

Northfleet Harbourside

Kent County Council Highway Consultee Comments Review

226728/N23

23rd February 2024

Introduction

1. This note has been prepared to provide a review and response to the transport comments made by Kent County Council (KCC) in response to the Northfleet Harbourside Planning application (ref. 2022/1064) with specific reference to the Transport Assessment Addendum (TAA) dated August 2023 and subsequent KCC Comments Review (N17) submitted in October 2023 and N20 submitted in January 2024.
2. After the submission of N20 in January 2024 subsequent meetings were held between Vectos (SLR) and KCC highways. Subsequent email responses was provided to KCC on 7th February 2024, this was then followed up by email responses from KCC dated 11th February and 19th February 2024. Further discussions were held after this email and the outcomes of these discussions are reflected with this note which responds to all of the comments raised by KCC.
3. Responses have been provided against each comment in turn. The KCC comments are provided in ***Bold Italic*** font below, with our comments following below.

Highways Comments

4. The first meeting was between Vectos (SLR) and KCC highways on the 1st February 2024. The comments raised within the subsequent email correspondence are set out below, along with our response.

Grove Road Junction

5. Following discussions with KCC the design of the Grove Road/Stonebridge Road junction has been reviewed to understand whether the design of this junction could accommodate a right turn lane.
6. Initial drawings have been prepared by Vectos to understand whether there is space to accommodate such a junction. These drawings were circulated to KCC on 9th February 2024 who were happy with the principle of providing the right turn lane at this junction but requested that the layout provided is amended slightly to widen the carriageway and adjacent footway where possible. Whilst also looking to include a pedestrian crossing which utilizes the hatching associated with the right turn lane.

I look forward to receiving a revised plan and tracking (HGVs and Fastrack buses). Please also set out what the departures from standard are so these can be considered. A pedestrian refuge should be able to be incorporated into the hatching to the west of the right turn lane, providing a more direct uncontrolled crossing on this key desire line, into Station Road.

7. This junction design has been amended in line with previous comments. The width of the carriageway and RTL have been widened and the RTL itself has been extended. We are preparing a DMRB compliance drawing which we hope to issue to you tomorrow morning to clarify the junction dimensions.
8. A pedestrian refuge has also been incorporated into the hatching to the west of the right turn land. As requested, this has been designed as a pedestrian crossing. However, we have also looked to see whether it could be upgraded to a ped/cycle crossing. However, after various design iterations it is not possible to achieve this due to the visibility for cyclists at crossings which in line with LTN 1/20 must be measured from 2.4m back from the carriageway.
9. All the relevant tracking drawings are attached, as outlined above we will look to also issue a DMRB compliance plan.
10. The proposed design and supporting information is provided at **Appendix A** of this report.

A226 London Road / A206 / B255

Please provide the outputs of this junction and confirm what issue has been corrected.

11. The full modelling output is provided at **Appendix B**. The error occurred when the flow matrix was incorrectly set up meaning that the flows were entered incorrectly into the model.

Junction 11 (Fastrack)

The tracking you have provided for this junction is acceptable, however, the right turn out onto Grove Road has not been provided and is required.

12. The tracking of the Fastrack bus turning right out onto Grove Road is provided along with all the other tracking drawings for this junction at **Appendix C**.

Cycle Parking

Additional cycle parking is required.

13. Although we remain of the belief that a 1 space per bedroom ratio is not suitable at the site given its location we can accept this provision to align with what KCC would like to see provided at the site. As such, 1 cycle parking space per bedroom would be provided at the site.

KTM Flows

Please confirm that the Northfleet West site has been taken into account as Grove Road will be the main route into the site.

