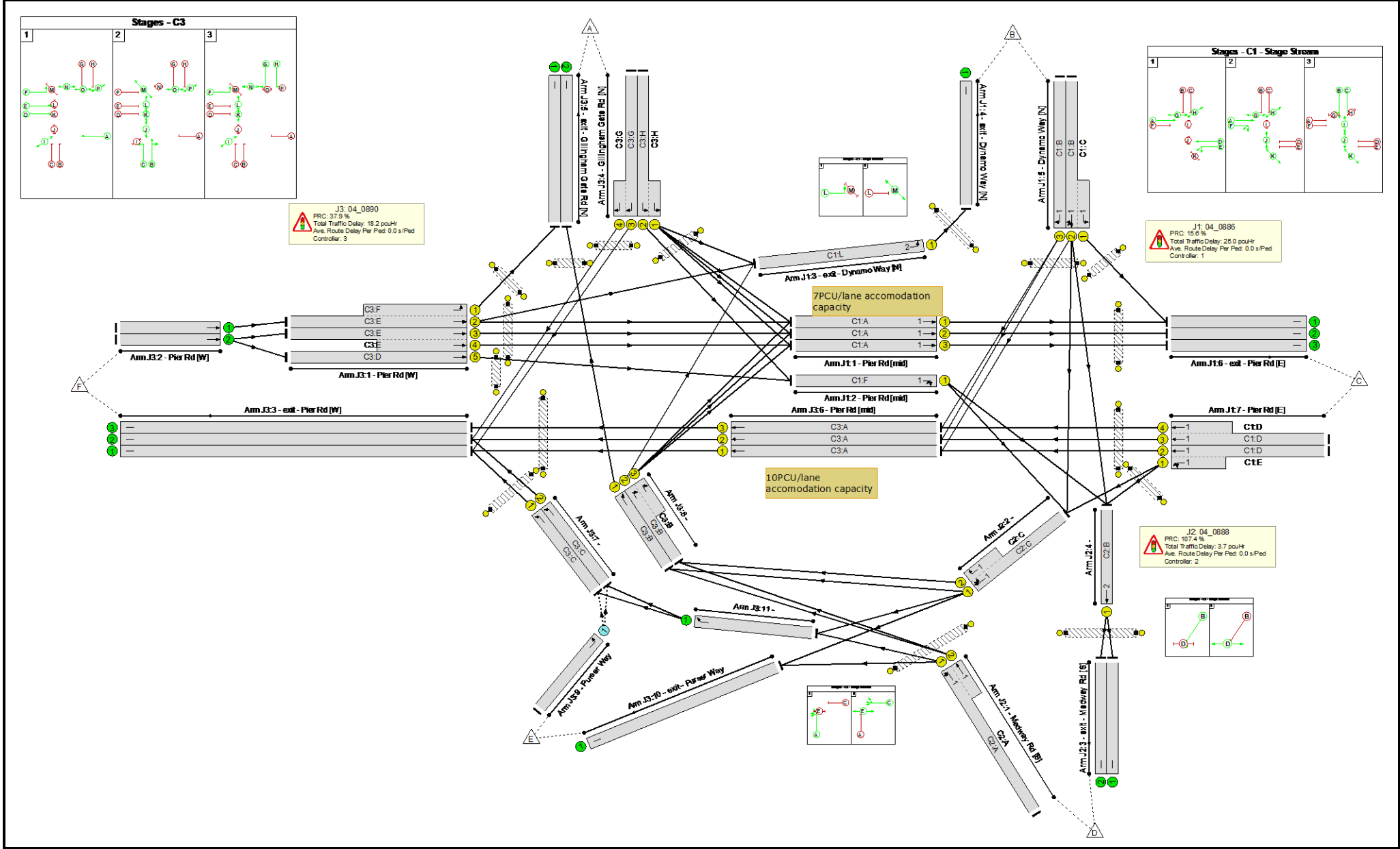
Stage Timings

Stage	1	2	3
Duration	58	16	7
Change Point	6	77	106

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	15.61	24.95
C1	2	561.36	0.09
C2	1	107.44	3.38
C2	2	150.78	0.34
C3	1	37.91	18.17
Total Network Delay: 46.94 pcuHr			
Worst PRC: 15.61 % (On Lane J1:7/3 in Stream 1)			

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	-	-	N/A	-	-		-	-	-	-	-	-	77.8%
J1: 04_0886	-	-	N/A	-	-		-	-	-	-	-	-	77.8%
1/1	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	88	-	253	1940	1439	17.6%
1/2	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	88	-	347	1940	1439	24.1%
1/3	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	88	-	347	1940	1439	24.1%
2/1	Pier Rd [mid] U-Turn Right	U	1:1	N/A	C1:F		1	24	-	282	1774	370	76.3%
3/1	exit - Dynamo Way [N] Left	U	1:2	N/A	C1:L		1	99	-	220	1940	1617	13.6%
4/1	exit - Dynamo Way [N]	U	N/A	N/A	-		-	-	-	220	Inf	Inf	0.0%
5/2+5/1	Dynamo Way [N] Right Left Right2 Ahead	U	1:1	N/A	C1:B C1:C		1	7	-	128	1875:1877	125+61	68.8 : 68.8%
5/3	Dynamo Way [N] Right	U	1:1	N/A	C1:B		1	7	-	56	1774	118	47.4%
6/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	295	Inf	Inf	0.0%
6/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	347	Inf	Inf	0.0%
6/3	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	347	Inf	Inf	0.0%
7/2+7/1	Pier Rd [E] Ahead Ahead2 Left	U	1:1	N/A	C1:D C1:E		1	56	-	863	1940:1877	550+564	77.5 : 77.5%
7/3+7/4	Pier Rd [E] Ahead	U	1:1	N/A	C1:D		1	56	-	908	1940:1940	583+583	77.8 : 77.8%
Ped Link: P1	Unnamed Ped Link	-	1:2	-	C1:M		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:1	-	C1:G		1	89	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:1	-	C1:H		1	88	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:1	-	C1:I		1	7	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	1:1	-	C1:J		1	43	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1:1	-	C1:K		1	43	-	0	-	0	0.0%
J2: 04_0888	-	-	N/A	-	-		-	-	-	-	-	-	43.4%
1/1+1/2	Medway Rd [S] Ahead Left Left2	U	2:1	N/A	C2:A		1	52	-	409	1816:1830	454+489	43.4 : 43.4%
2/1+2/2	Right Ahead Ahead2	U	2:1	N/A	C2:C		1	50	-	189	1841:1841	594+256	22.2 : 22.2%
3/1	exit - Medway Rd [S]	U	N/A	N/A	-		-	-	-	291	Inf	Inf	0.0%
3/2	exit - Medway Rd [S]	U	N/A	N/A	-		-	-	-	295	Inf	Inf	0.0%
4/1	Ahead	U	2:2	N/A	C2:B		1	100	-	586	1940	1633	35.9%
Ped Link: P1	Unnamed Ped Link	-	2:2	-	C2:D		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:E		1	50	-	0	-	0	0.0%
J3: 04_0890	-	-	N/A	-	-		-	-	-	-	-	-	65.3%
1/2+1/1	Pier Rd [W] Left Ahead Ahead2	U	N/A	N/A	C3:E C3:F		1	58:78	-	417	1940:1826	785+332	37.3 : 37.3%
1/3+1/4	Pier Rd [W] Ahead	U	N/A	N/A	C3:E		1	58	-	582	1940:1940	656+656	44.3 : 44.3%
1/5	Pier Rd [W] Ahead	U	N/A	N/A	C3:D		1	58	-	256	1940	954	26.8%
2/1	Pier Rd [W] Ahead	U	N/A	N/A	-		-	-	-	417	Inf	Inf	0.0%
2/2	Pier Rd [W] Ahead	U	N/A	N/A	-		-	-	-	838	Inf	Inf	0.0%
3/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	606	Inf	Inf	0.0%
3/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	630	Inf	Inf	0.0%
3/3	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	482	Inf	Inf	0.0%
4/2+4/1	Gillingham Gate Rd [N] Left Left2 Left3	U	N/A	N/A	C3:H		1	7	-	66	1888:1864	81+124	32.2 : 32.2%

Full Input Data And Results

4/3+4/4	Gillingham Gate Rd [N] Right	U	N/A	N/A	C3:G		1	7	-	101	1739:1687	116+112	44.0 : 44.5%
5/1	exit - Gillingham Gate Rd [N]	U	N/A	N/A	-		-	-	-	124	Inf	Inf	0.0%
5/2	exit - Gillingham Gate Rd [N]	U	N/A	N/A	-		-	-	-	68	Inf	Inf	0.0%
6/1	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	60	-	456	1940	986	46.2%
6/2	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	60	-	482	1940	986	48.9%
6/3	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	60	-	482	1940	986	48.9%
7/1	Left	U	N/A	N/A	C3:C		1	17	-	99	1875	281	35.2%
7/2	Left	U	N/A	N/A	C3:C		1	17	-	98	1875	281	34.8%
8/1	Ahead	U	N/A	N/A	C3:B		1	16	-	68	1940	275	24.7%
8/2+8/3	Right Right2	U	N/A	N/A	C3:B		1	16	-	252	1830:1811	179+207	65.3 : 65.3%
9/1	Purser Way Left	O	N/A	N/A	-		-	-	-	18	1798	1251	1.4%
10/1	exit - Purser Way	U	N/A	N/A	-		-	-	-	99	Inf	Inf	0.0%
11/1	Right	U	N/A	N/A	-		-	-	-	179	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C3:I		1	78	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C3:J		1	18	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C3:K		1	38	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C3:L		1	38	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	C3:M		1	18	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	C3:N		1	78	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	C3:O		1	87	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	C3:P		1	87	-	0	-	0	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	-	-	18	0	0	34.6	12.3	0.0	46.9	-	-	-	-
J1: 04_0886	-	-	0	0	0	18.1	7.0	0.0	25.0	-	-	-	-
1/1	253	253	-	-	-	0.3	0.1	-	0.4	5.6	1.6	0.1	1.7
1/2	347	347	-	-	-	0.3	0.2	-	0.4	4.4	1.5	0.2	1.6
1/3	347	347	-	-	-	0.3	0.2	-	0.4	4.4	1.5	0.2	1.6
2/1	282	282	-	-	-	3.6	1.6	-	5.1	65.7	9.4	1.6	11.0
3/1	220	220	-	-	-	0.0	0.1	-	0.1	1.5	0.2	0.1	0.2
4/1	220	220	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	128	128	-	-	-	1.9	1.1	-	3.0	84.3	2.8	1.1	3.9
5/3	56	56	-	-	-	0.8	0.4	-	1.3	82.5	1.8	0.4	2.2
6/1	295	295	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	347	347	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/3	347	347	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2+7/1	863	863	-	-	-	5.3	1.7	-	7.0	29.2	15.0	1.7	16.7
7/3+7/4	908	908	-	-	-	5.6	1.7	-	7.3	28.9	14.6	1.7	16.4
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: 04_0888	-	-	0	0	0	2.9	0.8	0.0	3.7	-	-	-	-
1/1+1/2	409	409	-	-	-	2.4	0.4	-	2.8	24.4	4.4	0.4	4.8

Full Input Data And Results

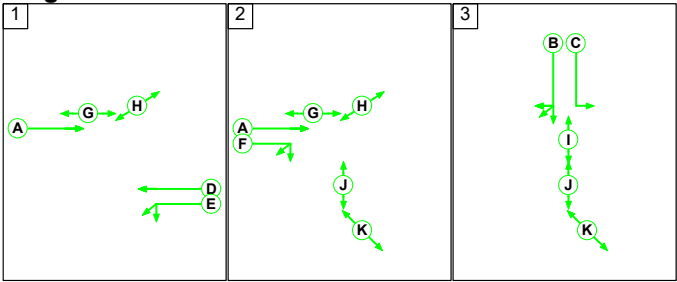
2/1+2/2	189	189	-	-	-	0.5	0.1	-	0.6	11.4	1.7	0.1	1.8
3/1	291	291	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	295	295	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	586	586	-	-	-	0.1	0.3	-	0.3	2.1	1.8	0.3	2.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: 04_0890	-	-	18	0	0	13.7	4.5	0.0	18.2	-	-	-	-
1/2+1/1	417	417	-	-	-	1.7	0.3	-	2.0	17.6	5.8	0.3	6.1
1/3+1/4	582	582	-	-	-	2.9	0.4	-	3.3	20.7	5.7	0.4	6.1
1/5	256	256	-	-	-	1.3	0.2	-	1.5	20.4	5.0	0.2	5.2
2/1	417	417	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	838	838	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	606	606	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	630	630	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/3	482	482	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	66	66	-	-	-	1.0	0.2	-	1.2	66.2	1.3	0.2	1.5
4/3+4/4	101	101	-	-	-	1.5	0.4	-	1.9	67.9	1.6	0.4	2.0
5/1	124	124	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	68	68	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	456	456	-	-	-	0.2	0.4	-	0.6	4.8	1.1	0.4	1.5
6/2	482	482	-	-	-	0.2	0.5	-	0.7	4.9	1.1	0.5	1.5
6/3	482	482	-	-	-	0.2	0.5	-	0.7	4.9	1.1	0.5	1.5
7/1	99	99	-	-	-	0.9	0.3	-	1.1	40.8	1.3	0.3	1.6
7/2	98	98	-	-	-	0.8	0.3	-	1.1	40.8	1.3	0.3	1.6
8/1	68	68	-	-	-	0.8	0.2	-	0.9	49.4	1.9	0.2	2.1
8/2+8/3	252	252	-	-	-	2.2	0.9	-	3.1	44.8	3.1	0.9	4.1
9/1	18	18	18	0	0	0.0	0.0	-	0.0	1.5	0.0	0.0	0.0
10/1	99	99	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

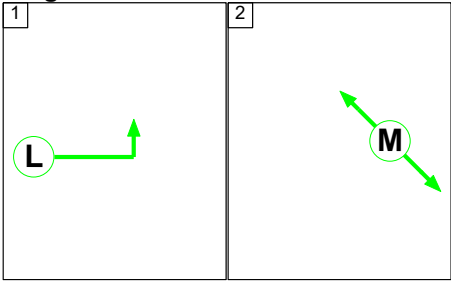
11/1	179	179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			Stream: 1 PRC for Signalled Lanes (%):			15.6	Total Delay for Signalled Lanes (pcuHr):			24.95	Cycle Time (s): 120		
C1			Stream: 2 PRC for Signalled Lanes (%):			561.4	Total Delay for Signalled Lanes (pcuHr):			0.09	Cycle Time (s): 120		
C2			Stream: 1 PRC for Signalled Lanes (%):			107.4	Total Delay for Signalled Lanes (pcuHr):			3.38	Cycle Time (s): 120		
C2			Stream: 2 PRC for Signalled Lanes (%):			150.8	Total Delay for Signalled Lanes (pcuHr):			0.34	Cycle Time (s): 120		
C3			PRC for Signalled Lanes (%):			37.9	Total Delay for Signalled Lanes (pcuHr):			18.17	Cycle Time (s): 120		
			PRC Over All Lanes (%):			15.6	Total Delay Over All Lanes(pcuHr):			46.94			