14. The Grove Road/Stonebridge Road junction flows have been reviewed and these had not previously incorporated the adjacent site flows they solely included the observed flows.
15. The Grove Road/Stonebridge Road junction flows have been reviewed and these had not previously incorporated the adjacent site flows and instead solely included the observed flows. Based upon your latest comment it is our understanding that it is being requested that the Northfleet West flows are added to the observed flows and the proposed development flows at this junction.
16. However, it is our understanding that there will not be a scenario where all of these flows coexist given that the development of both the proposed development and Northfleet West sites would remove all of the existing uses along Grove Road. The removal of the industrial units to the northeast of our proposed development are all included within the redline of the Northfleet West site, and would therefore not be present alongside the Northfleet West development.
17. This understanding is what informed the net trip generation assessment associated with the Northfleet West site in which the trip generation associated with the existing industrial uses is subtracted from the proposed site trip generation, clearly suggesting that the two would not coexist.
18. Following KCC's request further research was undertaken into the traffic flows associated with the proposed development at Northfleet West using information from the Transport Assessment that supported the planning application.
19. Revised modelling has been undertaken using the update traffic data and this is contained in **Appendix D**.
20. The modelling shows that the proposed Grove Road junction including a right turn lane will safely accommodate future traffic flows.
21. Revised modelling has been undertaken for the new traffic signal junction on the A226 to the south of Grove Road using the update traffic data and this is contained in **Appendix E**.
22. Again, the modelling shows that the proposed traffic signal junction will safely accommodate future traffic flows.

Please confirm that for all of the junctions you have modelled, you have taken the difference between the "2030 without devt" and "2030 with devt" KTM flows and added that to the 'observed' flows.