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

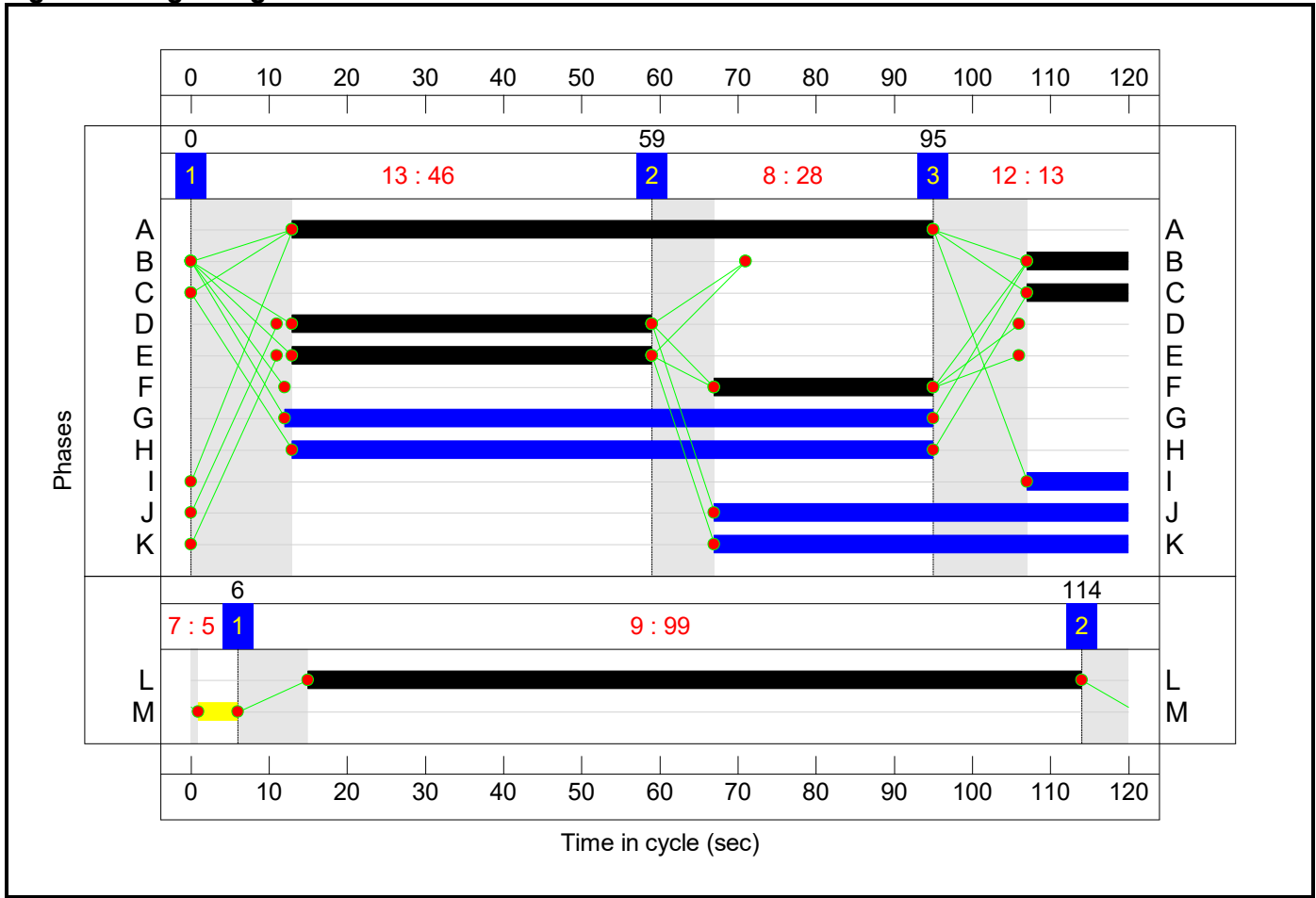
Stage Stream: 1

Stage	1	2	3
Duration	46	28	13
Change Point	0	59	95

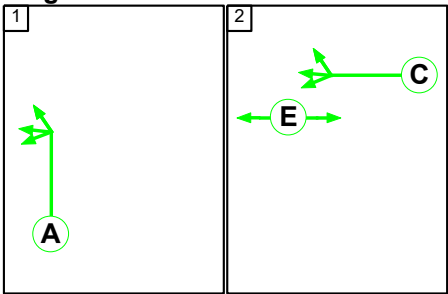
Stage Stream: 2

Stage	1	2
Duration	99	5
Change Point	6	114

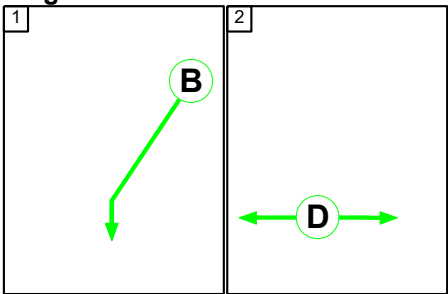
Signal Timings Diagram



C2
Stage Sequence Diagram
Stage Stream: 1



Stage Stream: 2



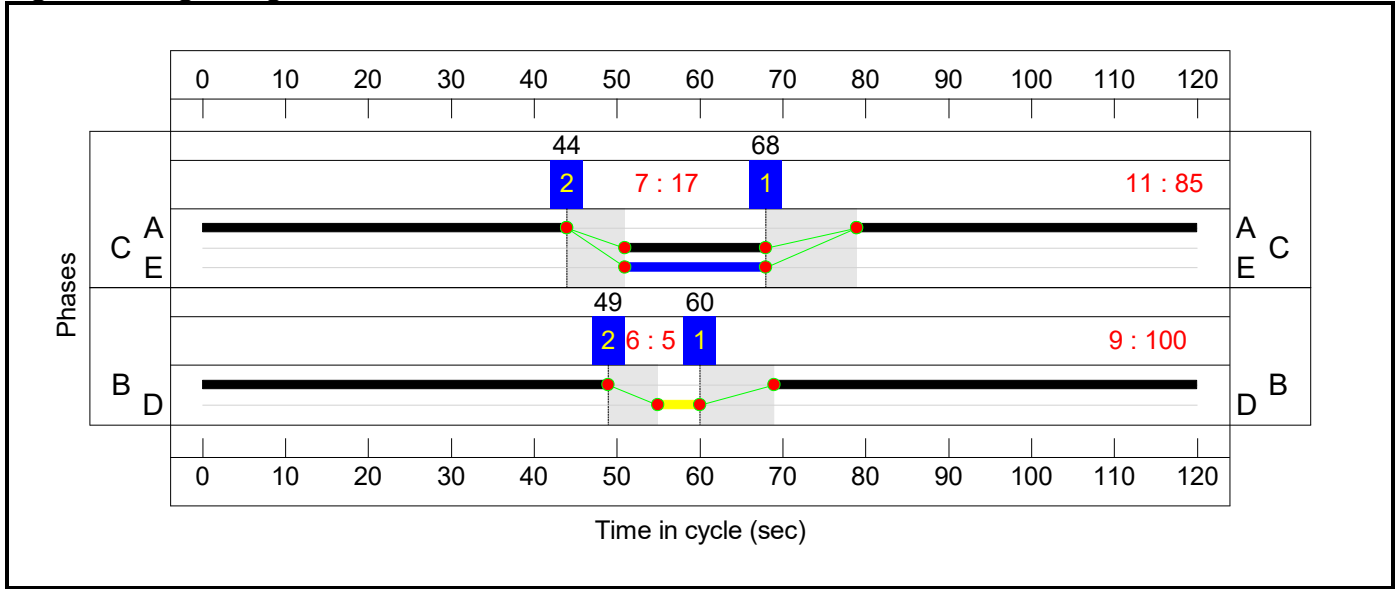
Stage Timings
Stage Stream: 1

Stage	1	2
Duration	85	17
Change Point	68	44

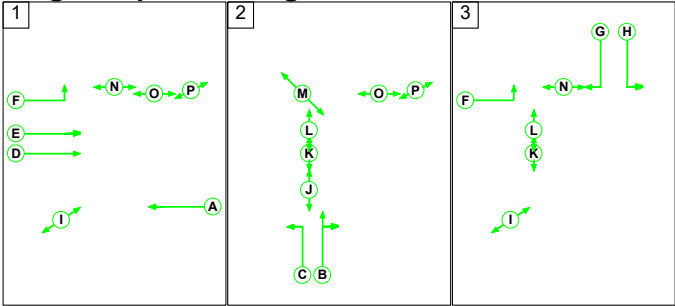
Stage Stream: 2

Stage	1	2
Duration	100	5
Change Point	60	49

Signal Timings Diagram



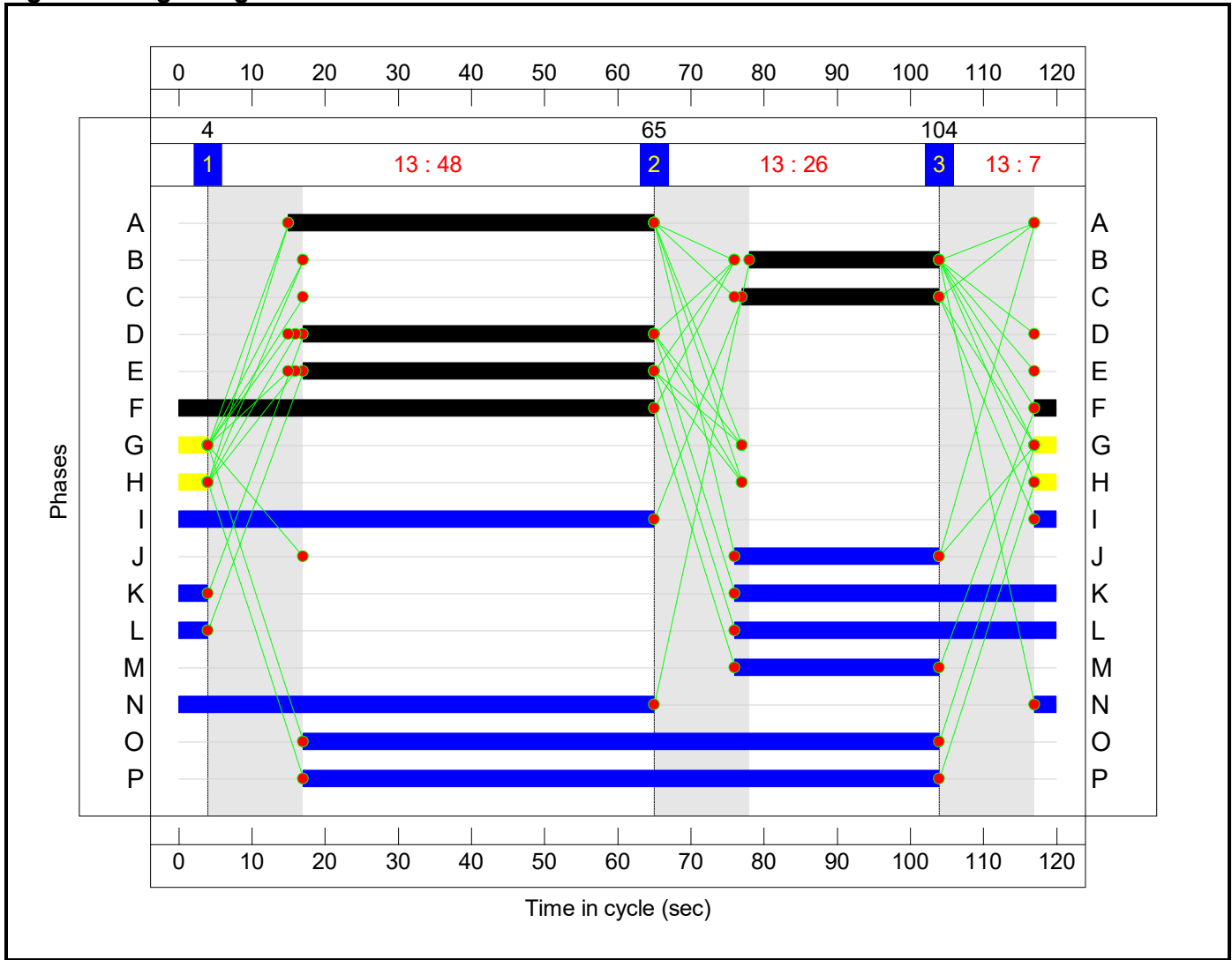
C3
Stage Sequence Diagram



Stage Timings

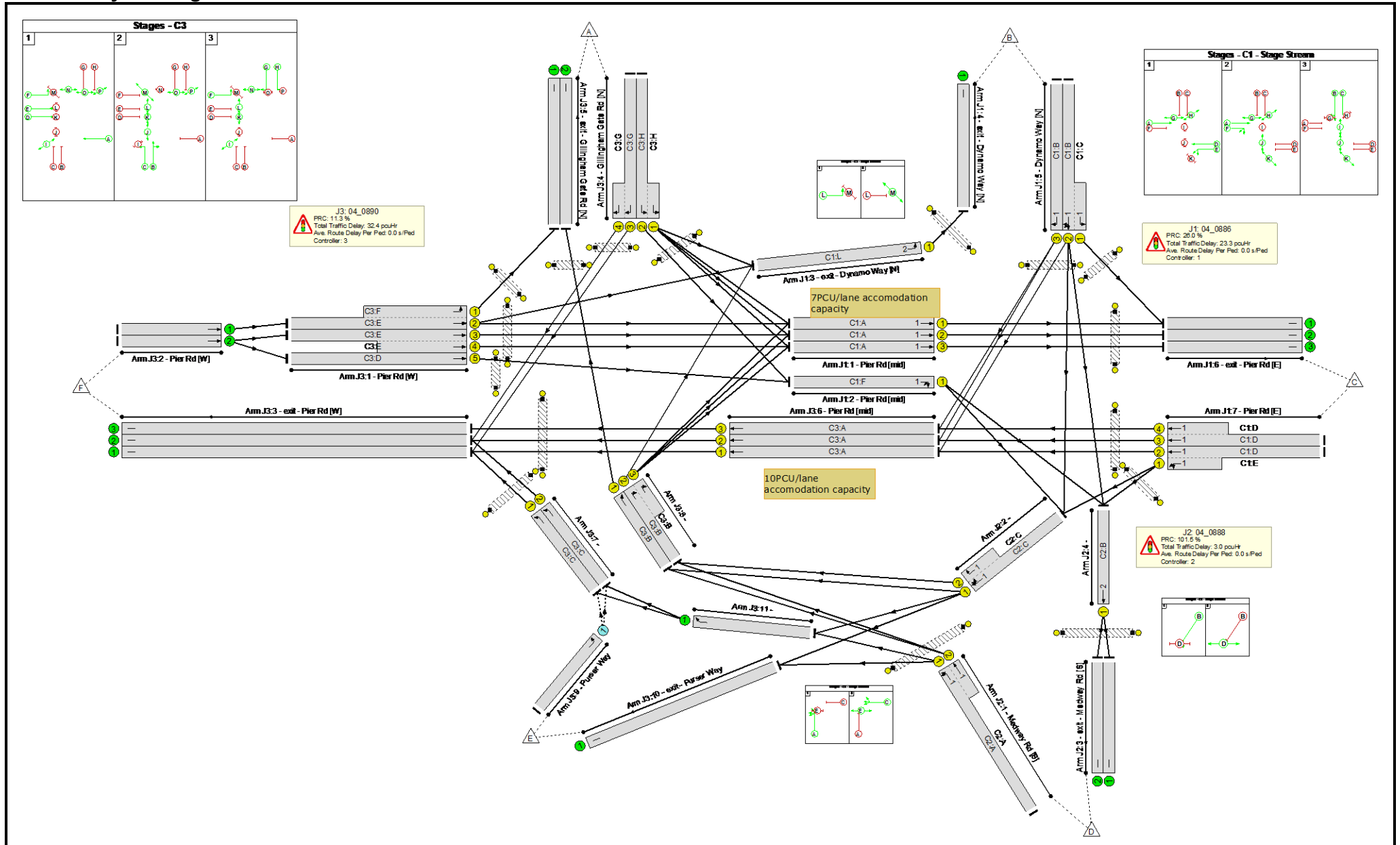
Stage	1	2	3
Duration	48	26	7
Change Point	4	65	104

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	25.98	23.10
C1	2	278.91	0.18
C2	1	101.47	2.64
C2	2	150.35	0.36
C3	1	11.27	32.37
Total Network Delay: 58.68 pcuHr			
Worst PRC: 11.27 % (On Lane J3:8/2 in Stream 1)			

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	-	-	N/A	-	-		-	-	-	-	-	-	80.9%
J1: 04_0886	-	-	N/A	-	-		-	-	-	-	-	-	71.4%
1/1	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	82	-	438	1940	1342	32.6%
1/2	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	82	-	555	1940	1342	41.4%
1/3	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	82	-	555	1940	1342	41.4%
2/1	Pier Rd [mid] U-Turn Right	U	1:1	N/A	C1:F		1	28	-	302	1774	429	70.4%
3/1	exit - Dynamo Way [N] Left	U	1:2	N/A	C1:L		1	99	-	384	1940	1617	23.8%
4/1	exit - Dynamo Way [N]	U	N/A	N/A	-		-	-	-	384	Inf	Inf	0.0%
5/2+5/1	Dynamo Way [N] Right Left Right2 Ahead	U	1:1	N/A	C1:B C1:C		1	13	-	276	1903:1877	188+199	71.4 : 71.4%
5/3	Dynamo Way [N] Right	U	1:1	N/A	C1:B		1	13	-	87	1774	207	42.0%
6/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	580	Inf	Inf	0.0%
6/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	555	Inf	Inf	0.0%
6/3	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	555	Inf	Inf	0.0%
7/2+7/1	Pier Rd [E] Ahead Ahead2 Left	U	1:1	N/A	C1:D C1:E		1	46	-	560	1940:1875	435+498	60.0 : 60.0%
7/3+7/4	Pier Rd [E] Ahead	U	1:1	N/A	C1:D		1	46	-	571	1940:1940	501+503	56.8 : 56.8%
Ped Link: P1	Unnamed Ped Link	-	1:2	-	C1:M		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:1	-	C1:G		1	83	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:1	-	C1:H		1	82	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:1	-	C1:I		1	13	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	1:1	-	C1:J		1	53	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1:1	-	C1:K		1	53	-	0	-	0	0.0%
J2: 04_0888	-	-	N/A	-	-		-	-	-	-	-	-	44.7%
1/1+1/2	Medway Rd [S] Ahead Left Left2	U	2:1	N/A	C2:A		1	85	-	626	1816:1830	546+855	44.7 : 44.7%
2/1+2/2	Right Ahead Ahead2	U	2:1	N/A	C2:C		1	17	-	125	1841:1841	214+217	29.0 : 29.0%
3/1	exit - Medway Rd [S]	U	N/A	N/A	-		-	-	-	292	Inf	Inf	0.0%
3/2	exit - Medway Rd [S]	U	N/A	N/A	-		-	-	-	295	Inf	Inf	0.0%
4/1	Ahead	U	2:2	N/A	C2:B		1	100	-	587	1940	1633	35.9%
Ped Link: P1	Unnamed Ped Link	-	2:2	-	C2:D		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:E		1	17	-	0	-	0	0.0%
J3: 04_0890	-	-	N/A	-	-		-	-	-	-	-	-	80.9%
1/2+1/1	Pier Rd [W] Left Ahead Ahead2	U	N/A	N/A	C3:E C3:F		1	48:68	-	590	1940:1826	746+102	69.5 : 69.5%
1/3+1/4	Pier Rd [W] Ahead	U	N/A	N/A	C3:E		1	48	-	922	1940:1940	575+575	80.1 : 80.1%
1/5	Pier Rd [W] Ahead	U	N/A	N/A	C3:D		1	48	-	275	1940	792	34.7%
2/1	Pier Rd [W] Ahead	U	N/A	N/A	-		-	-	-	590	Inf	Inf	0.0%
2/2	Pier Rd [W] Ahead	U	N/A	N/A	-		-	-	-	1197	Inf	Inf	0.0%
3/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	481	Inf	Inf	0.0%
3/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	524	Inf	Inf	0.0%
3/3	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	329	Inf	Inf	0.0%
4/2+4/1	Gillingham Gate Rd [N] Left Left2 Left3	U	N/A	N/A	C3:H		1	7	-	100	1888:1868	46+125	58.6 : 58.6%

Full Input Data And Results

4/3+4/4	Gillingham Gate Rd [N] Right	U	N/A	N/A	C3:G		1	7	-	113	1739:1687	116+112	49.2 : 49.8%
5/1	exit - Gillingham Gate Rd [N]	U	N/A	N/A	-		-	-	-	71	Inf	Inf	0.0%
5/2	exit - Gillingham Gate Rd [N]	U	N/A	N/A	-		-	-	-	51	Inf	Inf	0.0%
6/1	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	50	-	284	1940	825	34.4%
6/2	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	50	-	329	1940	825	39.9%
6/3	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	50	-	329	1940	825	39.9%
7/1	Left	U	N/A	N/A	C3:C		1	27	-	140	1875	438	32.0%
7/2	Left	U	N/A	N/A	C3:C		1	27	-	139	1875	438	31.8%
8/1	Ahead	U	N/A	N/A	C3:B		1	26	-	51	1940	437	11.7%
8/2+8/3	Right Right2	U	N/A	N/A	C3:B		1	26	-	418	1830:1811	218+299	80.9 : 80.9%
9/1	Purser Way Left	O	N/A	N/A	-		-	-	-	48	1798	1189	4.0%
10/1	exit - Purser Way	U	N/A	N/A	-		-	-	-	51	Inf	Inf	0.0%
11/1	Right	U	N/A	N/A	-		-	-	-	231	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C3:I		1	68	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C3:J		1	28	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C3:K		1	48	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C3:L		1	48	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	C3:M		1	28	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	C3:N		1	68	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	C3:O		1	87	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	C3:P		1	87	-	0	-	0	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	-	-	48	0	0	44.5	14.2	0.0	58.7	-	-	-	-
J1: 04_0886	-	-	0	0	0	18.0	5.3	0.0	23.3	-	-	-	-
1/1	438	438	-	-	-	0.5	0.2	-	0.7	6.0	2.4	0.2	2.6
1/2	555	555	-	-	-	0.4	0.4	-	0.7	4.8	2.0	0.4	2.3
1/3	555	555	-	-	-	0.4	0.4	-	0.7	4.8	2.0	0.4	2.3
2/1	302	302	-	-	-	3.5	1.2	-	4.7	55.5	10.1	1.2	11.2
3/1	384	384	-	-	-	0.0	0.2	-	0.2	1.7	0.4	0.2	0.5
4/1	384	384	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	276	276	-	-	-	3.9	1.2	-	5.1	66.5	4.5	1.2	5.7
5/3	87	87	-	-	-	1.2	0.4	-	1.6	64.2	2.7	0.4	3.0
6/1	580	580	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	555	555	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/3	555	555	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2+7/1	560	560	-	-	-	4.1	0.7	-	4.8	30.9	7.3	0.7	8.1
7/3+7/4	571	571	-	-	-	4.1	0.7	-	4.8	30.2	6.8	0.7	7.4
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: 04_0888	-	-	0	0	0	2.1	0.9	0.0	3.0	-	-	-	-
1/1+1/2	626	626	-	-	-	1.0	0.4	-	1.4	8.2	4.5	0.4	4.9

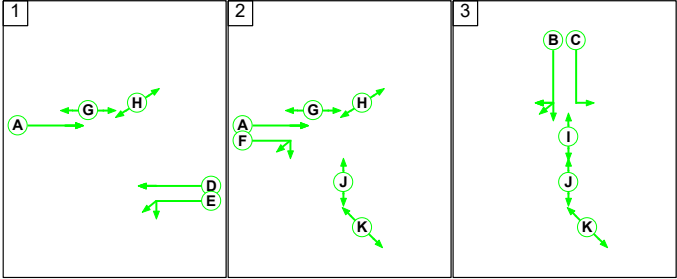
Full Input Data And Results

2/1+2/2	125	125	-	-	-	1.0	0.2	-	1.2	34.8	1.9	0.2	2.1
3/1	292	292	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	295	295	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	587	587	-	-	-	0.1	0.3	-	0.4	2.2	0.8	0.3	1.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: 04_0890	-	-	48	0	0	24.3	8.1	0.0	32.4	-	-	-	-
1/2+1/1	590	590	-	-	-	4.4	1.1	-	5.5	33.5	14.0	1.1	15.2
1/3+1/4	922	922	-	-	-	7.1	2.0	-	9.0	35.3	12.8	2.0	14.8
1/5	275	275	-	-	-	1.9	0.3	-	2.1	28.0	6.3	0.3	6.5
2/1	590	590	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	1197	1197	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	481	481	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	524	524	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/3	329	329	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	100	100	-	-	-	1.5	0.7	-	2.2	79.1	2.4	0.7	3.0
4/3+4/4	113	113	-	-	-	1.7	0.5	-	2.2	69.5	1.8	0.5	2.3
5/1	71	71	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	51	51	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	284	284	-	-	-	0.2	0.3	-	0.5	5.7	0.9	0.3	1.2
6/2	329	329	-	-	-	0.3	0.3	-	0.6	7.1	1.6	0.3	2.0
6/3	329	329	-	-	-	0.3	0.3	-	0.6	7.0	1.6	0.3	1.9
7/1	140	140	-	-	-	1.4	0.2	-	1.6	41.6	2.9	0.2	3.2
7/2	139	139	-	-	-	1.4	0.2	-	1.6	41.5	2.9	0.2	3.1
8/1	51	51	-	-	-	0.4	0.1	-	0.4	30.7	1.3	0.1	1.4
8/2+8/3	418	418	-	-	-	3.9	2.0	-	5.9	51.1	4.7	2.0	6.8
9/1	48	48	48	0	0	0.0	0.0	-	0.0	1.6	0.0	0.0	0.1
10/1	51	51	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

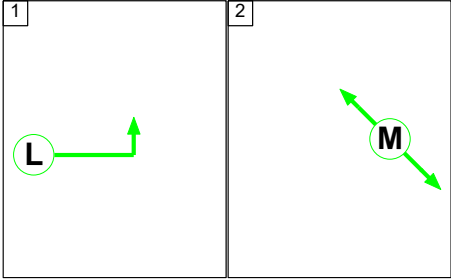
Full Input Data And Results
Scenario 9: '5y AM' (FG7: '5y AM', Plan 1: 'AM Peak MaxSet A')
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

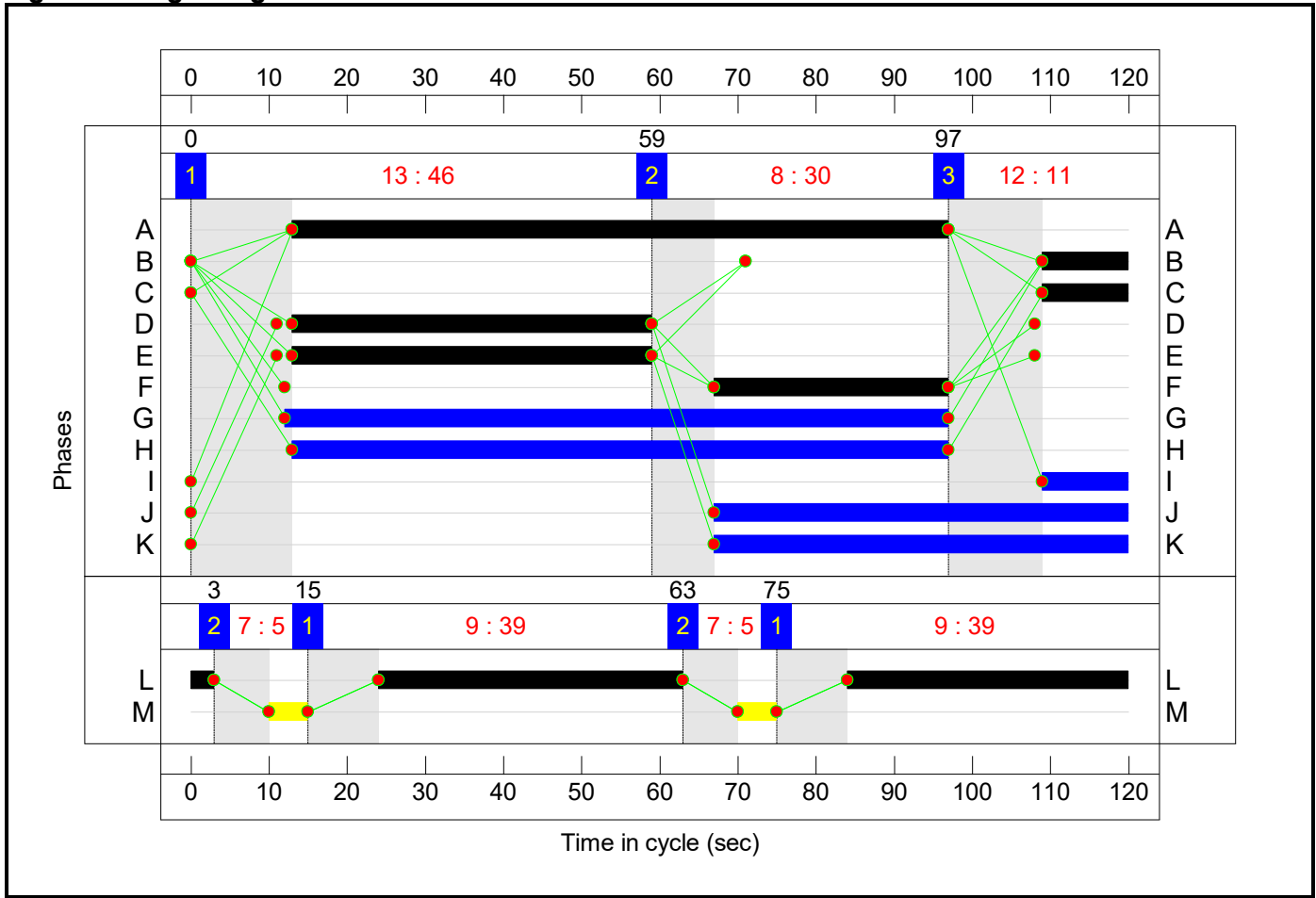
Stage Stream: 1

Stage	1	2	3
Duration	46	30	11
Change Point	0	59	97

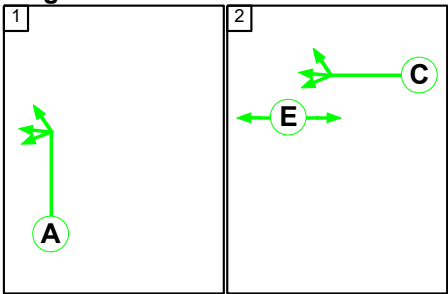
Stage Stream: 2

Stage	1	2	1	2
Duration	39	5	39	5
Change Point	15	63	75	3

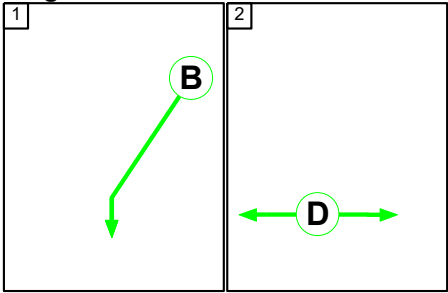
Signal Timings Diagram



C2
Stage Sequence Diagram
Stage Stream: 1



Stage Stream: 2



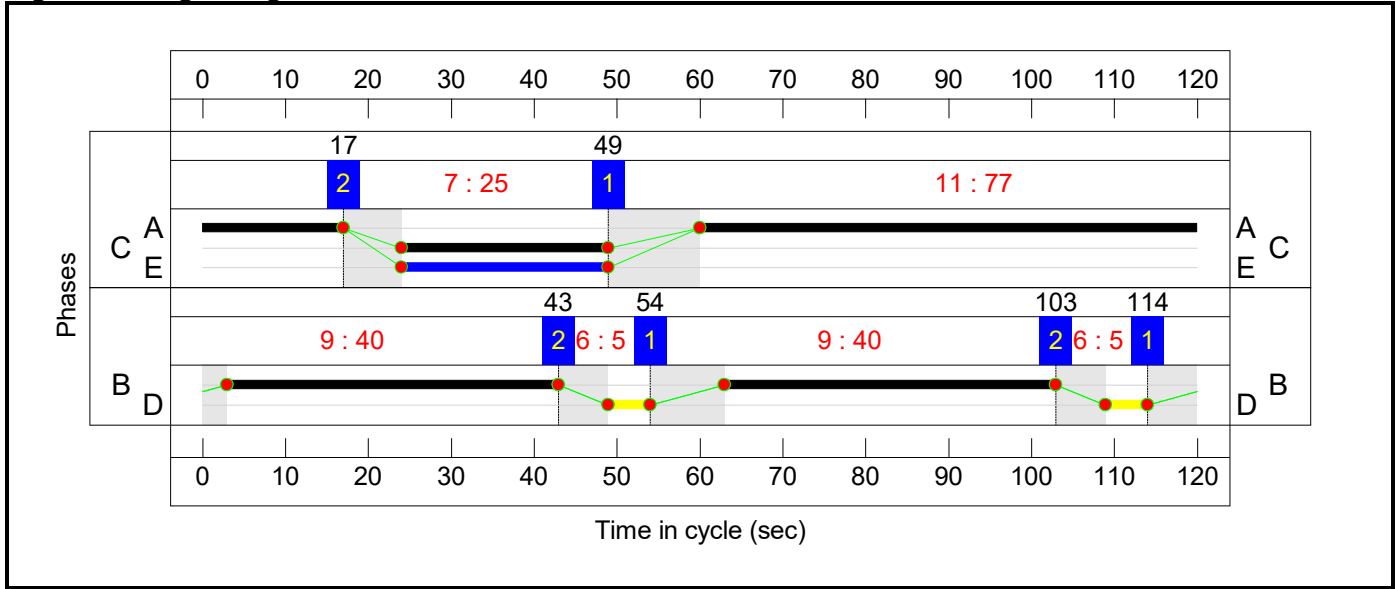
Stage Timings
Stage Stream: 1

Stage	1	2
Duration	77	25
Change Point	49	17

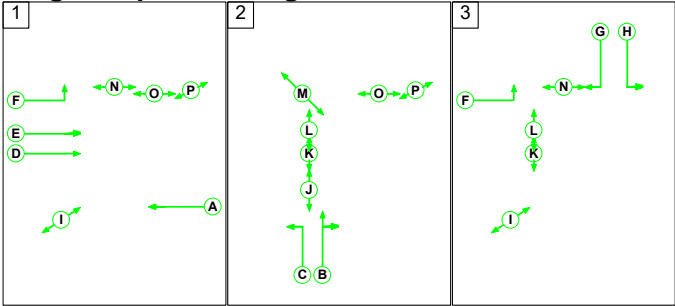
Stage Stream: 2

Stage	1	2	1	2
Duration	40	5	40	5
Change Point	114	43	54	103

Signal Timings Diagram



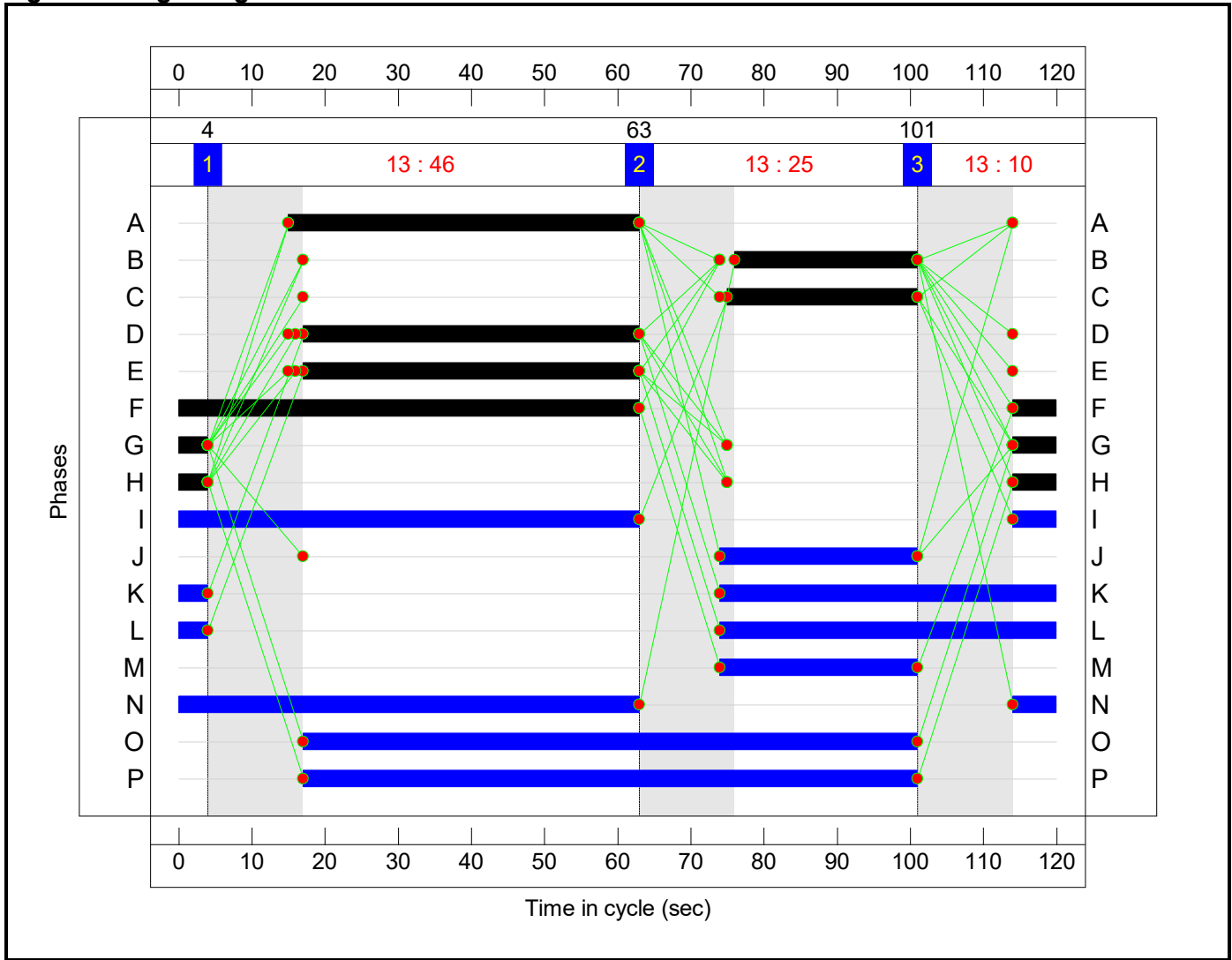
C3
Stage Sequence Diagram



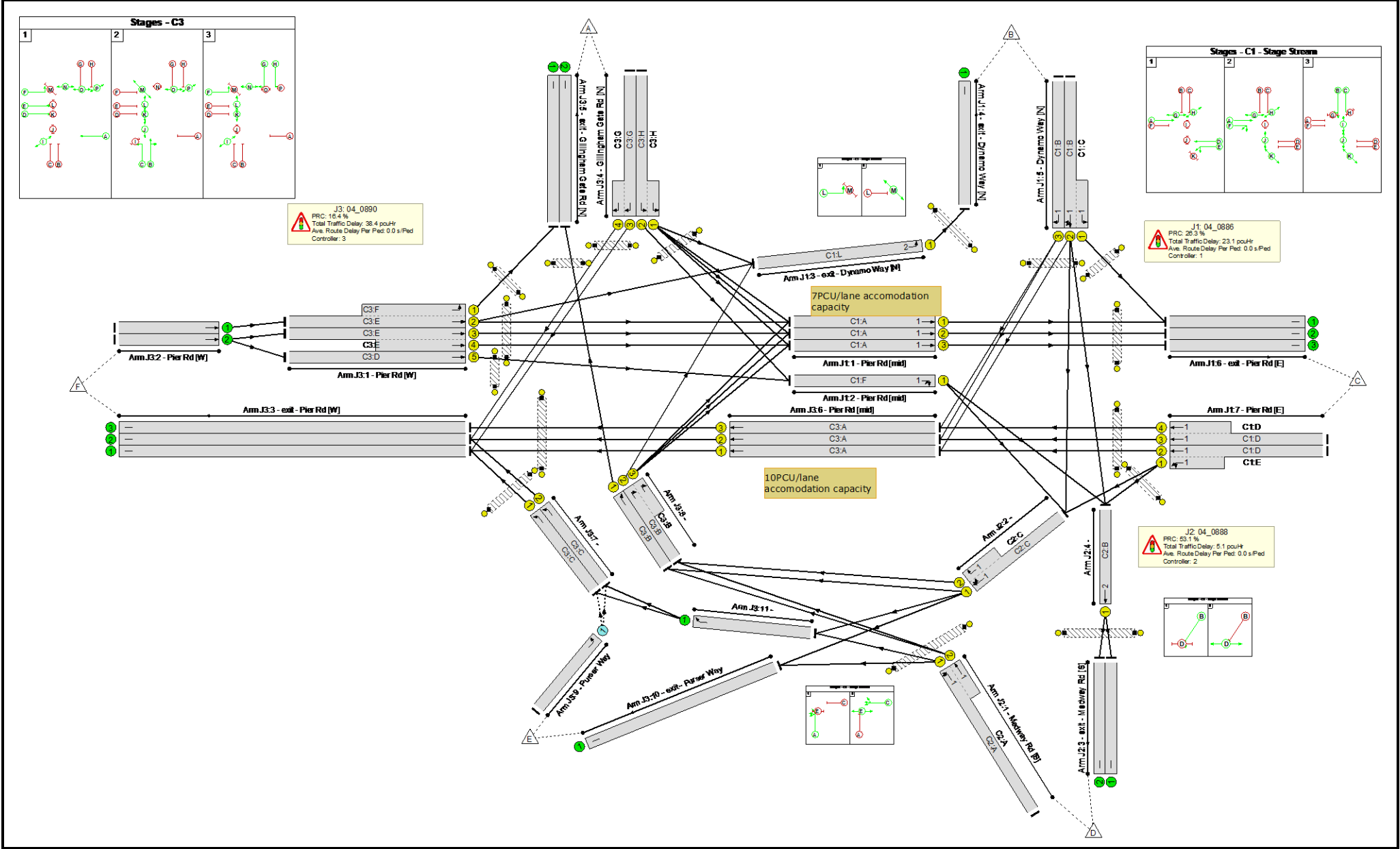
Stage Timings

Stage	1	2	3
Duration	46	25	10
Change Point	4	63	101

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	26.29	23.10
C1	2	2606.98	0.02
C2	1	53.09	4.79
C2	2	202.05	0.29
C3	1	16.39	38.42
Total Network Delay: 66.62 pcuHr			
Worst PRC: 16.39 % (On Lane J3:1/2 in Stream 1)			

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	-	-	N/A	-	-		-	-	-	-	-	-	77.3%
J1: 04_0886	-	-	N/A	-	-		-	-	-	-	-	-	71.3%
1/1	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	84	-	445	1940	1374	32.4%
1/2	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	84	-	449	1940	1374	32.7%
1/3	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	84	-	449	1940	1374	32.7%
2/1	Pier Rd [mid] U-Turn Right	U	1:1	N/A	C1:F		1	30	-	321	1774	458	70.0%
3/1	exit - Dynamo Way [N] Left	U	1:2	N/A	C1:L		2	78	-	43	1940	1293	3.3%
4/1	exit - Dynamo Way [N]	U	N/A	N/A	-		-	-	-	43	Inf	Inf	0.0%
5/2+5/1	Dynamo Way [N] Right Left Right2 Ahead	U	1:1	N/A	C1:B C1:C		1	11	-	168	1821:1877	182+79	64.3 : 64.3%
5/3	Dynamo Way [N] Right	U	1:1	N/A	C1:B		1	11	-	90	1774	177	50.7%
6/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	496	Inf	Inf	0.0%
6/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	449	Inf	Inf	0.0%
6/3	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	449	Inf	Inf	0.0%
7/2+7/1	Pier Rd [E] Ahead Ahead2 Left	U	1:1	N/A	C1:D C1:E		1	46	-	614	1940:1917	520+397	66.9 : 66.9%
7/3+7/4	Pier Rd [E] Ahead	U	1:1	N/A	C1:D		1	46	-	716	1940:1940	502+502	71.3 : 71.3%
Ped Link: P1	Unnamed Ped Link	-	1:2	-	C1:M		2	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:1	-	C1:G		1	85	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:1	-	C1:H		1	84	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:1	-	C1:I		1	11	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	1:1	-	C1:J		1	53	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1:1	-	C1:K		1	53	-	0	-	0	0.0%
J2: 04_0888	-	-	N/A	-	-		-	-	-	-	-	-	58.8%
1/1+1/2	Medway Rd [S] Ahead Left Left2	U	2:1	N/A	C2:A		1	77	-	720	1816:1830	947+277	58.8 : 58.8%
2/1+2/2	Right Ahead Ahead2	U	2:1	N/A	C2:C		1	25	-	232	1841:1841	385+23	56.9 : 56.9%
3/1	exit - Medway Rd [S]	U	N/A	N/A	-		-	-	-	196	Inf	Inf	0.0%
3/2	exit - Medway Rd [S]	U	N/A	N/A	-		-	-	-	199	Inf	Inf	0.0%
4/1	Ahead	U	2:2	N/A	C2:B		2	80	-	395	1940	1326	29.8%
Ped Link: P1	Unnamed Ped Link	-	2:2	-	C2:D		2	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:E		1	25	-	0	-	0	0.0%
J3: 04_0890	-	-	N/A	-	-		-	-	-	-	-	-	77.3%
1/2+1/1	Pier Rd [W] Left Ahead Ahead2	U	N/A	N/A	C3:E C3:F		1	46:69	-	926	1940:1826	565+632	77.3 : 77.3%
1/3+1/4	Pier Rd [W] Ahead	U	N/A	N/A	C3:E		1	46	-	854	1940:1940	559+559	76.4 : 76.4%
1/5	Pier Rd [W] Ahead	U	N/A	N/A	C3:D		1	46	-	294	1940	760	38.7%
2/1	Pier Rd [W] Ahead	U	N/A	N/A	-		-	-	-	926	Inf	Inf	0.0%
2/2	Pier Rd [W] Ahead	U	N/A	N/A	-		-	-	-	1148	Inf	Inf	0.0%
3/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	807	Inf	Inf	0.0%
3/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	780	Inf	Inf	0.0%
3/3	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	403	Inf	Inf	0.0%
4/2+4/1	Gillingham Gate Rd [N] Left Left2 Left3	U	N/A	N/A	C3:H		1	10	-	69	1888:1856	103+160	26.3 : 26.3%

Full Input Data And Results

4/3+4/4	Gillingham Gate Rd [N] Right	U	N/A	N/A	C3:G		1	10	-	202	1739:1687	152+146	67.8 : 67.8%
5/1	exit - Gillingham Gate Rd [N]	U	N/A	N/A	-		-	-	-	489	Inf	Inf	0.0%
5/2	exit - Gillingham Gate Rd [N]	U	N/A	N/A	-		-	-	-	314	Inf	Inf	0.0%
6/1	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	48	-	425	1940	792	53.7%
6/2	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	48	-	403	1940	792	50.9%
6/3	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	48	-	403	1940	792	50.9%
7/1	Left	U	N/A	N/A	C3:C		1	26	-	279	1875	422	66.1%
7/2	Left	U	N/A	N/A	C3:C		1	26	-	278	1875	422	65.9%
8/1	Ahead	U	N/A	N/A	C3:B		1	25	-	314	1940	420	74.7%
8/2+8/3	Right Right2	U	N/A	N/A	C3:B		1	25	-	53	1830:1811	264+274	9.9 : 9.9%
9/1	Purser Way Left	O	N/A	N/A	-		-	-	-	0	1940	1009	0.0%
10/1	exit - Purser Way	U	N/A	N/A	-		-	-	-	28	Inf	Inf	0.0%
11/1	Right	U	N/A	N/A	-		-	-	-	557	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C3:I		1	69	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C3:J		1	27	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C3:K		1	50	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C3:L		1	50	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	C3:M		1	27	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	C3:N		1	69	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	C3:O		1	84	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	C3:P		1	84	-	0	-	0	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	-	-	0	0	0	49.7	16.9	0.0	66.6	-	-	-	-
J1: 04_0886	-	-	0	0	0	17.6	5.5	0.0	23.1	-	-	-	-
1/1	445	445	-	-	-	0.0	0.2	-	0.3	2.3	0.6	0.2	0.8
1/2	449	449	-	-	-	0.0	0.2	-	0.3	2.3	0.5	0.2	0.7
1/3	449	449	-	-	-	0.0	0.2	-	0.3	2.3	0.5	0.2	0.7
2/1	321	321	-	-	-	3.8	1.1	-	4.9	55.4	10.7	1.1	11.8
3/1	43	43	-	-	-	0.0	0.0	-	0.0	2.0	0.1	0.0	0.1
4/1	43	43	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	168	168	-	-	-	2.4	0.9	-	3.3	70.2	3.7	0.9	4.6
5/3	90	90	-	-	-	1.3	0.5	-	1.8	71.6	2.8	0.5	3.3
6/1	496	496	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	449	449	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/3	449	449	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2+7/1	614	614	-	-	-	4.6	1.0	-	5.6	32.8	10.3	1.0	11.3
7/3+7/4	716	716	-	-	-	5.4	1.2	-	6.7	33.5	10.4	1.2	11.6
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: 04_0888	-	-	0	0	0	3.5	1.6	0.0	5.1	-	-	-	-
1/1+1/2	720	720	-	-	-	2.2	0.7	-	2.9	14.3	11.3	0.7	12.0

Full Input Data And Results

2/1+2/2	232	232	-	-	-	1.3	0.7	-	1.9	29.9	6.3	0.7	7.0
3/1	196	196	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	199	199	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	395	395	-	-	-	0.1	0.2	-	0.3	2.7	1.1	0.2	1.3
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: 04_0890	-	-	0	0	0	28.6	9.8	0.0	38.4	-	-	-	-
1/2+1/1	926	926	-	-	-	5.4	1.7	-	7.1	27.6	11.4	1.7	13.1
1/3+1/4	854	854	-	-	-	6.8	1.6	-	8.4	35.2	11.0	1.6	12.6
1/5	294	294	-	-	-	2.1	0.3	-	2.5	30.0	7.0	0.3	7.3
2/1	926	926	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	1148	1148	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	807	807	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	780	780	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/3	403	403	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	69	69	-	-	-	1.0	0.2	-	1.1	59.8	1.3	0.2	1.5
4/3+4/4	202	202	-	-	-	3.0	1.0	-	4.0	71.0	3.3	1.0	4.3
5/1	489	489	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	314	314	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	425	425	-	-	-	0.6	0.6	-	1.2	9.9	3.8	0.6	4.4
6/2	403	403	-	-	-	0.4	0.5	-	1.0	8.6	1.9	0.5	2.4
6/3	403	403	-	-	-	0.4	0.5	-	1.0	8.6	1.9	0.5	2.4
7/1	279	279	-	-	-	2.4	1.0	-	3.4	44.0	7.9	1.0	8.9
7/2	278	278	-	-	-	2.4	1.0	-	3.4	43.9	7.9	1.0	8.9
8/1	314	314	-	-	-	3.6	1.4	-	5.0	57.2	10.2	1.4	11.6
8/2+8/3	53	53	-	-	-	0.5	0.1	-	0.5	34.9	0.7	0.1	0.8
9/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	28	28	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

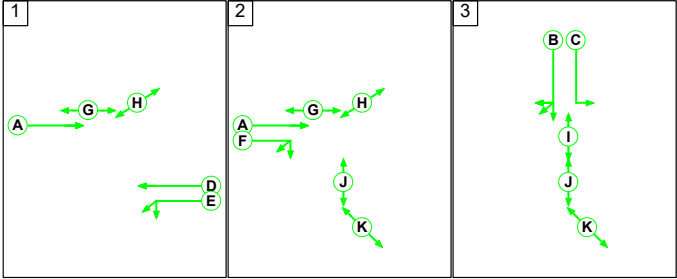
Full Input Data And Results

11/1	557	557	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 Stream: 1 PRC for Signalled Lanes (%): 26.3 Total Delay for Signalled Lanes (pcuHr): 23.10 Cycle Time (s): 120													
C1 Stream: 2 PRC for Signalled Lanes (%): 2607.0 Total Delay for Signalled Lanes (pcuHr): 0.02 Cycle Time (s): 120													
C2 Stream: 1 PRC for Signalled Lanes (%): 53.1 Total Delay for Signalled Lanes (pcuHr): 4.79 Cycle Time (s): 120													
C2 Stream: 2 PRC for Signalled Lanes (%): 202.1 Total Delay for Signalled Lanes (pcuHr): 0.29 Cycle Time (s): 120													
C3 PRC for Signalled Lanes (%): 16.4 Total Delay for Signalled Lanes (pcuHr): 38.42 Cycle Time (s): 120													
PRC Over All Lanes (%): 16.4 Total Delay Over All Lanes(pcuHr): 66.62													

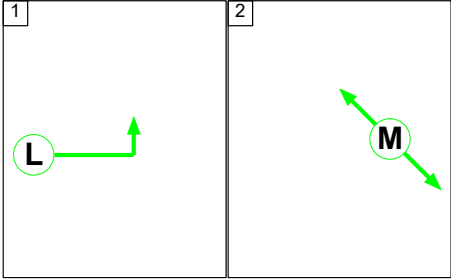
Full Input Data And Results
Scenario 10: '10y AM' (FG8: '10y AM', Plan 1: 'AM Peak MaxSet A')
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