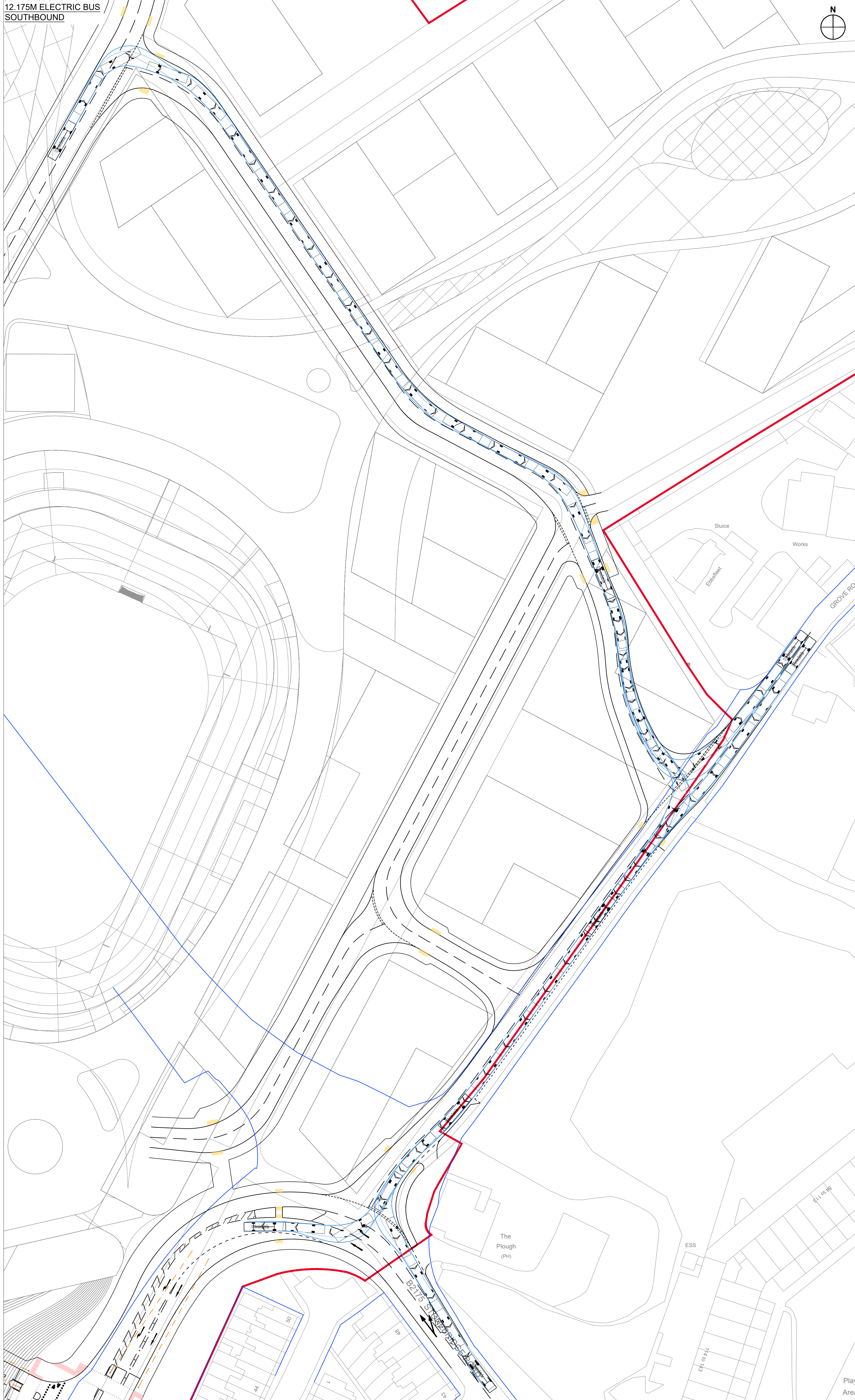
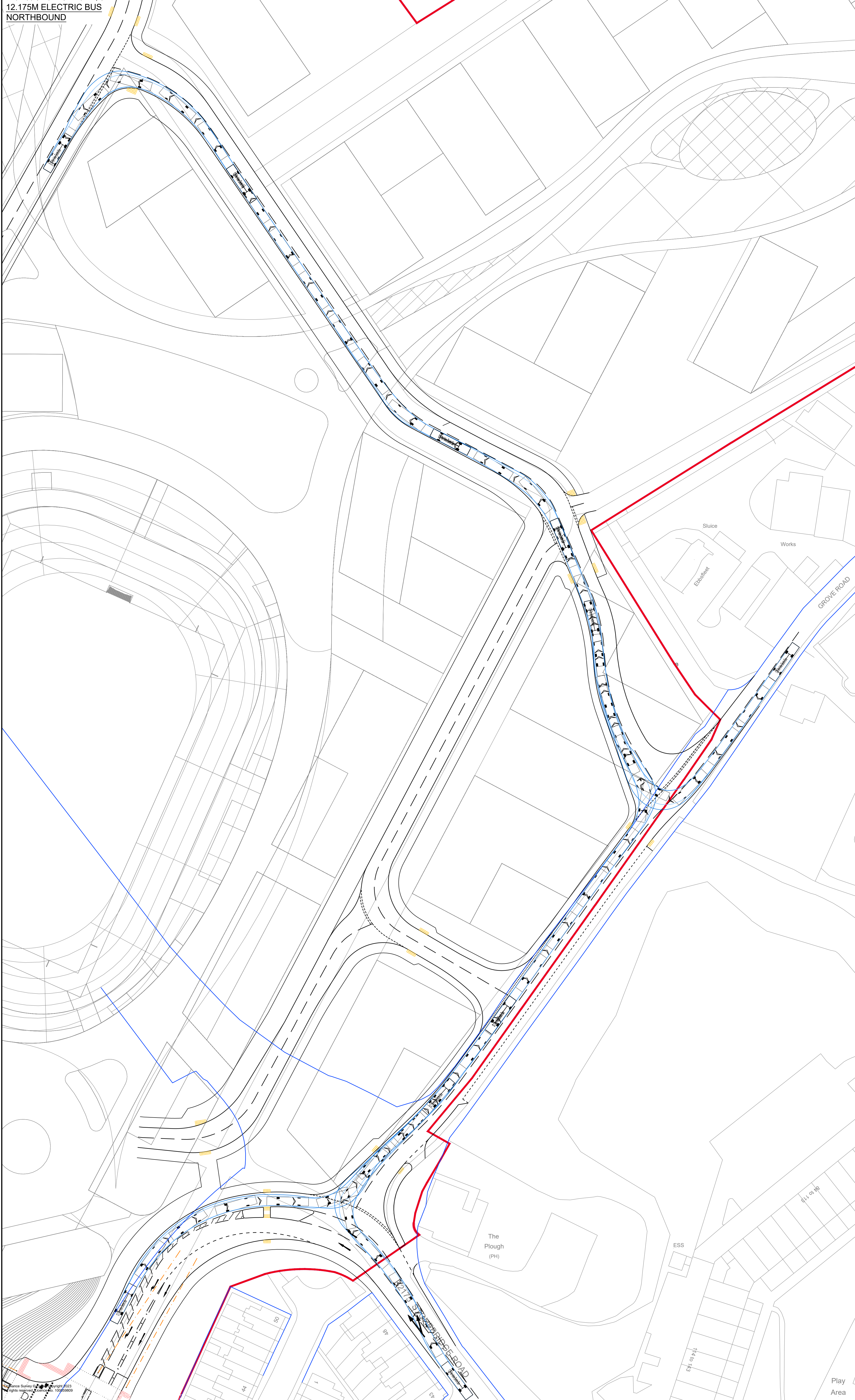
23. All but two of the modelled junctions have taken the difference between the "2030 without devt" and "2030 with devt" KTM flows and added that to the 'observed' flows. The only ones that have not are Junction 2 (Grove Road/Stonebridge Road junction) and Junction 10 (A226/Site Access junction).