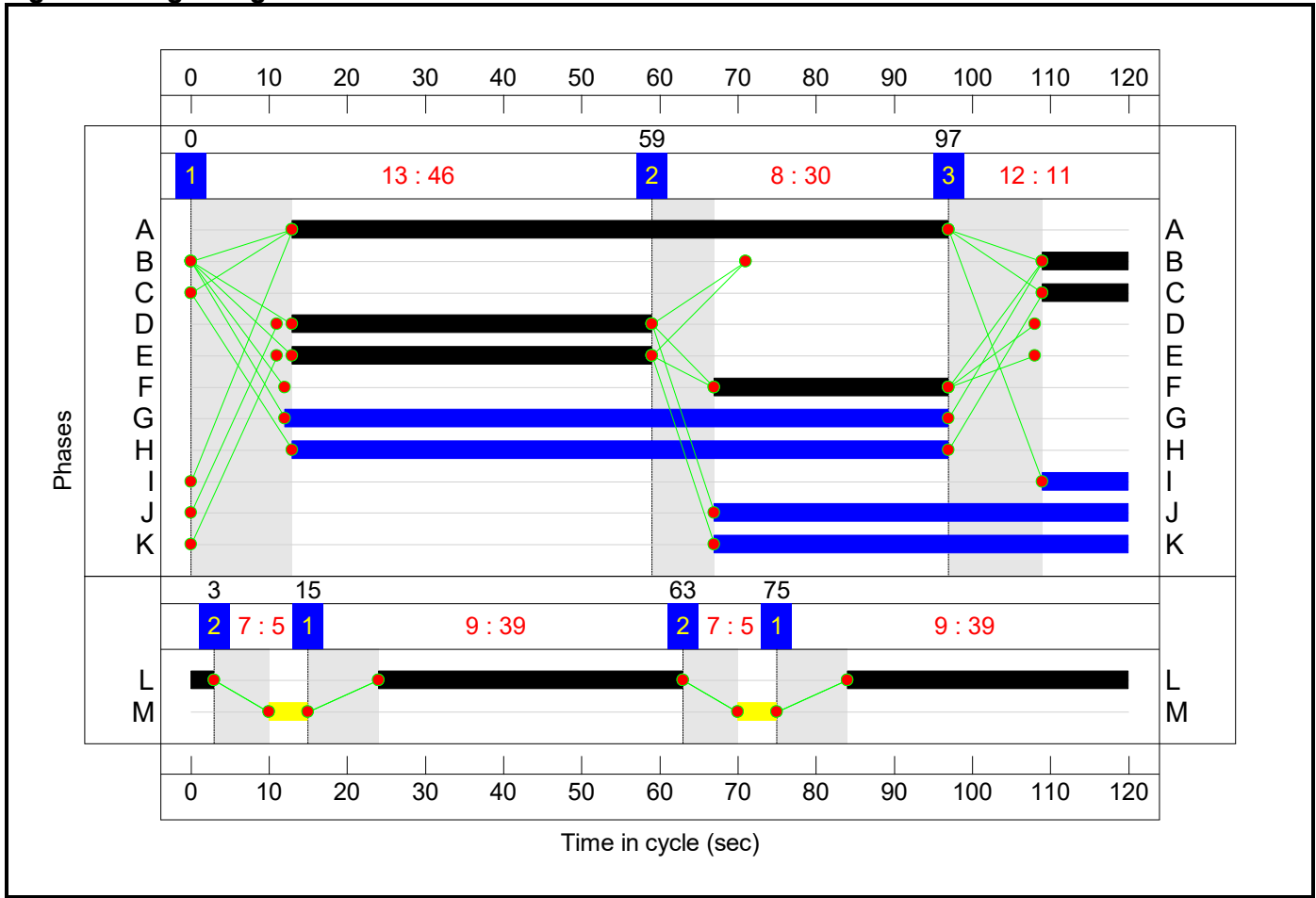
Stage Stream: 1

Stage	1	2	3
Duration	46	30	11
Change Point	0	59	97

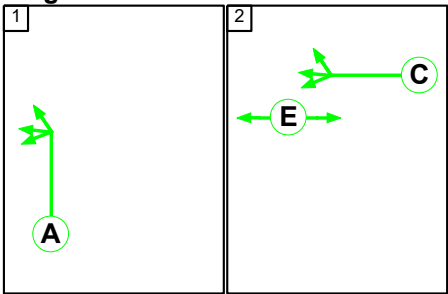
Stage Stream: 2

Stage	1	2	1	2
Duration	39	5	39	5
Change Point	15	63	75	3

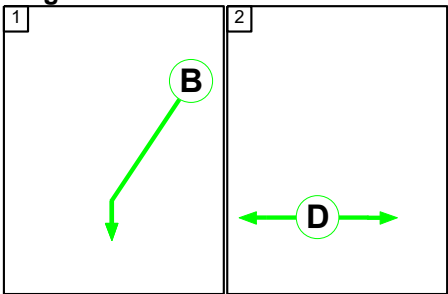
Signal Timings Diagram



C2
Stage Sequence Diagram
Stage Stream: 1



Stage Stream: 2



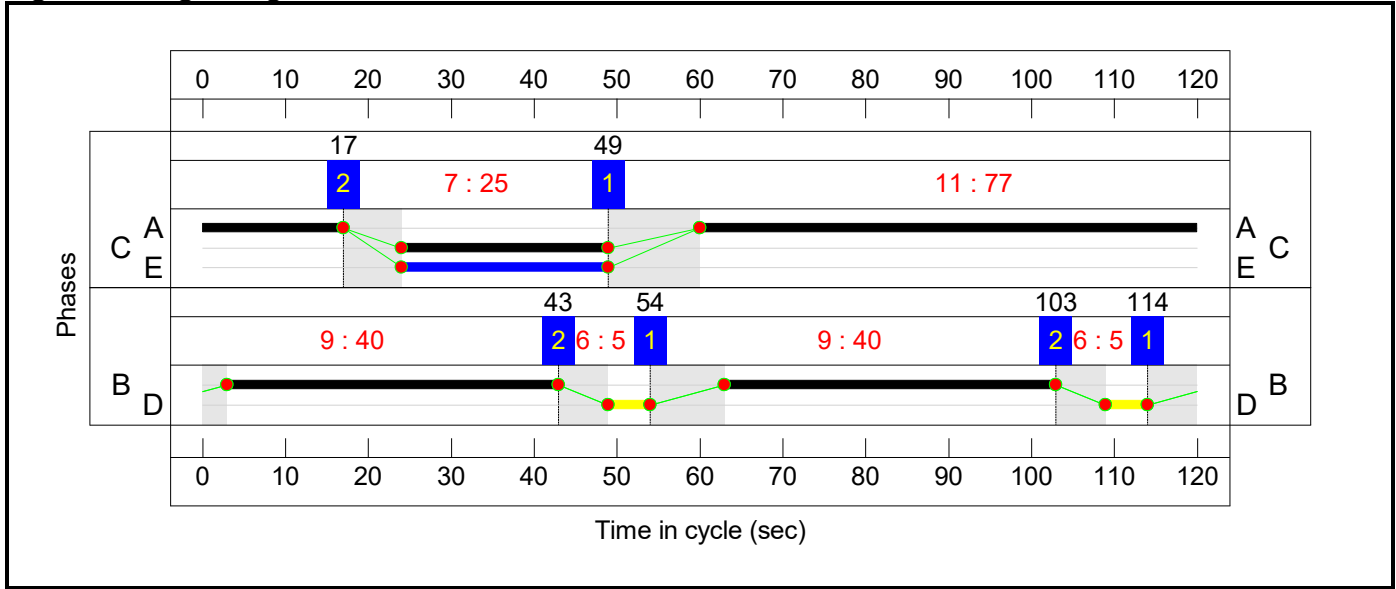
Stage Timings
Stage Stream: 1

Stage	1	2
Duration	77	25
Change Point	49	17

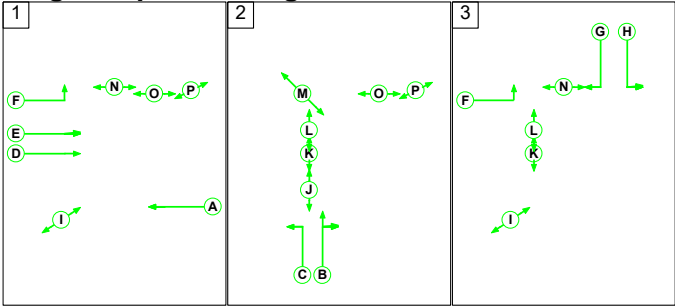
Stage Stream: 2

Stage	1	2	1	2
Duration	40	5	40	5
Change Point	114	43	54	103

Signal Timings Diagram



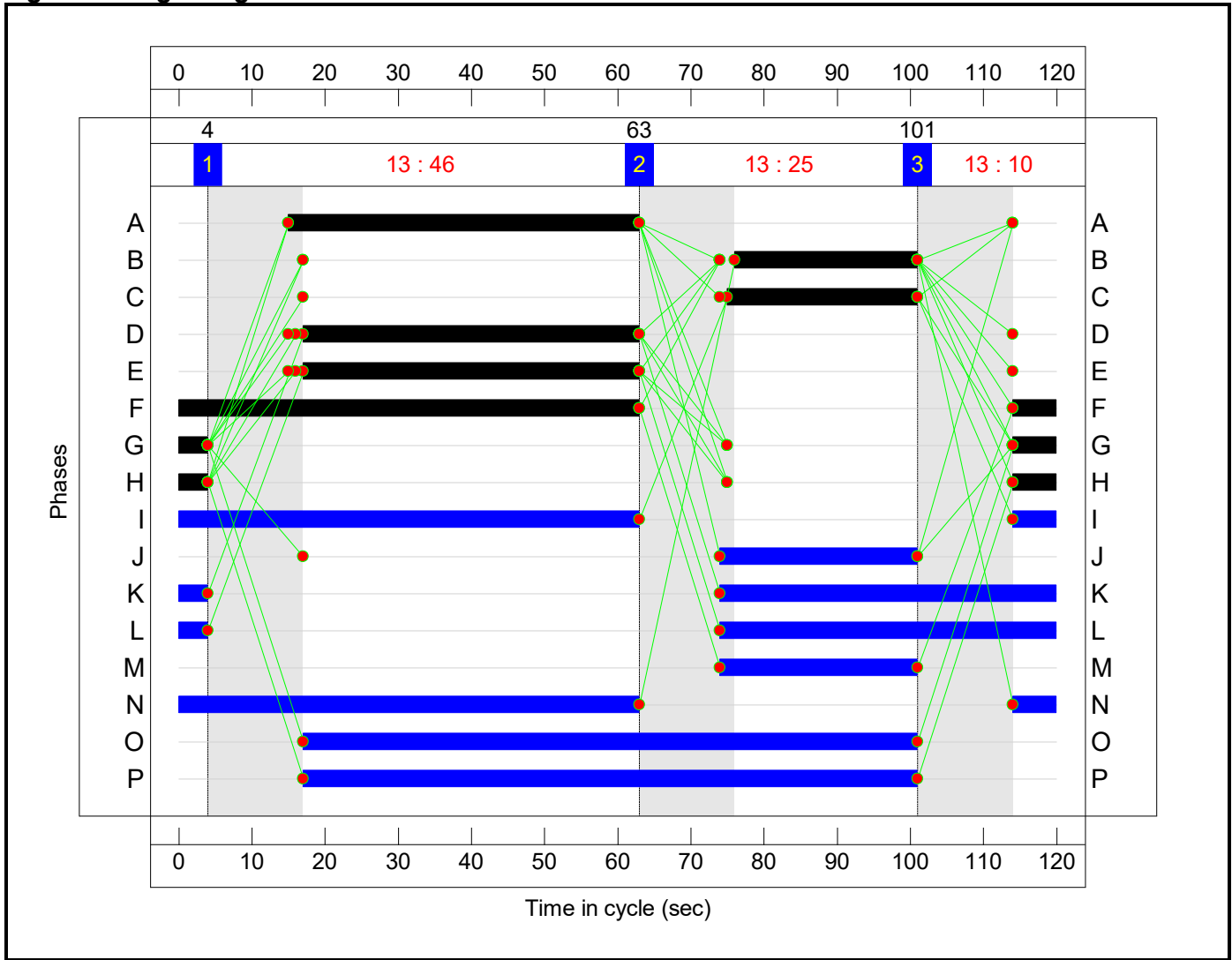
C3
Stage Sequence Diagram



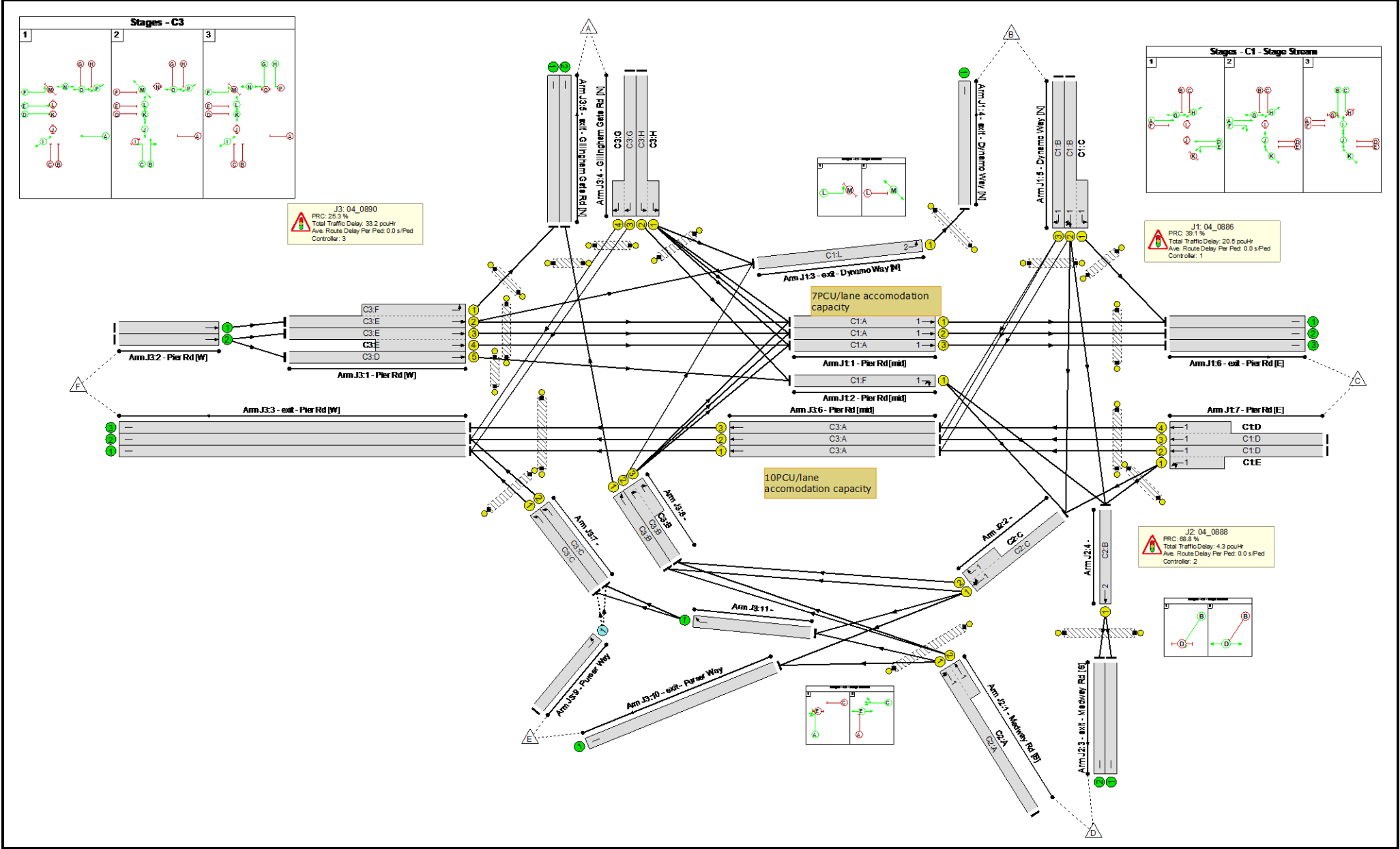
Stage Timings

Stage	1	2	3
Duration	46	25	10
Change Point	4	63	101

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	39.12	20.52
C1	2	2884.61	0.02
C2	1	68.81	4.07
C2	2	226.88	0.26
C3	1	25.30	33.21
Total Network Delay: 58.09 pcuHr			
Worst PRC: 25.30 % (On Lane J3:1/2 in Stream 1)			

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	-	-	N/A	-	-		-	-	-	-	-	-	71.8%
J1: 04_0886	-	-	N/A	-	-		-	-	-	-	-	-	64.7%
1/1	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	84	-	415	1940	1374	30.2%
1/2	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	84	-	416	1940	1374	30.3%
1/3	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	84	-	415	1940	1374	30.2%
2/1	Pier Rd [mid] U-Turn Right	U	1:1	N/A	C1:F		1	30	-	296	1774	458	64.6%
3/1	exit - Dynamo Way [N] Left	U	1:2	N/A	C1:L		2	78	-	39	1940	1293	3.0%
4/1	exit - Dynamo Way [N]	U	N/A	N/A	-		-	-	-	39	Inf	Inf	0.0%
5/2+5/1	Dynamo Way [N] Right Left Right2 Ahead	U	1:1	N/A	C1:B C1:C		1	11	-	165	1821:1877	182+79	63.2 : 63.2%
5/3	Dynamo Way [N] Right	U	1:1	N/A	C1:B		1	11	-	88	1774	177	49.6%
6/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	465	Inf	Inf	0.0%
6/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	416	Inf	Inf	0.0%
6/3	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	415	Inf	Inf	0.0%
7/2+7/1	Pier Rd [E] Ahead Ahead2 Left	U	1:1	N/A	C1:D C1:E		1	46	-	553	1940:1917	521+394	60.4 : 60.4%
7/3+7/4	Pier Rd [E] Ahead	U	1:1	N/A	C1:D		1	46	-	650	1940:1940	502+502	64.7 : 64.7%
Ped Link: P1	Unnamed Ped Link	-	1:2	-	C1:M		2	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:1	-	C1:G		1	85	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:1	-	C1:H		1	84	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:1	-	C1:I		1	11	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	1:1	-	C1:J		1	53	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1:1	-	C1:K		1	53	-	0	-	0	0.0%
J2: 04_0888	-	-	N/A	-	-		-	-	-	-	-	-	53.3%
1/1+1/2	Medway Rd [S] Ahead Left Left2	U	2:1	N/A	C2:A		1	77	-	653	1816:1830	947+278	53.3 : 53.3%
2/1+2/2	Right Ahead Ahead2	U	2:1	N/A	C2:C		1	25	-	208	1841:1841	385+24	51.0 : 51.0%
3/1	exit - Medway Rd [S]	U	N/A	N/A	-		-	-	-	181	Inf	Inf	0.0%
3/2	exit - Medway Rd [S]	U	N/A	N/A	-		-	-	-	184	Inf	Inf	0.0%
4/1	Ahead	U	2:2	N/A	C2:B		2	80	-	365	1940	1326	27.5%
Ped Link: P1	Unnamed Ped Link	-	2:2	-	C2:D		2	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:E		1	25	-	0	-	0	0.0%
J3: 04_0890	-	-	N/A	-	-		-	-	-	-	-	-	71.8%
1/2+1/1	Pier Rd [W] Left Ahead Ahead2	U	N/A	N/A	C3:E C3:F		1	46:69	-	855	1940:1826	567+624	71.8 : 71.8%
1/3+1/4	Pier Rd [W] Ahead	U	N/A	N/A	C3:E		1	46	-	793	1940:1940	560+558	70.9 : 70.9%
1/5	Pier Rd [W] Ahead	U	N/A	N/A	C3:D		1	46	-	273	1940	760	35.9%
2/1	Pier Rd [W] Ahead	U	N/A	N/A	-		-	-	-	855	Inf	Inf	0.0%
2/2	Pier Rd [W] Ahead	U	N/A	N/A	-		-	-	-	1066	Inf	Inf	0.0%
3/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	732	Inf	Inf	0.0%
3/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	707	Inf	Inf	0.0%
3/3	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	369	Inf	Inf	0.0%
4/2+4/1	Gillingham Gate Rd [N] Left Left2 Left3	U	N/A	N/A	C3:H		1	10	-	59	1888:1856	102+160	22.5 : 22.5%

Full Input Data And Results

4/3+4/4	Gillingham Gate Rd [N] Right	U	N/A	N/A	C3:G		1	10	-	174	1739:1687	150+147	58.6 : 58.6%
5/1	exit - Gillingham Gate Rd [N]	U	N/A	N/A	-		-	-	-	448	Inf	Inf	0.0%
5/2	exit - Gillingham Gate Rd [N]	U	N/A	N/A	-		-	-	-	281	Inf	Inf	0.0%
6/1	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	48	-	391	1940	792	49.4%
6/2	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	48	-	369	1940	792	46.6%
6/3	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	48	-	369	1940	792	46.6%
7/1	Left	U	N/A	N/A	C3:C		1	26	-	253	1875	422	60.0%
7/2	Left	U	N/A	N/A	C3:C		1	26	-	252	1875	422	59.7%
8/1	Ahead	U	N/A	N/A	C3:B		1	25	-	281	1940	420	66.9%
8/2+8/3	Right Right2	U	N/A	N/A	C3:B		1	25	-	49	1830:1811	263+274	9.1 : 9.1%
9/1	Purser Way Left	O	N/A	N/A	-		-	-	-	0	1940	1069	0.0%
10/1	exit - Purser Way	U	N/A	N/A	-		-	-	-	26	Inf	Inf	0.0%
11/1	Right	U	N/A	N/A	-		-	-	-	505	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C3:I		1	69	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C3:J		1	27	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C3:K		1	50	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C3:L		1	50	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	C3:M		1	27	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	C3:N		1	69	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	C3:O		1	84	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	C3:P		1	84	-	0	-	0	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	-	-	0	0	0	44.8	13.3	0.0	58.1	-	-	-	-
J1: 04_0886	-	-	0	0	0	16.0	4.6	0.0	20.5	-	-	-	-
1/1	415	415	-	-	-	0.0	0.2	-	0.3	2.2	0.5	0.2	0.7
1/2	416	416	-	-	-	0.0	0.2	-	0.2	2.2	0.4	0.2	0.6
1/3	415	415	-	-	-	0.0	0.2	-	0.2	2.2	0.4	0.2	0.6
2/1	296	296	-	-	-	3.4	0.9	-	4.3	52.7	9.9	0.9	10.8
3/1	39	39	-	-	-	0.0	0.0	-	0.0	1.9	0.0	0.0	0.1
4/1	39	39	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	165	165	-	-	-	2.4	0.8	-	3.2	69.7	3.7	0.8	4.5
5/3	88	88	-	-	-	1.3	0.5	-	1.7	71.1	2.8	0.5	3.2
6/1	465	465	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	416	416	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/3	415	415	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2+7/1	553	553	-	-	-	4.0	0.8	-	4.8	31.0	8.4	0.8	9.1
7/3+7/4	650	650	-	-	-	4.8	0.9	-	5.7	31.7	8.2	0.9	9.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: 04_0888	-	-	0	0	0	3.1	1.3	0.0	4.3	-	-	-	-
1/1+1/2	653	653	-	-	-	1.8	0.6	-	2.4	13.3	9.6	0.6	10.2

Full Input Data And Results

2/1+2/2	208	208	-	-	-	1.1	0.5	-	1.7	28.8	6.1	0.5	6.6
3/1	181	181	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	184	184	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	365	365	-	-	-	0.1	0.2	-	0.3	2.6	1.0	0.2	1.2
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: 04_0890	-	-	0	0	0	25.7	7.5	0.0	33.2	-	-	-	-
1/2+1/1	855	855	-	-	-	4.9	1.3	-	6.2	25.9	10.4	1.3	11.7
1/3+1/4	793	793	-	-	-	6.1	1.2	-	7.4	33.4	10.0	1.2	11.2
1/5	273	273	-	-	-	2.0	0.3	-	2.2	29.5	6.4	0.3	6.7
2/1	855	855	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	1066	1066	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	732	732	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	707	707	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/3	369	369	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	59	59	-	-	-	0.8	0.1	-	1.0	59.2	1.1	0.1	1.3
4/3+4/4	174	174	-	-	-	2.5	0.7	-	3.2	66.7	2.8	0.7	3.5
5/1	448	448	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	281	281	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	391	391	-	-	-	0.6	0.5	-	1.1	9.7	3.4	0.5	3.8
6/2	369	369	-	-	-	0.4	0.4	-	0.9	8.3	1.8	0.4	2.3
6/3	369	369	-	-	-	0.4	0.4	-	0.9	8.3	1.8	0.4	2.3
7/1	253	253	-	-	-	2.2	0.7	-	2.9	41.9	7.3	0.7	8.1
7/2	252	252	-	-	-	2.2	0.7	-	2.9	41.8	7.3	0.7	8.0
8/1	281	281	-	-	-	3.2	1.0	-	4.2	53.2	9.1	1.0	10.0
8/2+8/3	49	49	-	-	-	0.4	0.1	-	0.5	35.2	0.7	0.1	0.7
9/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	26	26	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

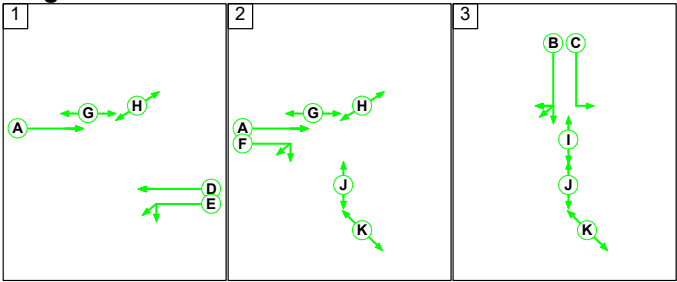
Full Input Data And Results

11/1	505	505	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 Stream: 1 PRC for Signalled Lanes (%): 39.1 Total Delay for Signalled Lanes (pcuHr): 20.52 Cycle Time (s): 120													
C1 Stream: 2 PRC for Signalled Lanes (%): 2884.6 Total Delay for Signalled Lanes (pcuHr): 0.02 Cycle Time (s): 120													
C2 Stream: 1 PRC for Signalled Lanes (%): 68.8 Total Delay for Signalled Lanes (pcuHr): 4.07 Cycle Time (s): 120													
C2 Stream: 2 PRC for Signalled Lanes (%): 226.9 Total Delay for Signalled Lanes (pcuHr): 0.26 Cycle Time (s): 120													
C3 PRC for Signalled Lanes (%): 25.3 Total Delay for Signalled Lanes (pcuHr): 33.21 Cycle Time (s): 120													
PRC Over All Lanes (%): 25.3 Total Delay Over All Lanes(pcuHr): 58.09													

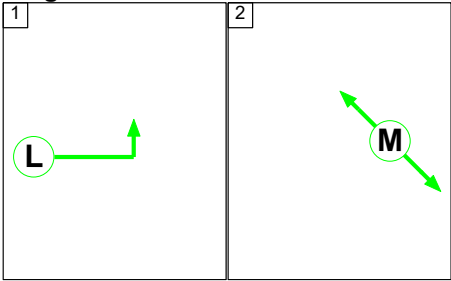
Full Input Data And Results
Scenario 11: '5y PM' (FG9: '5y PM', Plan 1: 'AM Peak MaxSet A')
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

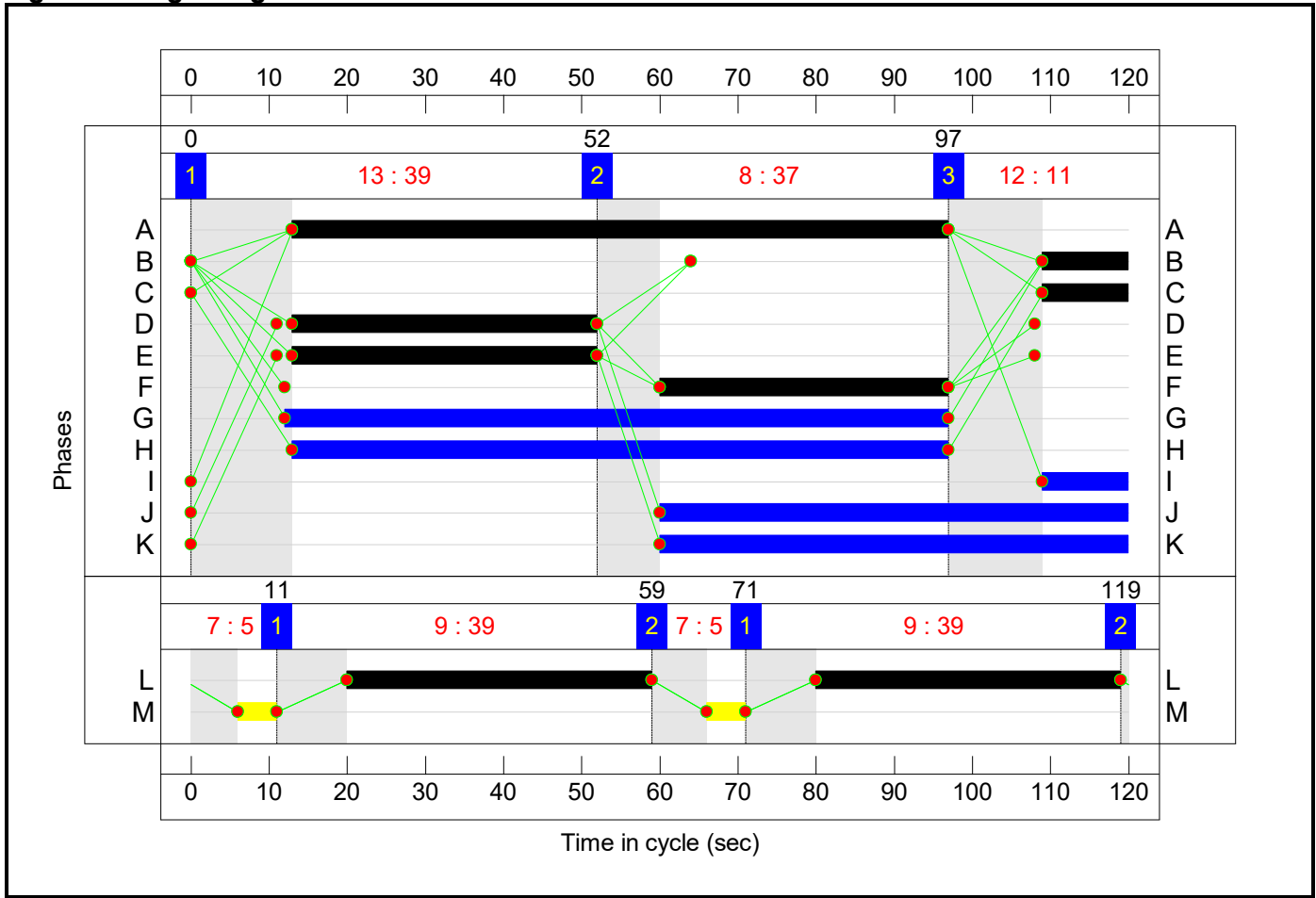
Stage Stream: 1

Stage	1	2	3
Duration	39	37	11
Change Point	0	52	97

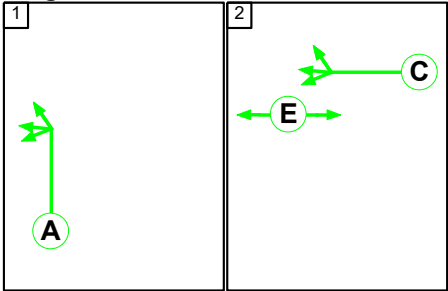
Stage Stream: 2

Stage	1	2	1	2
Duration	39	5	39	5
Change Point	71	119	11	59

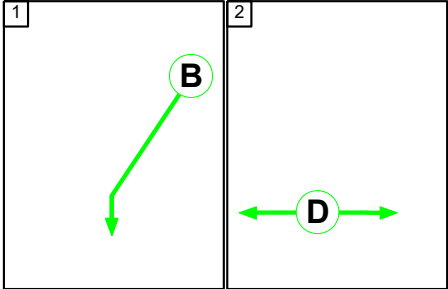
Signal Timings Diagram



C2
Stage Sequence Diagram
Stage Stream: 1



Stage Stream: 2



Full Input Data And Results

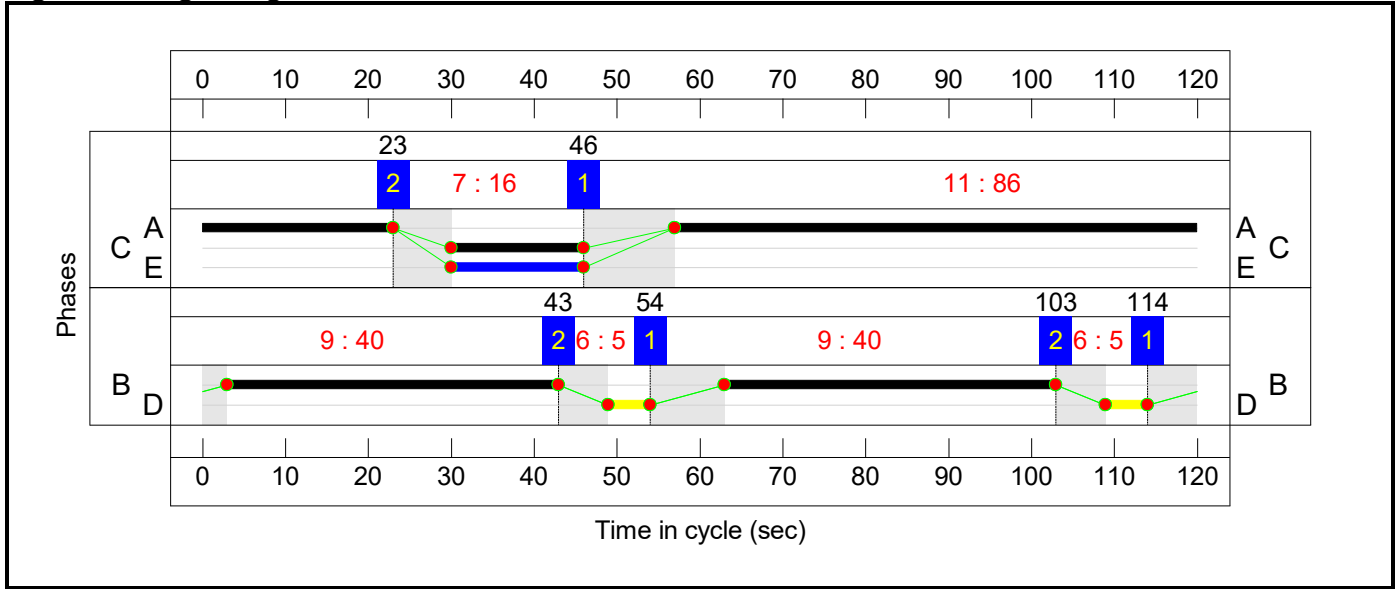
Stage Timings
Stage Stream: 1

Stage	1	2
Duration	86	16
Change Point	46	23

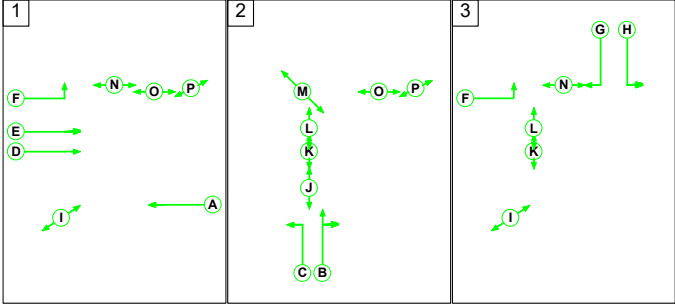
Stage Stream: 2

Stage	1	2	1	2
Duration	40	5	40	5
Change Point	114	43	54	103

Signal Timings Diagram



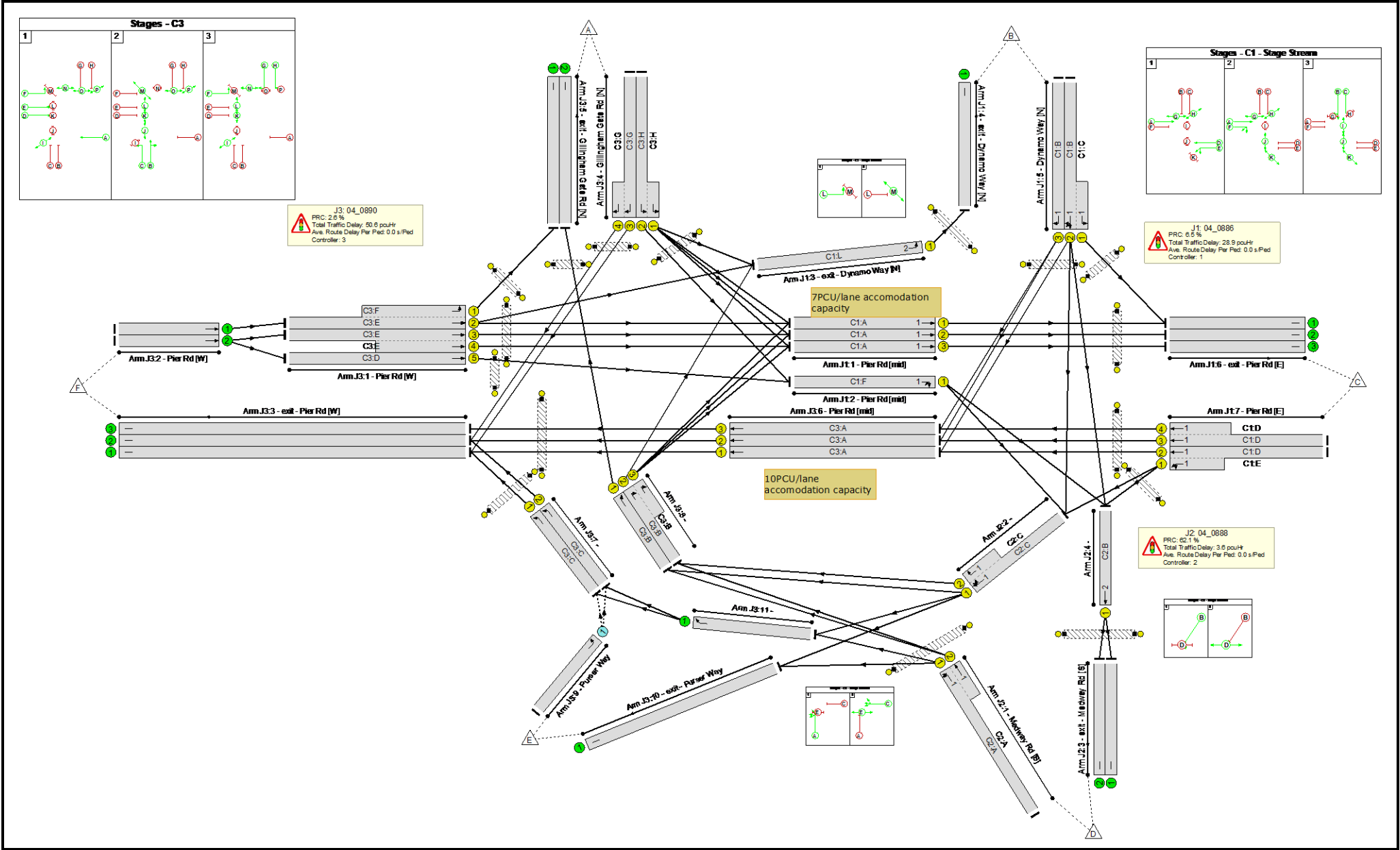
C3
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	38	22	21
Change Point	9	60	95

Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	6.46	28.85
C1	2	775.19	0.08
C2	1	62.08	3.21
C2	2	132.57	0.37
C3	1	2.64	50.61
Total Network Delay: 83.12 pcuHr			
Worst PRC: 2.64 % (On Lane J3:4/3 in Stream 1)			

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	-	-	N/A	-	-		-	-	-	-	-	-	87.7%
J1: 04_0886	-	-	N/A	-	-		-	-	-	-	-	-	84.5%
1/1	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	84	-	432	1940	1374	31.4%
1/2	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	84	-	456	1940	1374	33.2%
1/3	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	84	-	457	1940	1374	33.3%
2/1	Pier Rd [mid] U-Turn Right	U	1:1	N/A	C1:F		1	37	-	419	1774	562	74.6%
3/1	exit - Dynamo Way [N] Left	U	1:2	N/A	C1:L		2	78	-	133	1940	1293	10.3%
4/1	exit - Dynamo Way [N]	U	N/A	N/A	-		-	-	-	133	Inf	Inf	0.0%
5/2+5/1	Dynamo Way [N] Right Left Right2 Ahead	U	1:1	N/A	C1:B C1:C		1	11	-	241	1798:1877	180+105	84.5 : 84.5%
5/3	Dynamo Way [N] Right	U	1:1	N/A	C1:B		1	11	-	132	1774	177	74.4%
6/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	521	Inf	Inf	0.0%
6/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	456	Inf	Inf	0.0%
6/3	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	457	Inf	Inf	0.0%
7/2+7/1	Pier Rd [E] Ahead Ahead2 Left	U	1:1	N/A	C1:D C1:E		1	39	-	514	1940:1908	452+357	63.5 : 63.5%
7/3+7/4	Pier Rd [E] Ahead	U	1:1	N/A	C1:D		1	39	-	668	1940:1940	446+446	74.9 : 74.9%
Ped Link: P1	Unnamed Ped Link	-	1:2	-	C1:M		2	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:1	-	C1:G		1	85	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:1	-	C1:H		1	84	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:1	-	C1:I		1	11	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	1:1	-	C1:J		1	60	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1:1	-	C1:K		1	60	-	0	-	0	0.0%
J2: 04_0888	-	-	N/A	-	-		-	-	-	-	-	-	55.5%
1/1+1/2	Medway Rd [S] Ahead Left Left2	U	2:1	N/A	C2:A		1	86	-	754	1816:1830	1068+290	55.5 : 55.5%
2/1+2/2	Right Ahead Ahead2	U	2:1	N/A	C2:C		1	16	-	158	1841:1841	230+97	48.3 : 48.3%
3/1	exit - Medway Rd [S]	U	N/A	N/A	-		-	-	-	256	Inf	Inf	0.0%
3/2	exit - Medway Rd [S]	U	N/A	N/A	-		-	-	-	257	Inf	Inf	0.0%
4/1	Ahead	U	2:2	N/A	C2:B		2	80	-	513	1940	1326	38.7%
Ped Link: P1	Unnamed Ped Link	-	2:2	-	C2:D		2	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:E		1	16	-	0	-	0	0.0%
J3: 04_0890	-	-	N/A	-	-		-	-	-	-	-	-	87.7%
1/2+1/1	Pier Rd [W] Left Ahead Ahead2	U	N/A	N/A	C3:E C3:F		1	38:72	-	728	1940:1826	534+376	80.0 : 80.0%
1/3+1/4	Pier Rd [W] Ahead	U	N/A	N/A	C3:E		1	38	-	814	1940:1940	495+495	82.3 : 82.3%
1/5	Pier Rd [W] Ahead	U	N/A	N/A	C3:D		1	38	-	364	1940	631	57.7%
2/1	Pier Rd [W] Ahead	U	N/A	N/A	-		-	-	-	728	Inf	Inf	0.0%
2/2	Pier Rd [W] Ahead	U	N/A	N/A	-		-	-	-	1178	Inf	Inf	0.0%
3/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	919	Inf	Inf	0.0%
3/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	885	Inf	Inf	0.0%
3/3	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	400	Inf	Inf	0.0%
4/2+4/1	Gillingham Gate Rd [N] Left Left2 Left3	U	N/A	N/A	C3:H		1	21	-	164	1888:1857	139+276	39.5 : 39.5%

Full Input Data And Results

4/3+4/4	Gillingham Gate Rd [N] Right	U	N/A	N/A	C3:G		1	21	-	397	1739:1687	237+216	87.7 : 87.7%
5/1	exit - Gillingham Gate Rd [N]	U	N/A	N/A	-		-	-	-	301	Inf	Inf	0.0%
5/2	exit - Gillingham Gate Rd [N]	U	N/A	N/A	-		-	-	-	191	Inf	Inf	0.0%
6/1	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	40	-	414	1940	663	62.5%
6/2	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	40	-	400	1940	663	60.3%
6/3	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	40	-	400	1940	663	60.3%
7/1	Left	U	N/A	N/A	C3:C		1	23	-	297	1875	375	79.2%
7/2	Left	U	N/A	N/A	C3:C		1	23	-	296	1875	375	78.9%
8/1	Ahead	U	N/A	N/A	C3:B		1	22	-	191	1940	372	51.4%
8/2+8/3	Right Right2	U	N/A	N/A	C3:B		1	22	-	128	1830:1811	281+142	30.2 : 30.2%
9/1	Purser Way Left	O	N/A	N/A	-		-	-	-	0	1940	828	0.0%
10/1	exit - Purser Way	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
11/1	Right	U	N/A	N/A	-		-	-	-	593	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C3:I		1	72	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C3:J		1	24	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C3:K		1	58	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C3:L		1	58	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	C3:M		1	24	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	C3:N		1	72	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	C3:O		1	73	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	C3:P		1	73	-	0	-	0	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	-	-	0	0	0	58.2	24.9	0.0	83.1	-	-	-	-
J1: 04_0886	-	-	0	0	0	20.5	8.4	0.0	28.9	-	-	-	-
1/1	432	432	-	-	-	0.1	0.2	-	0.4	2.9	1.2	0.2	1.4
1/2	456	456	-	-	-	0.1	0.2	-	0.4	2.9	1.1	0.2	1.4
1/3	457	457	-	-	-	0.1	0.2	-	0.4	2.9	1.1	0.2	1.4
2/1	419	419	-	-	-	4.3	1.4	-	5.8	49.5	14.0	1.4	15.4
3/1	133	133	-	-	-	0.0	0.1	-	0.1	2.3	0.2	0.1	0.2
4/1	133	133	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	241	241	-	-	-	3.5	2.5	-	6.0	89.1	4.9	2.5	7.4
5/3	132	132	-	-	-	1.9	1.4	-	3.3	89.9	4.3	1.4	5.6
6/1	521	521	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	456	456	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/3	457	457	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2+7/1	514	514	-	-	-	4.4	0.9	-	5.3	37.0	8.0	0.9	8.9
7/3+7/4	668	668	-	-	-	6.0	1.5	-	7.5	40.2	10.4	1.5	11.9
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: 04_0888	-	-	0	0	0	2.2	1.4	0.0	3.6	-	-	-	-
1/1+1/2	754	754	-	-	-	1.4	0.6	-	2.0	9.7	9.3	0.6	9.9

Full Input Data And Results

2/1+2/2	158	158	-	-	-	0.7	0.5	-	1.2	26.9	3.3	0.5	3.8
3/1	256	256	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	257	257	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	513	513	-	-	-	0.1	0.3	-	0.4	2.6	0.7	0.3	1.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: 04_0890	-	-	0	0	0	35.5	15.1	0.0	50.6	-	-	-	-
1/2+1/1	728	728	-	-	-	5.1	2.0	-	7.0	34.8	12.2	2.0	14.2
1/3+1/4	814	814	-	-	-	7.8	2.3	-	10.1	44.6	11.7	2.3	14.0
1/5	364	364	-	-	-	3.4	0.7	-	4.1	40.4	10.0	0.7	10.7
2/1	728	728	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	1178	1178	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	919	919	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	885	885	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/3	400	400	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	164	164	-	-	-	1.9	0.3	-	2.2	49.2	3.1	0.3	3.5
4/3+4/4	397	397	-	-	-	5.0	3.2	-	8.2	74.8	8.5	3.2	11.7
5/1	301	301	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	191	191	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	414	414	-	-	-	1.3	0.8	-	2.1	18.2	12.4	0.8	13.2
6/2	400	400	-	-	-	0.7	0.8	-	1.4	12.9	11.4	0.8	12.2
6/3	400	400	-	-	-	0.7	0.8	-	1.4	12.9	11.4	0.8	12.2
7/1	297	297	-	-	-	3.2	1.8	-	5.0	60.8	9.3	1.8	11.1
7/2	296	296	-	-	-	3.2	1.8	-	5.0	60.5	9.2	1.8	11.0
8/1	191	191	-	-	-	2.0	0.5	-	2.5	47.0	6.1	0.5	6.6
8/2+8/3	128	128	-	-	-	1.3	0.2	-	1.5	41.2	2.6	0.2	2.8
9/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

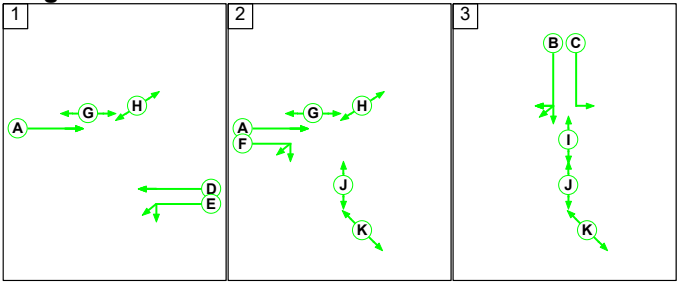
Full Input Data And Results

11/1	593	593	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-
			C1	Stream: 1 PRC for Signalled Lanes (%):		6.5	Total Delay for Signalled Lanes (pcuHr):		28.85	Cycle Time (s):		120	
			C1	Stream: 2 PRC for Signalled Lanes (%):		775.2	Total Delay for Signalled Lanes (pcuHr):		0.08	Cycle Time (s):		120	
			C2	Stream: 1 PRC for Signalled Lanes (%):		62.1	Total Delay for Signalled Lanes (pcuHr):		3.21	Cycle Time (s):		120	
			C2	Stream: 2 PRC for Signalled Lanes (%):		132.6	Total Delay for Signalled Lanes (pcuHr):		0.37	Cycle Time (s):		120	
			C3	PRC for Signalled Lanes (%):		2.6	Total Delay for Signalled Lanes (pcuHr):		50.61	Cycle Time (s):		120	
				PRC Over All Lanes (%):		2.6	Total Delay Over All Lanes(pcuHr):		83.12				

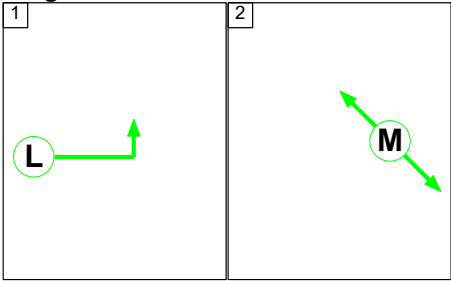
Full Input Data And Results
Scenario 12: '10y PM' (FG10: '10y PM', Plan 1: 'AM Peak MaxSet A')
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

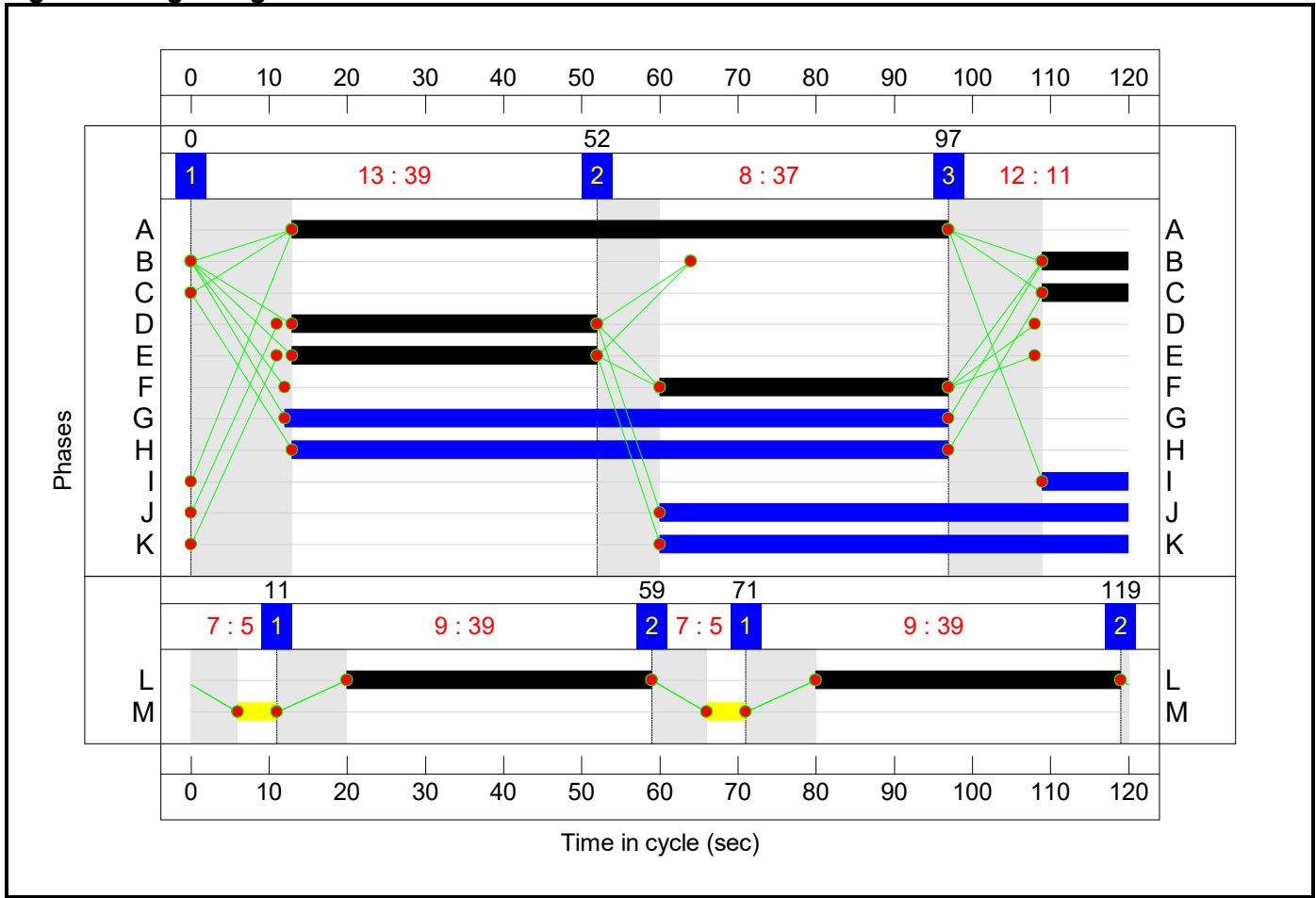
Stage Stream: 1

Stage	1	2	3
Duration	39	37	11
Change Point	0	52	97

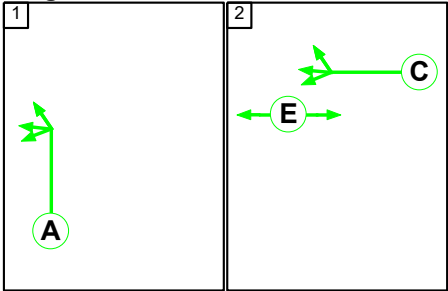
Stage Stream: 2

Stage	1	2	1	2
Duration	39	5	39	5
Change Point	71	119	11	59

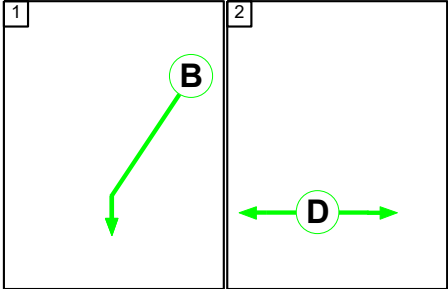
Signal Timings Diagram



C2
Stage Sequence Diagram
Stage Stream: 1



Stage Stream: 2



Stage Timings

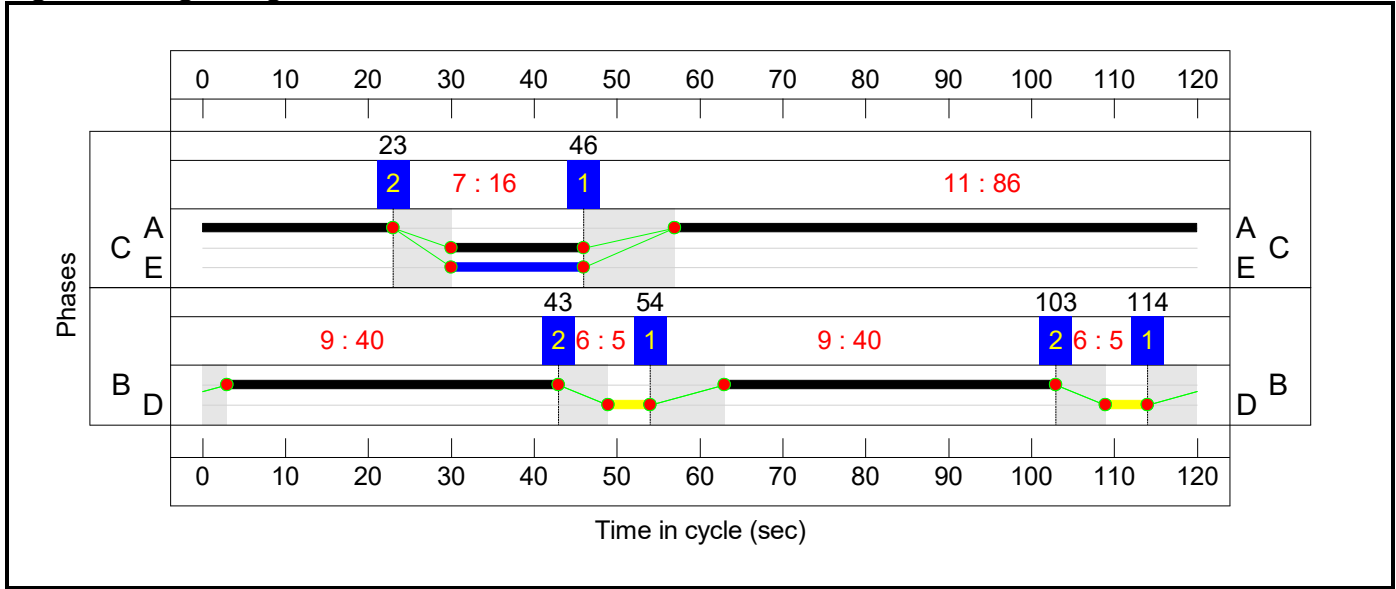
Stage Stream: 1

Stage	1	2
Duration	86	16
Change Point	46	23

Stage Stream: 2

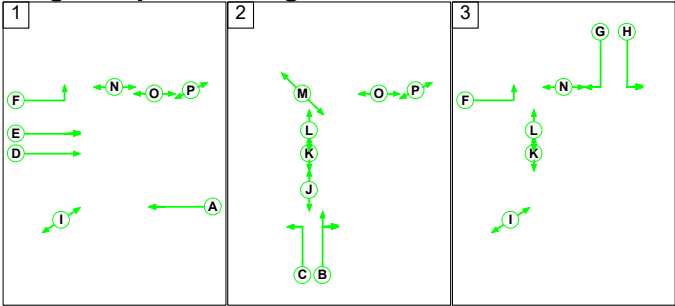
Stage	1	2	1	2
Duration	40	5	40	5
Change Point	114	43	54	103

Signal Timings Diagram



C3

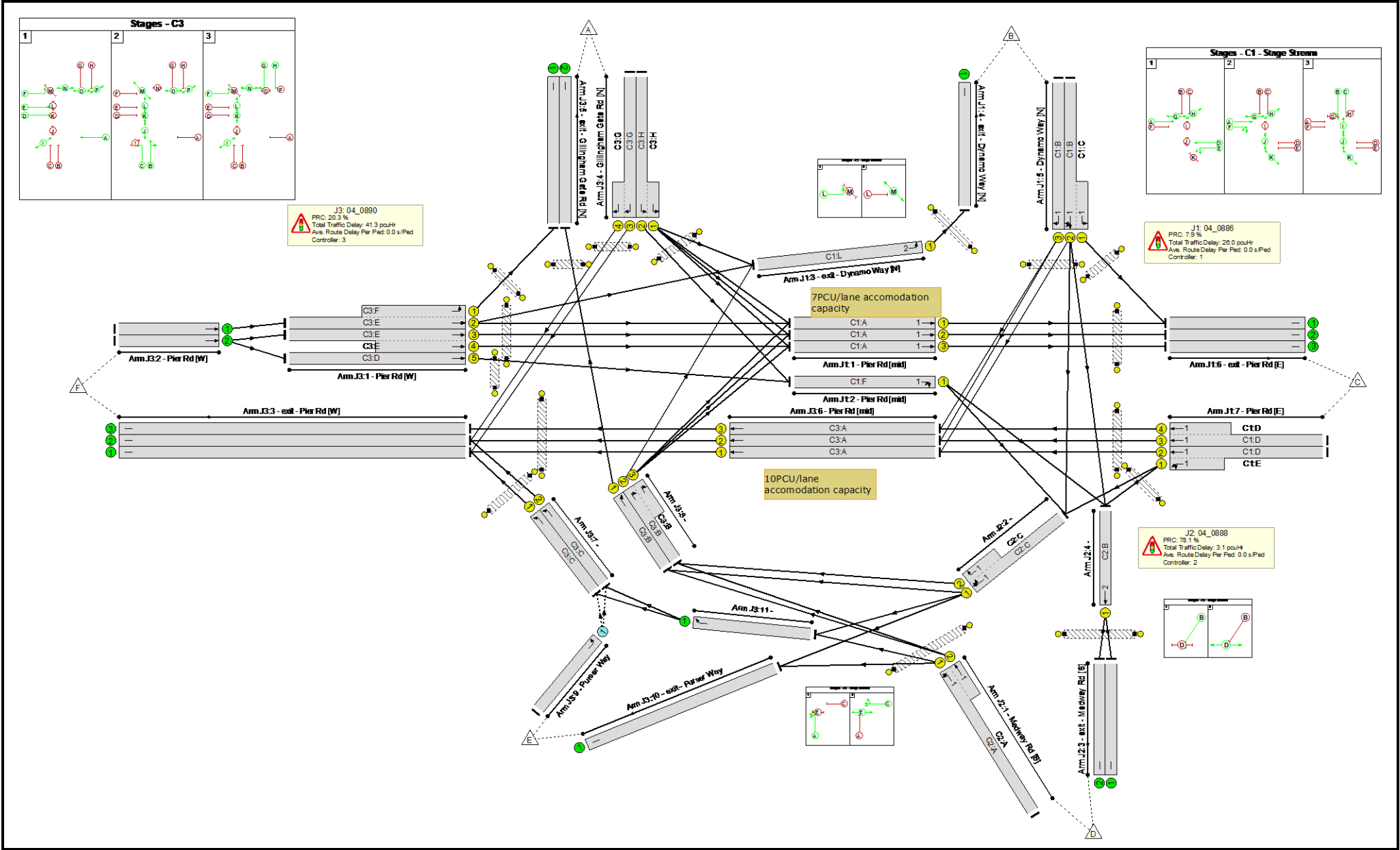
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	38	22	21
Change Point	9	60	95

Full Input Data And Results
Network Layout Diagram



Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	7.94	25.91
C1	2	870.00	0.07
C2	1	78.13	2.77
C2	2	156.58	0.33
C3	1	20.29	41.29
Total Network Delay: 70.36 pcuHr			
Worst PRC: 7.94 % (On Lane J1:5/2 in Stream 1)			

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	-	-	N/A	-	-		-	-	-	-	-	-	83.4%
J1: 04_0886	-	-	N/A	-	-		-	-	-	-	-	-	83.4%
1/1	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	84	-	383	1940	1374	27.9%
1/2	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	84	-	415	1940	1374	30.2%
1/3	Pier Rd [mid] Ahead	U	1:1	N/A	C1:A		1	84	-	413	1940	1374	30.1%
2/1	Pier Rd [mid] U-Turn Right	U	1:1	N/A	C1:F		1	37	-	377	1774	562	67.1%
3/1	exit - Dynamo Way [N] Left	U	1:2	N/A	C1:L		2	78	-	120	1940	1293	9.3%
4/1	exit - Dynamo Way [N]	U	N/A	N/A	-		-	-	-	120	Inf	Inf	0.0%
5/2+5/1	Dynamo Way [N] Right Left Right2 Ahead	U	1:1	N/A	C1:B C1:C		1	11	-	238	1799:1877	180+106	83.4 : 83.4%
5/3	Dynamo Way [N] Right	U	1:1	N/A	C1:B		1	11	-	132	1774	177	74.4%
6/1	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	471	Inf	Inf	0.0%
6/2	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	415	Inf	Inf	0.0%
6/3	exit - Pier Rd [E]	U	N/A	N/A	-		-	-	-	413	Inf	Inf	0.0%
7/2+7/1	Pier Rd [E] Ahead Ahead2 Left	U	1:1	N/A	C1:D C1:E		1	39	-	463	1940:1908	450+364	56.9 : 56.9%
7/3+7/4	Pier Rd [E] Ahead	U	1:1	N/A	C1:D		1	39	-	620	1940:1940	446+446	69.5 : 69.5%
Ped Link: P1	Unnamed Ped Link	-	1:2	-	C1:M		2	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:1	-	C1:G		1	85	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:1	-	C1:H		1	84	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:1	-	C1:I		1	11	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	1:1	-	C1:J		1	60	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1:1	-	C1:K		1	60	-	0	-	0	0.0%
J2: 04_0888	-	-	N/A	-	-		-	-	-	-	-	-	50.5%
1/1+1/2	Medway Rd [S] Ahead Left Left2	U	2:1	N/A	C2:A		1	86	-	686	1816:1830	1069+289	50.5 : 50.5%
2/1+2/2	Right Ahead Ahead2	U	2:1	N/A	C2:C		1	16	-	144	1841:1841	230+98	44.0 : 44.0%
3/1	exit - Medway Rd [S]	U	N/A	N/A	-		-	-	-	232	Inf	Inf	0.0%
3/2	exit - Medway Rd [S]	U	N/A	N/A	-		-	-	-	233	Inf	Inf	0.0%
4/1	Ahead	U	2:2	N/A	C2:B		2	80	-	465	1940	1326	35.1%
Ped Link: P1	Unnamed Ped Link	-	2:2	-	C2:D		2	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:E		1	16	-	0	-	0	0.0%
J3: 04_0890	-	-	N/A	-	-		-	-	-	-	-	-	74.8%
1/2+1/1	Pier Rd [W] Left Ahead Ahead2	U	N/A	N/A	C3:E C3:F		1	38:72	-	654	1940:1826	533+377	71.8 : 71.8%
1/3+1/4	Pier Rd [W] Ahead	U	N/A	N/A	C3:E		1	38	-	740	1940:1940	495+495	74.8 : 74.8%
1/5	Pier Rd [W] Ahead	U	N/A	N/A	C3:D		1	38	-	331	1940	631	52.5%
2/1	Pier Rd [W] Ahead	U	N/A	N/A	-		-	-	-	654	Inf	Inf	0.0%
2/2	Pier Rd [W] Ahead	U	N/A	N/A	-		-	-	-	1071	Inf	Inf	0.0%
3/1	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	822	Inf	Inf	0.0%
3/2	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	809	Inf	Inf	0.0%
3/3	exit - Pier Rd [W]	U	N/A	N/A	-		-	-	-	376	Inf	Inf	0.0%
4/2+4/1	Gillingham Gate Rd [N] Left Left2 Left3	U	N/A	N/A	C3:H		1	21	-	138	1888:1857	138+276	33.3 : 33.3%

Full Input Data And Results

4/3+4/4	Gillingham Gate Rd [N] Right	U	N/A	N/A	C3:G		1	21	-	334	1739:1687	233+222	73.3 : 73.3%
5/1	exit - Gillingham Gate Rd [N]	U	N/A	N/A	-		-	-	-	271	Inf	Inf	0.0%
5/2	exit - Gillingham Gate Rd [N]	U	N/A	N/A	-		-	-	-	174	Inf	Inf	0.0%
6/1	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	40	-	381	1940	663	57.5%
6/2	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	40	-	376	1940	663	56.7%
6/3	Pier Rd [mid] Ahead	U	N/A	N/A	C3:A		1	40	-	376	1940	663	56.7%
7/1	Left	U	N/A	N/A	C3:C		1	23	-	270	1875	375	72.0%
7/2	Left	U	N/A	N/A	C3:C		1	23	-	270	1875	375	72.0%
8/1	Ahead	U	N/A	N/A	C3:B		1	22	-	174	1940	372	46.8%
8/2+8/3	Right Right2	U	N/A	N/A	C3:B		1	22	-	116	1830:1811	281+142	27.4 : 27.4%
9/1	Purser Way Left	O	N/A	N/A	-		-	-	-	0	1940	882	0.0%
10/1	exit - Purser Way	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
11/1	Right	U	N/A	N/A	-		-	-	-	540	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C3:I		1	72	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C3:J		1	24	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C3:K		1	58	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	C3:L		1	58	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	C3:M		1	24	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	C3:N		1	72	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	N/A	-	C3:O		1	73	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	N/A	-	C3:P		1	73	-	0	-	0	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	-	-	0	0	0	52.1	18.3	0.0	70.4	-	-	-	-
J1: 04_0886	-	-	0	0	0	18.8	7.1	0.0	26.0	-	-	-	-
1/1	383	383	-	-	-	0.1	0.2	-	0.3	2.7	0.9	0.2	1.1
1/2	415	415	-	-	-	0.1	0.2	-	0.3	2.8	1.0	0.2	1.2
1/3	413	413	-	-	-	0.1	0.2	-	0.3	2.8	1.0	0.2	1.2
2/1	377	377	-	-	-	3.8	1.0	-	4.8	45.6	12.6	1.0	13.6
3/1	120	120	-	-	-	0.0	0.1	-	0.1	2.2	0.1	0.1	0.2
4/1	120	120	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	238	238	-	-	-	3.5	2.3	-	5.7	86.9	4.9	2.3	7.2
5/3	132	132	-	-	-	1.9	1.4	-	3.3	89.9	4.3	1.4	5.6
6/1	471	471	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	415	415	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/3	413	413	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2+7/1	463	463	-	-	-	3.9	0.7	-	4.6	35.5	6.5	0.7	7.2
7/3+7/4	620	620	-	-	-	5.5	1.1	-	6.6	38.3	8.8	1.1	10.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: 04_0888	-	-	0	0	0	1.9	1.2	0.0	3.1	-	-	-	-
1/1+1/2	686	686	-	-	-	1.2	0.5	-	1.7	9.0	7.8	0.5	8.3

Full Input Data And Results

2/1+2/2	144	144	-	-	-	0.7	0.4	-	1.1	26.3	3.0	0.4	3.4
3/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	233	233	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	465	465	-	-	-	0.1	0.3	-	0.3	2.5	0.7	0.3	1.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: 04_0890	-	-	0	0	0	31.3	10.0	0.0	41.3	-	-	-	-
1/2+1/1	654	654	-	-	-	4.4	1.3	-	5.7	31.4	10.6	1.3	11.9
1/3+1/4	740	740	-	-	-	6.9	1.5	-	8.4	40.9	10.3	1.5	11.7
1/5	331	331	-	-	-	3.0	0.6	-	3.6	39.0	8.9	0.6	9.5
2/1	654	654	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	1071	1071	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	822	822	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	809	809	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/3	376	376	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	138	138	-	-	-	1.6	0.2	-	1.9	48.3	2.6	0.2	2.9
4/3+4/4	334	334	-	-	-	4.1	1.3	-	5.5	58.9	5.8	1.3	7.2
5/1	271	271	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	174	174	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	381	381	-	-	-	1.2	0.7	-	1.9	17.6	11.3	0.7	12.0
6/2	376	376	-	-	-	0.7	0.7	-	1.3	12.5	10.6	0.7	11.2
6/3	376	376	-	-	-	0.7	0.7	-	1.3	12.5	10.6	0.7	11.2
7/1	270	270	-	-	-	2.9	1.3	-	4.1	55.1	8.4	1.3	9.6
7/2	270	270	-	-	-	2.9	1.3	-	4.1	55.1	8.4	1.3	9.6
8/1	174	174	-	-	-	1.8	0.4	-	2.2	46.0	5.5	0.4	6.0
8/2+8/3	116	116	-	-	-	1.1	0.2	-	1.3	41.1	2.3	0.2	2.5
9/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

11/1	540	540	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-
			C1	Stream: 1 PRC for Signalled Lanes (%):		7.9	Total Delay for Signalled Lanes (pcuHr):		25.91	Cycle Time (s):		120	
			C1	Stream: 2 PRC for Signalled Lanes (%):		870.0	Total Delay for Signalled Lanes (pcuHr):		0.07	Cycle Time (s):		120	
			C2	Stream: 1 PRC for Signalled Lanes (%):		78.1	Total Delay for Signalled Lanes (pcuHr):		2.77	Cycle Time (s):		120	
			C2	Stream: 2 PRC for Signalled Lanes (%):		156.6	Total Delay for Signalled Lanes (pcuHr):		0.33	Cycle Time (s):		120	
			C3	PRC for Signalled Lanes (%):		20.3	Total Delay for Signalled Lanes (pcuHr):		41.29	Cycle Time (s):		120	
				PRC Over All Lanes (%):		7.9	Total Delay Over All Lanes(pcuHr):		70.36				

Junctions 10						
ARCADY 10 - Roundabout Module						
Version: 10.1.1.1905						
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Filename: J9_v3.j10

Path: \\GBLON7VS01.europe.jacobs.com\Projects\UNIF\Projects\BESP0016 Kent Countywide Model\KCC Model Custodian Framework\Call-off Tasks\Medway Local Plan\Technical\02 Base Model\08 Models\5_10 year

Report generation date: 02/06/2025 10:54:58

- »2041 DS AM - 2041 DS, AM
- »2041 DS AM - 5y, AM
- »2041 DS AM - 10y, AM
- »2041 DS PM - 2041 DS, PM
- »2041 DS PM - 5y, PM
- »2041 DS PM - 10y, PM
- »2041 RC AM - 2041 RC, AM
- »2041 RC PM - 2041 RC, PM

Summary of junction performance

	AM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 DS AM - 2041 DS					
1 - Dock Rd [E]	A1 D1	175.2	434.54	1.13	F	-21 % [1 - Dock Rd [E]]
2 - A231 Wood Street		0.9	7.18	0.46	A	
3 - Middle St [S]		1.3	35.95	0.54	E	
4 - A231 Dock Rd [W]		7.9	21.02	0.89	C	
	2041 DS AM - 5y					
1 - Dock Rd [E]	A1 D5	15.3	45.46	0.95	E	-9 % [1 - Dock Rd [E]]
2 - A231 Wood Street		0.7	6.10	0.41	A	
3 - Middle St [S]		0.8	25.86	0.42	D	
4 - A231 Dock Rd [W]		4.1	11.59	0.80	B	
	2041 DS AM - 10y					
1 - Dock Rd [E]	A1 D6	72.8	184.31	1.04	F	-16 % [1 - Dock Rd [E]]
2 - A231 Wood Street		0.8	6.57	0.43	A	
3 - Middle St [S]		1.0	31.79	0.48	D	
4 - A231 Dock Rd [W]		5.3	14.59	0.84	B	

	PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 DS PM - 2041 DS					
1 - Dock Rd [E]	A2 D2	144.8	387.49	1.12	F	-21 % [1 - Dock Rd [E]]
2 - A231 Wood Street		0.4	3.44	0.29	A	
3 - Middle St [S]		3.3	61.72	0.77	F	
4 - A231 Dock Rd [W]		45.2	109.04	1.01	F	
	2041 DS PM - 5y					

1 - Dock Rd [E]	A2 D7	21.4	68.27	0.97	F	-11 % [1 - Dock Rd [E]]
2 - A231 Wood Street		0.4	3.21	0.26	A	
3 - Middle St [S]		1.5	30.54	0.59	D	
4 - A231 Dock Rd [W]		10.6	29.19	0.92	D	
2041 DS PM - 10y						
1 - Dock Rd [E]	A2 D8	71.6	199.82	1.05	F	-16 % [1 - Dock Rd [E]]
2 - A231 Wood Street		0.4	3.30	0.27	A	
3 - Middle St [S]		1.9	37.71	0.65	E	
4 - A231 Dock Rd [W]		29.6	75.36	0.99	F	

AM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
2041 RC AM - 2041 RC						
1 - Dock Rd [E]	A3 D3	90.5	244.53	1.06	F	-17 % [1 - Dock Rd [E]]
2 - A231 Wood Street		0.7	7.12	0.40	A	
3 - Middle St [S]		0.7	21.91	0.38	C	
4 - A231 Dock Rd [W]		3.5	10.03	0.77	B	

PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
2041 RC PM - 2041 RC						
1 - Dock Rd [E]	A4 D4	88.3	265.64	1.07	F	-17 % [1 - Dock Rd [E]]
2 - A231 Wood Street		0.4	4.91	0.27	A	
3 - Middle St [S]		1.1	21.62	0.50	C	
4 - A231 Dock Rd [W]		4.4	11.77	0.81	B	

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. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	06/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	JEGINTLPIEPRZJ
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2041 DS	AM	FLAT	07:00	08:00	60	15	✓
D2	2041 DS	PM	FLAT	16:00	17:00	60	15	✓
D3	2041 RC	AM	FLAT	07:00	08:00	60	15	✓
D4	2041 RC	PM	FLAT	16:00	17:00	60	15	✓
D5	5y	AM	FLAT	07:00	08:00	60	15	✓
D6	10y	AM	FLAT	07:00	08:00	60	15	✓
D7	5y	PM	FLAT	16:00	17:00	60	15	✓
D8	10y	PM	FLAT	16:00	17:00	60	15	✓

2041 DS AM - 2041 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - A231 Dock Rd [W] - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	2041 DS AM	✓	✓	D1,D5,D6	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	195.62	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-21	1 - Dock Rd [E]	195.62	F

Arms

Arms

Arm	Name	Description	No give-way line
1	Dock Rd [E]		
2	A231 Wood Street		
3	Middle St [S]		
4	A231 Dock Rd [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Dock Rd [E]	3.50	8.21	12.9	11.5	34.0	24.4		
2 - A231 Wood Street	5.00	7.16	20.3	29.0	34.0	18.0		
3 - Middle St [S]	2.50	7.18	15.6	10.0	34.0	32.0		
4 - A231 Dock Rd [W]	4.26	6.38	49.0	999.0	34.0	0.0		

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
1 - Dock Rd [E]	7.00	3.00	2.90	1.00	6.00	9.00	40.00
2 - A231 Wood Street	8.00	3.00	2.90	1.00	6.00	10.00	40.00

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Dock Rd [E]	Direct	unequal lane usage	-78
2 - A231 Wood Street	Direct	unequal lane usage	-291
3 - Middle St [S]	Direct	unequal lane usage	-397
4 - A231 Dock Rd [W]	Direct	unequal lane usage	-246

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Dock Rd [E]	0.646	1613
2 - A231 Wood Street	0.755	1826
3 - Middle St [S]	0.575	1001
4 - A231 Dock Rd [W]	0.789	1891

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2041 DS	AM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Dock Rd [E]		FLAT	✓	1462	100.000
2 - A231 Wood Street		FLAT	✓	448	100.000
3 - Middle St [S]		FLAT	✓	129	100.000
4 - A231 Dock Rd [W]		FLAT	✓	1399	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Dock Rd [E]	[FLAT]	20.00
2 - A231 Wood Street	[FLAT]	20.00
3 - Middle St [S]		
4 - A231 Dock Rd [W]		

Origin-Destination Data

Demand (PCU/hr)

	To			
	1 - Dock Rd [E]	2 - A231 Wood Street	3 - Middle St [S]	4 - A231 Dock Rd [W]
From 1 - Dock Rd [E]	0	516	125	821
2 - A231 Wood Street	275	0	0	173
3 - Middle St [S]	129	0	0	0
4 - A231 Dock Rd [W]	904	220	124	151

Vehicle Mix

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

Heavy Vehicle %

	To				
From		1 - Dock Rd [E]	2 - A231 Wood Street	3 - Middle St [S]	4 - A231 Dock Rd [W]
	1 - Dock Rd [E]	0	4	5	2
	2 - A231 Wood Street	4	0	0	3
	3 - Middle St [S]	11	0	0	0
	4 - A231 Dock Rd [W]	3	2	5	4

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 - Dock Rd [E]	1.13	434.54	175.2	F	1462	1462
2 - A231 Wood Street	0.46	7.18	0.9	A	448	448
3 - Middle St [S]	0.54	35.95	1.3	E	129	129
4 - A231 Dock Rd [W]	0.89	21.02	7.9	C	1399	1399

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Dock Rd [E]	1462	366	485	20.00	1299	1.125	1272	1284	0.0	47.6	76.216	F
2 - A231 Wood Street	448	112	1092	20.00	973	0.461	445	664	0.0	0.9	7.018	A
3 - Middle St [S]	129	32	1307		250	0.516	125	230	0.0	1.1	30.855	D
4 - A231 Dock Rd [W]	1399	350	397		1578	0.887	1372	1034	0.0	6.9	16.317	C

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Dock Rd [E]	1462	366	494	20.00	1293	1.130	1291	1306	47.6	90.3	200.565	F
2 - A231 Wood Street	448	112	1110	20.00	968	0.463	448	675	0.9	0.9	7.174	A
3 - Middle St [S]	129	32	1324		240	0.537	129	234	1.1	1.2	35.476	E
4 - A231 Dock Rd [W]	1399	350	404		1573	0.889	1396	1049	6.9	7.5	20.402	C

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Dock Rd [E]	1462	366	495	20.00	1293	1.131	1292	1307	90.3	132.8	317.295	F
2 - A231 Wood Street	448	112	1111	20.00	967	0.463	448	676	0.9	0.9	7.181	A
3 - Middle St [S]	129	32	1324		240	0.538	129	234	1.2	1.2	35.852	E
4 - A231 Dock Rd [W]	1399	350	404		1573	0.890	1398	1049	7.5	7.8	20.850	C

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Dock Rd [E]	1462	366	495	20.00	1293	1.131	1292	1308	132.8	175.2	434.536	F
2 - A231 Wood Street	448	112	1111	20.00	967	0.463	448	676	0.9	0.9	7.183	A
3 - Middle St [S]	129	32	1325		240	0.538	129	234	1.2	1.3	35.954	E
4 - A231 Dock Rd [W]	1399	350	404		1572	0.890	1398	1050	7.8	7.9	21.021	C

2041 DS AM - 5y, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - A231 Dock Rd [W] - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Pedestrian Crossing	1 - Dock Rd [E] - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	2 - A231 Wood Street - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	2041 DS AM	✓	✓	D1,D5,D6	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	25.37	D

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-9	1 - Dock Rd [E]	25.37	D

Arms

Arms

Arm	Name	Description	No give-way line
1	Dock Rd [E]		
2	A231 Wood Street		
3	Middle St [S]		
4	A231 Dock Rd [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Dock Rd [E]	3.50	8.21	12.9	11.5	34.0	24.4		
2 - A231 Wood Street	5.00	7.16	20.3	29.0	34.0	18.0		
3 - Middle St [S]	2.50	7.18	15.6	10.0	34.0	32.0		
4 - A231 Dock Rd [W]	4.26	6.38	49.0	999.0	34.0	0.0		

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
1 - Dock Rd [E]	7.00	3.00	2.90	1.00	6.00	9.00	40.00
2 - A231 Wood Street	8.00	3.00	2.90	1.00	6.00	10.00	40.00

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Dock Rd [E]	Direct	unequal lane usage	-78
2 - A231 Wood Street	Direct	unequal lane usage	-291
3 - Middle St [S]	Direct	unequal lane usage	-397
4 - A231 Dock Rd [W]	Direct	unequal lane usage	-246

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Dock Rd [E]	0.646	1613
2 - A231 Wood Street	0.755	1826
3 - Middle St [S]	0.575	1001
4 - A231 Dock Rd [W]	0.789	1891

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	5y	AM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Dock Rd [E]		FLAT	✓	1277	100.000
2 - A231 Wood Street		FLAT	✓	419	100.000
3 - Middle St [S]		FLAT	✓	117	100.000
4 - A231 Dock Rd [W]		FLAT	✓	1280	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Dock Rd [E]	[FLAT]	0.00
2 - A231 Wood Street	[FLAT]	0.00
3 - Middle St [S]		
4 - A231 Dock Rd [W]		

Origin-Destination Data

Demand (PCU/hr)

	To			
	1 - Dock Rd [E]	2 - A231 Wood Street	3 - Middle St [S]	4 - A231 Dock Rd [W]
From 1 - Dock Rd [E]	0	452	106	719
2 - A231 Wood Street	250	0	0	169
3 - Middle St [S]	117	0	0	0
4 - A231 Dock Rd [W]	869	184	108	119

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - Dock Rd [E]	2 - A231 Wood Street	3 - Middle St [S]	4 - A231 Dock Rd [W]
From	1 - Dock Rd [E]	0	5	7	2
	2 - A231 Wood Street	5	0	0	3
	3 - Middle St [S]	17	0	0	0
	4 - A231 Dock Rd [W]	4	3	5	2

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 - Dock Rd [E]	0.95	45.46	15.3	E	1277	1277
2 - A231 Wood Street	0.41	6.10	0.7	A	419	419
3 - Middle St [S]	0.42	25.86	0.8	D	117	117
4 - A231 Dock Rd [W]	0.80	11.59	4.1	B	1280	1280

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Dock Rd [E]	1277	319	406	0.00	1350	0.946	1233	1221	0.0	10.9	26.038	D
2 - A231 Wood Street	419	105	1021	0.00	1055	0.397	416	618	0.0	0.7	5.847	A
3 - Middle St [S]	117	29	1228		295	0.396	114	209	0.0	0.7	22.905	C
4 - A231 Dock Rd [W]	1280	320	362		1605	0.797	1265	980	0.0	3.9	10.537	B

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Dock Rd [E]	1277	319	411	0.00	1347	0.948	1268	1235	10.9	13.3	39.791	E
2 - A231 Wood Street	419	105	1046	0.00	1036	0.404	419	633	0.7	0.7	6.074	A
3 - Middle St [S]	117	29	1252		282	0.415	117	213	0.7	0.8	25.447	D
4 - A231 Dock Rd [W]	1280	320	367		1602	0.799	1279	1002	3.9	4.0	11.536	B

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Dock Rd [E]	1277	319	411	0.00	1347	0.948	1272	1236	13.3	14.5	43.454	E
2 - A231 Wood Street	419	105	1049	0.00	1034	0.405	419	634	0.7	0.7	6.096	A
3 - Middle St [S]	117	29	1254		280	0.417	117	214	0.8	0.8	25.748	D
4 - A231 Dock Rd [W]	1280	320	367		1602	0.799	1280	1004	4.0	4.0	11.576	B

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Dock Rd [E]	1277	319	411	0.00	1347	0.948	1274	1236	14.5	15.3	45.465	E
2 - A231 Wood Street	419	105	1050	0.00	1033	0.406	419	635	0.7	0.7	6.105	A
3 - Middle St [S]	117	29	1255		280	0.418	117	214	0.8	0.8	25.858	D
4 - A231 Dock Rd [W]	1280	320	367		1602	0.799	1280	1005	4.0	4.1	11.589	B

2041 DS AM - 10y, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - A231 Dock Rd [W] - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Pedestrian Crossing	1 - Dock Rd [E] - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	2 - A231 Wood Street - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	2041 DS AM	✓	✓	D1,D5,D6	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	86.12	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-16	1 - Dock Rd [E]	86.12	F

Arms

Arms

Arm	Name	Description	No give-way line
1	Dock Rd [E]		
2	A231 Wood Street		
3	Middle St [S]		
4	A231 Dock Rd [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Dock Rd [E]	3.50	8.21	12.9	11.5	34.0	24.4		
2 - A231 Wood Street	5.00	7.16	20.3	29.0	34.0	18.0		
3 - Middle St [S]	2.50	7.18	15.6	10.0	34.0	32.0		
4 - A231 Dock Rd [W]	4.26	6.38	49.0	999.0	34.0	0.0		

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
1 - Dock Rd [E]	7.00	3.00	2.90	1.00	6.00	9.00	40.00
2 - A231 Wood Street	8.00	3.00	2.90	1.00	6.00	10.00	40.00

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Dock Rd [E]	Direct	unequal lane usage	-78
2 - A231 Wood Street	Direct	unequal lane usage	-291
3 - Middle St [S]	Direct	unequal lane usage	-397
4 - A231 Dock Rd [W]	Direct	unequal lane usage	-246

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Dock Rd [E]	0.646	1613
2 - A231 Wood Street	0.755	1826
3 - Middle St [S]	0.575	1001
4 - A231 Dock Rd [W]	0.789	1891

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	10y	AM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Dock Rd [E]		FLAT	✓	1389	100.000
2 - A231 Wood Street		FLAT	✓	427	100.000
3 - Middle St [S]		FLAT	✓	121	100.000
4 - A231 Dock Rd [W]		FLAT	✓	1340	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Dock Rd [E]	[FLAT]	0.00
2 - A231 Wood Street	[FLAT]	0.00
3 - Middle St [S]		
4 - A231 Dock Rd [W]		

Origin-Destination Data

Demand (PCU/hr)

	To			
	1 - Dock Rd [E]	2 - A231 Wood Street	3 - Middle St [S]	4 - A231 Dock Rd [W]
From 1 - Dock Rd [E]	0	491	115	783
2 - A231 Wood Street	255	0	0	172
3 - Middle St [S]	121	0	0	0
4 - A231 Dock Rd [W]	909	193	113	125

Vehicle Mix

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

Heavy Vehicle %

	To				
From		1 - Dock Rd [E]	2 - A231 Wood Street	3 - Middle St [S]	4 - A231 Dock Rd [W]
	1 - Dock Rd [E]	0	4	6	2
	2 - A231 Wood Street	5	0	0	3
	3 - Middle St [S]	17	0	0	0
	4 - A231 Dock Rd [W]	4	3	5	1

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 - Dock Rd [E]	1.04	184.31	72.8	F	1389	1389
2 - A231 Wood Street	0.43	6.57	0.8	A	427	427
3 - Middle St [S]	0.48	31.79	1.0	D	121	121
4 - A231 Dock Rd [W]	0.84	14.59	5.3	B	1340	1340

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Dock Rd [E]	1389	347	425	0.00	1338	1.038	1286	1266	0.0	25.6	46.632	E
2 - A231 Wood Street	427	107	1066	0.00	1021	0.418	424	645	0.0	0.7	6.254	A
3 - Middle St [S]	121	30	1272		270	0.448	117	218	0.0	0.9	27.046	D
4 - A231 Dock Rd [W]	1340	335	371		1599	0.838	1320	1019	0.0	4.9	12.634	B

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Dock Rd [E]	1389	347	431	0.00	1334	1.041	1322	1284	25.6	42.4	102.599	F
2 - A231 Wood Street	427	107	1092	0.00	1001	0.426	427	660	0.7	0.8	6.528	A
3 - Middle St [S]	121	30	1297		256	0.473	121	222	0.9	1.0	31.011	D
4 - A231 Dock Rd [W]	1340	335	376		1595	0.840	1339	1042	4.9	5.2	14.438	B

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Dock Rd [E]	1389	347	431	0.00	1334	1.041	1327	1285	42.4	57.9	144.419	F
2 - A231 Wood Street	427	107	1096	0.00	999	0.428	427	662	0.8	0.8	6.561	A
3 - Middle St [S]	121	30	1300		254	0.476	121	223	1.0	1.0	31.571	D
4 - A231 Dock Rd [W]	1340	335	376		1595	0.840	1340	1045	5.2	5.3	14.551	B

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Dock Rd [E]	1389	347	431	0.00	1334	1.041	1329	1285	57.9	72.8	184.312	F
2 - A231 Wood Street	427	107	1097	0.00	997	0.428	427	663	0.8	0.8	6.574	A
3 - Middle St [S]	121	30	1301		253	0.478	121	223	1.0	1.0	31.790	D
4 - A231 Dock Rd [W]	1340	335	376		1595	0.840	1340	1046	5.3	5.3	14.589	B

2041 DS PM - 2041 DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - A231 Dock Rd [W] - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Pedestrian Crossing	1 - Dock Rd [E] - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	2 - A231 Wood Street - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	2041 DS PM	✓	✓	D2,D7,D8	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	200.79	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-21	1 - Dock Rd [E]	200.79	F

Arms

Arms

Arm	Name	Description	No give-way line
1	Dock Rd [E]		
2	A231 Wood Street		
3	Middle St [S]		
4	A231 Dock Rd [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Dock Rd [E]	3.50	8.21	12.9	11.5	34.0	24.4		
2 - A231 Wood Street	5.00	7.16	20.3	29.0	34.0	18.0		
3 - Middle St [S]	2.50	7.18	15.6	10.0	34.0	32.0		
4 - A231 Dock Rd [W]	4.26	6.38	49.0	999.0	34.0	0.0		

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
1 - Dock Rd [E]	7.00	3.00	2.90	1.00	6.00	9.00	40.00
2 - A231 Wood Street	8.00	3.00	2.90	1.00	6.00	10.00	40.00

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Dock Rd [E]	Direct	unequal lane usage	-180
2 - A231 Wood Street	Direct	unequal lane usage	151
3 - Middle St [S]	Direct	unequal lane usage	-397
4 - A231 Dock Rd [W]	Direct	unequal lane usage	-327

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Dock Rd [E]	0.646	1511
2 - A231 Wood Street	0.755	2268
3 - Middle St [S]	0.575	1001
4 - A231 Dock Rd [W]	0.789	1810

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2041 DS	PM	FLAT	16:00	17:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Dock Rd [E]		FLAT	✓	1342	100.000
2 - A231 Wood Street		FLAT	✓	431	100.000
3 - Middle St [S]		FLAT	✓	203	100.000
4 - A231 Dock Rd [W]		FLAT	✓	1496	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Dock Rd [E]	[FLAT]	0.00
2 - A231 Wood Street	[FLAT]	0.00
3 - Middle St [S]		
4 - A231 Dock Rd [W]		

Origin-Destination Data

Demand (PCU/hr)

	To			
	1 - Dock Rd [E]	2 - A231 Wood Street	3 - Middle St [S]	4 - A231 Dock Rd [W]
From	1 - Dock Rd [E]	0	415	121
	2 - A231 Wood Street	213	0	0
	3 - Middle St [S]	203	0	0
	4 - A231 Dock Rd [W]	1010	294	60

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - Dock Rd [E]	2 - A231 Wood Street	3 - Middle St [S]	4 - A231 Dock Rd [W]
From	1 - Dock Rd [E]	0	2	8	2
	2 - A231 Wood Street	3	0	0	1
	3 - Middle St [S]	8	0	0	0
	4 - A231 Dock Rd [W]	3	1	3	1

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 - Dock Rd [E]	1.12	387.49	144.8	F	1342	1342
2 - A231 Wood Street	0.29	3.44	0.4	A	431	431
3 - Middle St [S]	0.77	61.72	3.3	F	203	203
4 - A231 Dock Rd [W]	1.01	109.04	45.2	F	1496	1496

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Dock Rd [E]	1342	336	460	0.00	1213	1.106	1183	1362	0.0	39.8	70.376	F
2 - A231 Wood Street	431	108	999	0.00	1514	0.285	429	644	0.0	0.4	3.381	A
3 - Middle St [S]	203	51	1265		274	0.740	193	163	0.0	2.6	43.585	E
4 - A231 Dock Rd [W]	1496	374	405		1491	1.004	1417	1053	0.0	19.7	35.476	E

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Dock Rd [E]	1342	336	473	0.00	1205	1.114	1202	1397	39.8	74.9	180.930	F
2 - A231 Wood Street	431	108	1017	0.00	1500	0.287	431	658	0.4	0.4	3.433	A
3 - Middle St [S]	203	51	1281		265	0.767	201	167	2.6	3.0	58.142	F
4 - A231 Dock Rd [W]	1496	374	414		1484	1.008	1456	1068	19.7	29.7	70.106	F

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Dock Rd [E]	1342	336	475	0.00	1203	1.115	1202	1403	74.9	109.8	283.715	F
2 - A231 Wood Street	431	108	1018	0.00	1499	0.287	431	659	0.4	0.4	3.435	A
3 - Middle St [S]	203	51	1282		264	0.768	202	167	3.0	3.2	60.774	F
4 - A231 Dock Rd [W]	1496	374	415		1483	1.009	1463	1069	29.7	37.9	91.053	F

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Dock Rd [E]	1342	336	477	0.00	1203	1.116	1202	1406	109.8	144.8	387.485	F
2 - A231 Wood Street	431	108	1019	0.00	1499	0.288	431	660	0.4	0.4	3.436	A
3 - Middle St [S]	203	51	1282		264	0.768	203	167	3.2	3.3	61.724	F
4 - A231 Dock Rd [W]	1496	374	416		1482	1.009	1467	1069	37.9	45.2	109.036	F

2041 DS PM - 5y, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - A231 Dock Rd [W] - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Pedestrian Crossing	1 - Dock Rd [E] - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	2 - A231 Wood Street - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	2041 DS PM	✓	✓	D2,D7,D8	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	40.71	E

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-11	1 - Dock Rd [E]	40.71	E

Arms

Arms

Arm	Name	Description	No give-way line
1	Dock Rd [E]		
2	A231 Wood Street		
3	Middle St [S]		
4	A231 Dock Rd [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Dock Rd [E]	3.50	8.21	12.9	11.5	34.0	24.4		
2 - A231 Wood Street	5.00	7.16	20.3	29.0	34.0	18.0		
3 - Middle St [S]	2.50	7.18	15.6	10.0	34.0	32.0		
4 - A231 Dock Rd [W]	4.26	6.38	49.0	999.0	34.0	0.0		

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
1 - Dock Rd [E]	7.00	3.00	2.90	1.00	6.00	9.00	40.00
2 - A231 Wood Street	8.00	3.00	2.90	1.00	6.00	10.00	40.00

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Dock Rd [E]	Direct	unequal lane usage	-180
2 - A231 Wood Street	Direct	unequal lane usage	151
3 - Middle St [S]	Direct	unequal lane usage	-397
4 - A231 Dock Rd [W]	Direct	unequal lane usage	-327

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Dock Rd [E]	0.646	1511
2 - A231 Wood Street	0.755	2268
3 - Middle St [S]	0.575	1001
4 - A231 Dock Rd [W]	0.789	1810

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	5y	PM	FLAT	16:00	17:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Dock Rd [E]		FLAT	✓	1187	100.000
2 - A231 Wood Street		FLAT	✓	400	100.000
3 - Middle St [S]		FLAT	✓	182	100.000
4 - A231 Dock Rd [W]		FLAT	✓	1376	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Dock Rd [E]	[FLAT]	0.00
2 - A231 Wood Street	[FLAT]	0.00
3 - Middle St [S]		
4 - A231 Dock Rd [W]		

Origin-Destination Data

Demand (PCU/hr)

	To			
	1 - Dock Rd [E]	2 - A231 Wood Street	3 - Middle St [S]	4 - A231 Dock Rd [W]
From 1 - Dock Rd [E]	0	394	102	691
2 - A231 Wood Street	216	0	0	184
3 - Middle St [S]	182	0	0	0
4 - A231 Dock Rd [W]	927	284	49	116

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - Dock Rd [E]	2 - A231 Wood Street	3 - Middle St [S]	4 - A231 Dock Rd [W]
From	1 - Dock Rd [E]	0	3	10	2
	2 - A231 Wood Street	3	0	0	2
	3 - Middle St [S]	9	0	0	0
	4 - A231 Dock Rd [W]	3	1	3	1

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 - Dock Rd [E]	0.97	68.27	21.4	F	1187	1187
2 - A231 Wood Street	0.26	3.21	0.4	A	400	400
3 - Middle St [S]	0.59	30.54	1.5	D	182	182
4 - A231 Dock Rd [W]	0.92	29.19	10.6	D	1376	1376

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Dock Rd [E]	1187	297	438	0.00	1228	0.967	1136	1296	0.0	12.8	31.390	D
2 - A231 Wood Street	400	100	920	0.00	1574	0.254	399	654	0.0	0.3	3.137	A
3 - Middle St [S]	182	46	1173		327	0.557	177	145	0.0	1.3	25.369	D
4 - A231 Dock Rd [W]	1376	344	392		1501	0.917	1342	958	0.0	8.6	20.083	C

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Dock Rd [E]	1187	297	447	0.00	1221	0.972	1170	1321	12.8	16.9	53.476	F
2 - A231 Wood Street	400	100	946	0.00	1554	0.257	400	671	0.3	0.4	3.199	A
3 - Middle St [S]	182	46	1197		313	0.581	181	149	1.3	1.4	29.541	D
4 - A231 Dock Rd [W]	1376	344	397		1497	0.919	1371	981	8.6	9.8	27.396	D

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Dock Rd [E]	1187	297	448	0.00	1221	0.972	1176	1323	16.9	19.5	62.345	F
2 - A231 Wood Street	400	100	951	0.00	1550	0.258	400	674	0.4	0.4	3.208	A
3 - Middle St [S]	182	46	1201		311	0.585	182	150	1.4	1.5	30.237	D
4 - A231 Dock Rd [W]	1376	344	398		1496	0.920	1374	985	9.8	10.4	28.638	D

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Dock Rd [E]	1187	297	449	0.00	1221	0.972	1179	1324	19.5	21.4	68.271	F
2 - A231 Wood Street	400	100	953	0.00	1549	0.258	400	675	0.4	0.4	3.212	A
3 - Middle St [S]	182	46	1202		310	0.587	182	150	1.5	1.5	30.536	D
4 - A231 Dock Rd [W]	1376	344	398		1496	0.920	1375	986	10.4	10.6	29.191	D

2041 DS PM - 10y, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - A231 Dock Rd [W] - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Pedestrian Crossing	1 - Dock Rd [E] - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	2 - A231 Wood Street - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	2041 DS PM	✓	✓	D2,D7,D8	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	111.47	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-16	1 - Dock Rd [E]	111.47	F

Arms

Arms

Arm	Name	Description	No give-way line
1	Dock Rd [E]		
2	A231 Wood Street		
3	Middle St [S]		
4	A231 Dock Rd [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Dock Rd [E]	3.50	8.21	12.9	11.5	34.0	24.4		
2 - A231 Wood Street	5.00	7.16	20.3	29.0	34.0	18.0		
3 - Middle St [S]	2.50	7.18	15.6	10.0	34.0	32.0		
4 - A231 Dock Rd [W]	4.26	6.38	49.0	999.0	34.0	0.0		

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
1 - Dock Rd [E]	7.00	3.00	2.90	1.00	6.00	9.00	40.00
2 - A231 Wood Street	8.00	3.00	2.90	1.00	6.00	10.00	40.00

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Dock Rd [E]	Direct	unequal lane usage	-180
2 - A231 Wood Street	Direct	unequal lane usage	151
3 - Middle St [S]	Direct	unequal lane usage	-397
4 - A231 Dock Rd [W]	Direct	unequal lane usage	-327

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Dock Rd [E]	0.646	1511
2 - A231 Wood Street	0.755	2268
3 - Middle St [S]	0.575	1001
4 - A231 Dock Rd [W]	0.789	1810

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	10y	PM	FLAT	16:00	17:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Dock Rd [E]		FLAT	✓	1261	100.000
2 - A231 Wood Street		FLAT	✓	411	100.000
3 - Middle St [S]		FLAT	✓	190	100.000
4 - A231 Dock Rd [W]		FLAT	✓	1466	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Dock Rd [E]	[FLAT]	0.00
2 - A231 Wood Street	[FLAT]	0.00
3 - Middle St [S]		
4 - A231 Dock Rd [W]		

Origin-Destination Data

Demand (PCU/hr)

	To			
	1 - Dock Rd [E]	2 - A231 Wood Street	3 - Middle St [S]	4 - A231 Dock Rd [W]
From	1 - Dock Rd [E]	0	418	108
	2 - A231 Wood Street	222	0	735
	3 - Middle St [S]	190	0	189
	4 - A231 Dock Rd [W]	987	0	124

Vehicle Mix

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

Heavy Vehicle %

From	To				
		1 - Dock Rd [E]	2 - A231 Wood Street	3 - Middle St [S]	4 - A231 Dock Rd [W]
	1 - Dock Rd [E]	0	3	9	2
	2 - A231 Wood Street	3	0	0	2
	3 - Middle St [S]	8	0	0	0
	4 - A231 Dock Rd [W]	3	1	2	1

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 - Dock Rd [E]	1.05	199.82	71.6	F	1261	1261
2 - A231 Wood Street	0.27	3.30	0.4	A	411	411
3 - Middle St [S]	0.65	37.71	1.9	E	190	190
4 - A231 Dock Rd [W]	0.99	75.36	29.6	F	1466	1466

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Dock Rd [E]	1261	315	458	0.00	1215	1.038	1165	1348	0.0	24.0	48.534	E
2 - A231 Wood Street	411	103	947	0.00	1553	0.265	410	676	0.0	0.4	3.223	A
3 - Middle St [S]	190	48	1207		307	0.618	184	149	0.0	1.6	30.060	D
4 - A231 Dock Rd [W]	1466	367	405		1491	0.983	1402	986	0.0	16.1	30.941	D

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Dock Rd [E]	1261	315	471	0.00	1206	1.045	1195	1382	24.0	40.7	108.108	F
2 - A231 Wood Street	411	103	972	0.00	1534	0.268	411	694	0.4	0.4	3.285	A
3 - Middle St [S]	190	48	1229		295	0.645	189	153	1.6	1.8	36.329	E
4 - A231 Dock Rd [W]	1466	367	411		1486	0.987	1442	1007	16.1	22.1	55.560	F

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Dock Rd [E]	1261	315	473	0.00	1205	1.047	1198	1387	40.7	56.3	154.608	F
2 - A231 Wood Street	411	103	975	0.00	1532	0.268	411	697	0.4	0.4	3.292	A
3 - Middle St [S]	190	48	1232		293	0.648	190	154	1.8	1.9	37.338	E
4 - A231 Dock Rd [W]	1466	367	412		1485	0.987	1449	1010	22.1	26.4	66.963	F

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Dock Rd [E]	1261	315	475	0.00	1204	1.048	1200	1390	56.3	71.6	199.818	F
2 - A231 Wood Street	411	103	977	0.00	1531	0.269	411	698	0.4	0.4	3.295	A
3 - Middle St [S]	190	48	1233		292	0.650	190	154	1.9	1.9	37.708	E
4 - A231 Dock Rd [W]	1466	367	412		1485	0.987	1453	1011	26.4	29.6	75.361	F

2041 RC AM - 2041 RC, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - A231 Dock Rd [W] - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	2041 RC AM	✓	✓	D3	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	110.41	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-17	1 - Dock Rd [E]	110.41	F

Arms

Arms

Arm	Name	Description	No give-way line
1	Dock Rd [E]		
2	A231 Wood Street		
3	Middle St [S]		
4	A231 Dock Rd [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Dock Rd [E]	3.50	8.21	12.9	11.5	34.0	24.4		
2 - A231 Wood Street	5.00	7.16	20.3	29.0	34.0	18.0		
3 - Middle St [S]	2.50	7.18	15.6	10.0	34.0	32.0		
4 - A231 Dock Rd [W]	4.26	6.38	49.0	999.0	34.0	0.0		

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
1 - Dock Rd [E]	7.00	3.00	2.90	1.00	6.00	9.00	40.00
2 - A231 Wood Street	8.00	3.00	2.90	1.00	6.00	10.00	40.00

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Dock Rd [E]	Direct	unequal lane usage	-168
2 - A231 Wood Street	Direct	unequal lane usage	-389
3 - Middle St [S]	Direct	unequal lane usage	-397
4 - A231 Dock Rd [W]	Direct	unequal lane usage	-220

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Dock Rd [E]	0.646	1523
2 - A231 Wood Street	0.755	1728
3 - Middle St [S]	0.575	1001
4 - A231 Dock Rd [W]	0.789	1917

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2041 RC	AM	FLAT	07:00	08:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Dock Rd [E]		FLAT	✓	1302	100.000
2 - A231 Wood Street		FLAT	✓	356	100.000
3 - Middle St [S]		FLAT	✓	115	100.000
4 - A231 Dock Rd [W]		FLAT	✓	1272	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Dock Rd [E]	[FLAT]	20.00
2 - A231 Wood Street	[FLAT]	20.00
3 - Middle St [S]		
4 - A231 Dock Rd [W]		

Origin-Destination Data

Demand (PCU/hr)

	To			
	1 - Dock Rd [E]	2 - A231 Wood Street	3 - Middle St [S]	4 - A231 Dock Rd [W]
From	1 - Dock Rd [E]	0	410	108
	2 - A231 Wood Street	231	0	125
	3 - Middle St [S]	115	0	0
	4 - A231 Dock Rd [W]	811	206	128

Vehicle Mix

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

Heavy Vehicle %

From	To				
		1 - Dock Rd [E]	2 - A231 Wood Street	3 - Middle St [S]	4 - A231 Dock Rd [W]
	1 - Dock Rd [E]	0	5	6	2
	2 - A231 Wood Street	5	0	0	3
	3 - Middle St [S]	13	0	0	0
	4 - A231 Dock Rd [W]	4	2	5	5

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 - Dock Rd [E]	1.06	244.53	90.5	F	1302	1302
2 - A231 Wood Street	0.40	7.12	0.7	A	356	356
3 - Middle St [S]	0.38	21.91	0.7	C	115	115
4 - A231 Dock Rd [W]	0.77	10.03	3.5	B	1272	1272

Main Results for each time segment

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Dock Rd [E]	1302	326	456	20.00	1228	1.060	1186	1144	0.0	29.1	54.996	F
2 - A231 Wood Street	356	89	1065	20.00	897	0.397	353	577	0.0	0.7	6.877	A
3 - Middle St [S]	115	29	1193		316	0.364	112	225	0.0	0.6	19.808	C
4 - A231 Dock Rd [W]	1272	318	342		1648	0.772	1259	964	0.0	3.4	9.317	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Dock Rd [E]	1302	326	461	20.00	1225	1.063	1217	1157	29.1	50.3	127.567	F
2 - A231 Wood Street	356	89	1089	20.00	885	0.402	356	589	0.7	0.7	7.091	A
3 - Middle St [S]	115	29	1216		302	0.380	115	229	0.6	0.7	21.648	C
4 - A231 Dock Rd [W]	1272	318	346		1644	0.774	1272	985	3.4	3.5	10.006	B

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Dock Rd [E]	1302	326	461	20.00	1225	1.063	1221	1157	50.3	70.6	186.614	F
2 - A231 Wood Street	356	89	1091	20.00	884	0.403	356	590	0.7	0.7	7.114	A
3 - Middle St [S]	115	29	1218		301	0.382	115	229	0.7	0.7	21.844	C
4 - A231 Dock Rd [W]	1272	318	346		1644	0.774	1272	987	3.5	3.5	10.028	B

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Dock Rd [E]	1302	326	461	20.00	1225	1.063	1222	1157	70.6	90.5	244.534	F
2 - A231 Wood Street	356	89	1092	20.00	883	0.403	356	591	0.7	0.7	7.124	A
3 - Middle St [S]	115	29	1219		301	0.383	115	229	0.7	0.7	21.909	C
4 - A231 Dock Rd [W]	1272	318	346		1644	0.774	1272	988	3.5	3.5	10.034	B

2041 RC PM - 2041 RC, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - A231 Dock Rd [W] - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A4	2041 RC PM	✓	✓	D4	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	111.65	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-17	1 - Dock Rd [E]	111.65	F

Arms

Arms

Arm	Name	Description	No give-way line
1	Dock Rd [E]		
2	A231 Wood Street		
3	Middle St [S]		
4	A231 Dock Rd [W]		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Dock Rd [E]	3.50	8.21	12.9	11.5	34.0	24.4		
2 - A231 Wood Street	5.00	7.16	20.3	29.0	34.0	18.0		
3 - Middle St [S]	2.50	7.18	15.6	10.0	34.0	32.0		
4 - A231 Dock Rd [W]	4.26	6.38	49.0	999.0	34.0	0.0		

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
1 - Dock Rd [E]	7.00	3.00	2.90	1.00	6.00	9.00	40.00
2 - A231 Wood Street	8.00	3.00	2.90	1.00	6.00	10.00	40.00

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Dock Rd [E]	Direct	unequal lane usage	-268
2 - A231 Wood Street	Direct	unequal lane usage	-306
3 - Middle St [S]	Direct	unequal lane usage	-397
4 - A231 Dock Rd [W]	Direct	unequal lane usage	-194

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Dock Rd [E]	0.646	1423
2 - A231 Wood Street	0.755	1811
3 - Middle St [S]	0.575	1001
4 - A231 Dock Rd [W]	0.789	1943

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2041 RC	PM	FLAT	16:00	17:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Dock Rd [E]		FLAT	✓	1174	100.000
2 - A231 Wood Street		FLAT	✓	273	100.000
3 - Middle St [S]		FLAT	✓	181	100.000
4 - A231 Dock Rd [W]		FLAT	✓	1355	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Dock Rd [E]	[FLAT]	20.00
2 - A231 Wood Street	[FLAT]	20.00
3 - Middle St [S]		
4 - A231 Dock Rd [W]		

Origin-Destination Data

Demand (PCU/hr)

	To			
	1 - Dock Rd [E]	2 - A231 Wood Street	3 - Middle St [S]	4 - A231 Dock Rd [W]
From 1 - Dock Rd [E]	0	302	102	770
2 - A231 Wood Street	169	0	0	104
3 - Middle St [S]	181	0	0	0
4 - A231 Dock Rd [W]	852	324	59	120

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - Dock Rd [E]	2 - A231 Wood Street	3 - Middle St [S]	4 - A231 Dock Rd [W]
From	1 - Dock Rd [E]	0	3	9	2
	2 - A231 Wood Street	4	0	0	2
	3 - Middle St [S]	9	0	0	0
	4 - A231 Dock Rd [W]	3	1	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 - Dock Rd [E]	1.07	265.64	88.3	F	1174	1174
2 - A231 Wood Street	0.27	4.91	0.4	A	273	273
3 - Middle St [S]	0.50	21.62	1.1	C	181	181
4 - A231 Dock Rd [W]	0.81	11.77	4.4	B	1355	1355

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Dock Rd [E]	1174	294	497	20.00	1101	1.066	1062	1187	0.0	27.9	58.747	F
2 - A231 Wood Street	273	68	966	20.00	1045	0.261	272	593	0.0	0.4	4.793	A
3 - Middle St [S]	181	45	1087		376	0.481	177	151	0.0	1.0	19.338	C
4 - A231 Dock Rd [W]	1355	339	345		1671	0.811	1339	919	0.0	4.1	10.608	B

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Dock Rd [E]	1174	294	503	20.00	1098	1.070	1091	1201	27.9	48.7	137.245	F
2 - A231 Wood Street	273	68	989	20.00	1032	0.265	273	604	0.4	0.4	4.896	A
3 - Middle St [S]	181	45	1108		364	0.497	181	154	1.0	1.0	21.336	C
4 - A231 Dock Rd [W]	1355	339	350		1667	0.813	1354	939	4.1	4.3	11.704	B

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Dock Rd [E]	1174	294	503	20.00	1098	1.070	1094	1202	48.7	68.7	201.977	F
2 - A231 Wood Street	273	68	992	20.00	1030	0.265	273	605	0.4	0.4	4.907	A
3 - Middle St [S]	181	45	1111		363	0.499	181	154	1.0	1.1	21.546	C
4 - A231 Dock Rd [W]	1355	339	350		1667	0.813	1355	942	4.3	4.3	11.752	B

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/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 - Dock Rd [E]	1174	294	503	20.00	1098	1.070	1095	1202	68.7	88.3	265.642	F
2 - A231 Wood Street	273	68	993	20.00	1029	0.265	273	606	0.4	0.4	4.912	A
3 - Middle St [S]	181	45	1111		362	0.500	181	154	1.1	1.1	21.620	C
4 - A231 Dock Rd [W]	1355	339	350		1667	0.813	1355	942	4.3	4.4	11.767	B

Appendix C.

Proposed LP Phasing

Medway LP Regulation 19 – Proportionality Assessment

Developments	Resi/ Emp	Proposed Quantum by Local Plan Phase				Total Plan DS Trips		Proportion Build in each Local Plan Phase		
		1-5	6 -10	11+	Total Plan	AM	PM	1-5	6 -10	11+
HHH26	Resi-led	350	400	10	760	331	313	46%	53%	1%
HHH12	Resi-led	428	706	667	1,801	705	668	24%	39%	37%
CCB15	Resi-led	36	24	-	60	8	18	60%	40%	0%
SNF41	Resi-led	-	216	-	216	40	44	0%	100%	0%
SNF35	Resi-led	-	171	-	171	15	30	0%	100%	0%
LW4	Resi-led	68	340	262	670	342	374	10%	51%	39%
HHH6	Resi-led	280	270	-	550	215	204	51%	49%	0%
HHH11	Resi-led	240	-	-	240	94	89	100%	0%	0%
HHH33	Resi-led	-	220	110	330	129	122	0%	67%	33%
LW8	Resi-led	475	750	775	2,000	1022	1116	24%	38%	39%
FP11	Resi-led	123	-	-	123	17	37	100%	0%	0%
RN30	Resi-led	90	-	-	90	46	50	100%	0%	0%
RN31	Resi-led	80	-	-	80	41	45	100%	0%	0%
HHH8	Resi-led	280	170	-	450	176	167	62%	38%	0%
CCB37	Resi-led	-	200	-	200	28	60	0%	100%	0%
FP10	Resi-led	139	-	-	139	57	62	100%	0%	0%
GN6	Resi-led	400	-	-	400	74	75	100%	0%	0%
SR4	Resi-led	130	-	-	130	51	48	100%	0%	0%
SNF15	Resi-led	-	220	130	350	49	105	0%	63%	37%
FP1	Resi-led	-	28	-	28	4	8	0%	100%	0%
CCB49	Resi-led	-	150	-	150	21	45	0%	100%	0%
FP6	Resi-led	102	-	-	102	42	46	100%	0%	0%
FP25	Resi-led	-	121	-	121	17	36	0%	100%	0%
GN15	Resi-led	261	435	404	1,100	204	207	24%	40%	37%
RWB25	Resi-led	-	132	-	132	12	23	0%	100%	0%
GN3	Resi-led	-	176	-	176	72	79	0%	100%	0%
CCB25	Resi-led	-	150	-	150	61	67	0%	100%	0%
SNF1	Resi-led	160	200	-	360	154	163	44%	56%	0%
SNF3	Resi-led	170	375	255	800	343	362	21%	47%	32%
SR5	Resi-led	120	-	-	120	51	54	100%	0%	0%
RN9	Resi-led	-	435	365	800	343	362	0%	54%	46%
SR14	Resi-led	49	-	-	49	21	20	100%	0%	0%
HHH22 & HHH31	Resi-led	40	760	900	1,700	729	770	2%	45%	53%
HHH36	Employment	162,225	162,225	-	324,450	0	0	50%	50%	0%
HHH35	Employment	-	-	156,999	156,999	848	714	0%	0%	100%
RWB5	Employment	-	3,693	-	3,693	34	34	0%	100%	0%
CHR17	Employment	-	14,600	-	14,600	129	119	0%	100%	0%
CHR16	Employment	-	25,300	-	25,300	223	206	0%	100%	0%
HW3	Resi-led	-	220	115	335	144	152	0%	66%	34%
SR53	Resi-led	-	-	690	690	144	156	0%	0%	100%
HHH19	Employment	14,409	-	-	14,409	78	62	100%	0%	0%
SMI6	Resi-led	375	1,125	700	2,200	308	660	17%	51%	32%
SMI6	Employment	31,000	-	-	31,000	234	224	100%	0%	0%