24. Junction 10 is the podium car park access and therefore would not exist if the development did not come forward and as such it has not been possible to assess this junction using the difference between the “2030 without devt” and “2030 with devt” KTM flows.
25. With regard to junction 2, this is also a new junction (altered from the old roundabout arrangement) and as such it has not been possible to assess this junction based upon the difference between the “2030 without devt” and “2030 with devt” KTM flows. Therefore, for these two junctions the “2030 with devt” KTM flows have been used.
26. It has also been confirmed that the local junction modelling used traffic flows from the KTM to ensure that it includes traffic growth for future years and for committed developments.

Summary and Conclusions

27. It is understood that in the light of the additional information provided that KCC as the local highway authority do not have any further queries in relation to the proposed development.

Appendix A



Notes:

- This is not a construction drawing and is intended for illustrative purposes only.
- White lining is indicative only.

Vehicle Profile

12.175m Volvo Electric Bus
Overall Length: 12.175m
Overall Width: 2.500m
Overall Body Height: 3.114m
Min Body Ground Clearance: 0.314m
Max Track Width: 2.400m
Lock to Lock Time: 6.50s
Wall to Wall Turning Radius: 12.500m

REV	DETAILS	DRAWN	CHECKED	DATE
D	Junc 7 improved.	NS	BH	16.02.2024
C	Fast track route amended via Junc 11 to Grove Road north.	NS	BH	08.02.2024
B	New right turn lane added to Junc 11.	NS	RS	15.12.2023
A	Fast track route amended	NS	RS	24.10.2023
A	Forward visibility added	NS	RS	24.10.2023

STATUS:

CLIENT:

Northfleet Central 1 Limited

PROJECT:

Northfleet Central
Gravesham

DRAWING TITLE:

Swept Path Analysis
Fast Track
Electric Bus

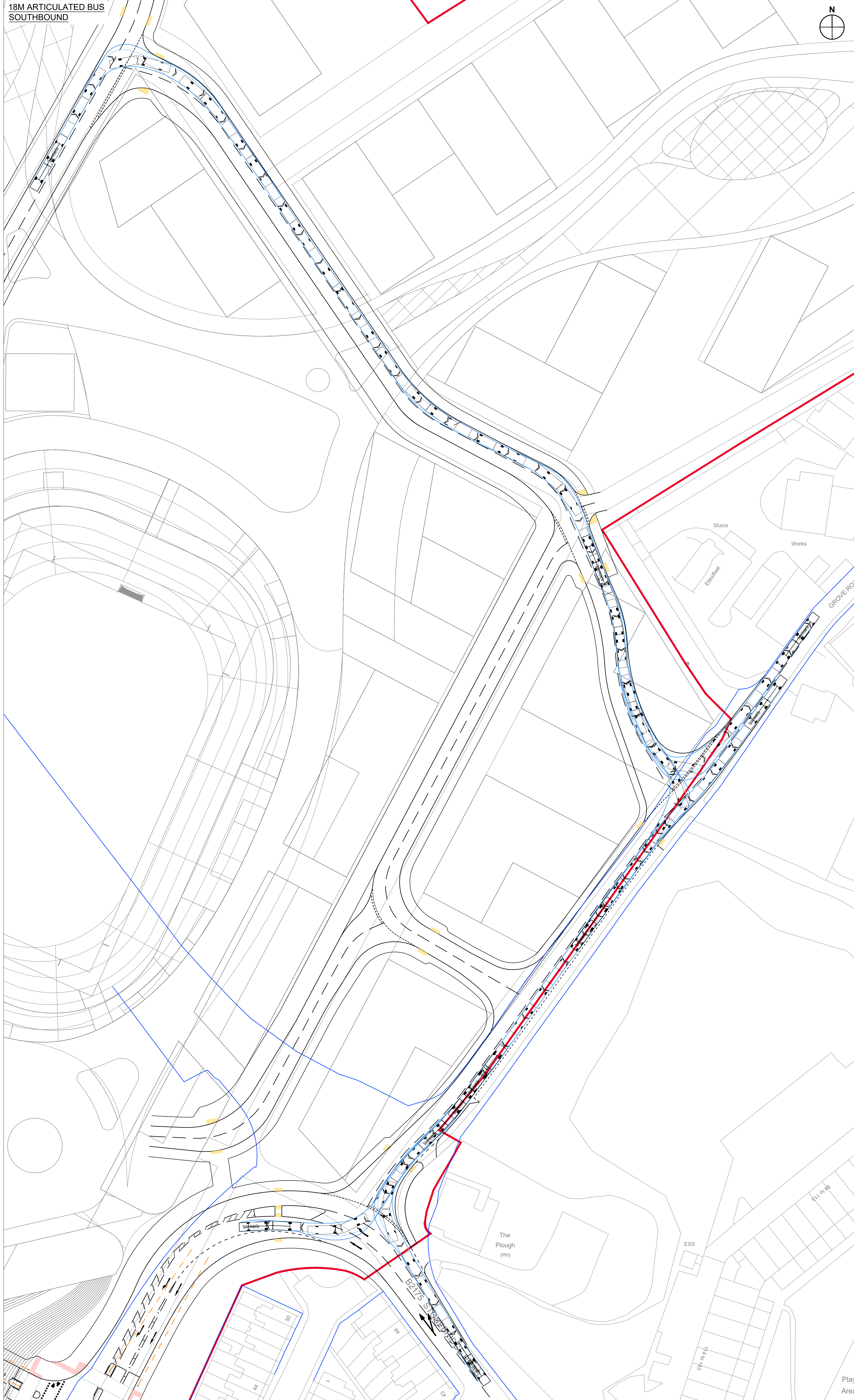
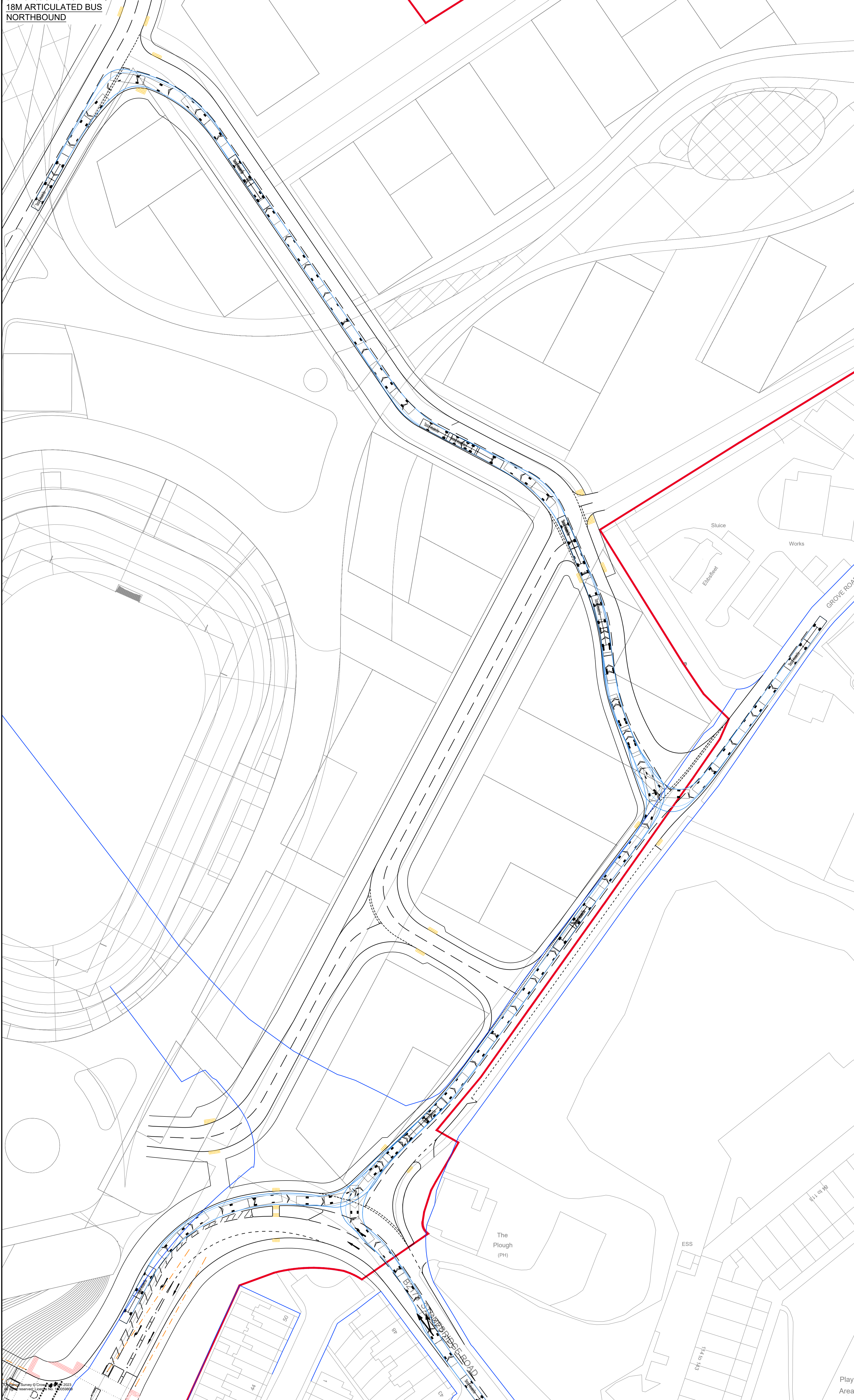
SCALES:

1:500 at A0

DRAWN: NS CHECKED: JM DATE: 23.08.2023

SLR

DRAWING NUMBER: 226728/PD100/AT02 REVISION: D



Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

Vehicle Profile

Standard Articulated Bus	18,000m
Overall length	2,500m
Overall width	2,740m
Overall height	4,000m
Max track width	2,800m
Lock to lock time	4,000m
Wall to Wall Turning Radius	11,400m

D	June 7 improved.	NS	BH	16.02.2024
C	Fast track route amended via June 11 to Grove Road north.	NS	BH	08.02.2024
B	New right turn lane added to June 11.	NS	RS	15.12.2023
A	Fast track route amended	NS	RS	24.10.2023
A	Forward visibility added	NS	RS	24.10.2023

STATUS:

CLIENT:

Northfleet Central 1 Limited

PROJECT:

Northfleet Central
Gravesham

DRAWING TITLE:

Swept Path Analysis
Fast Track
18m Articulated Bus

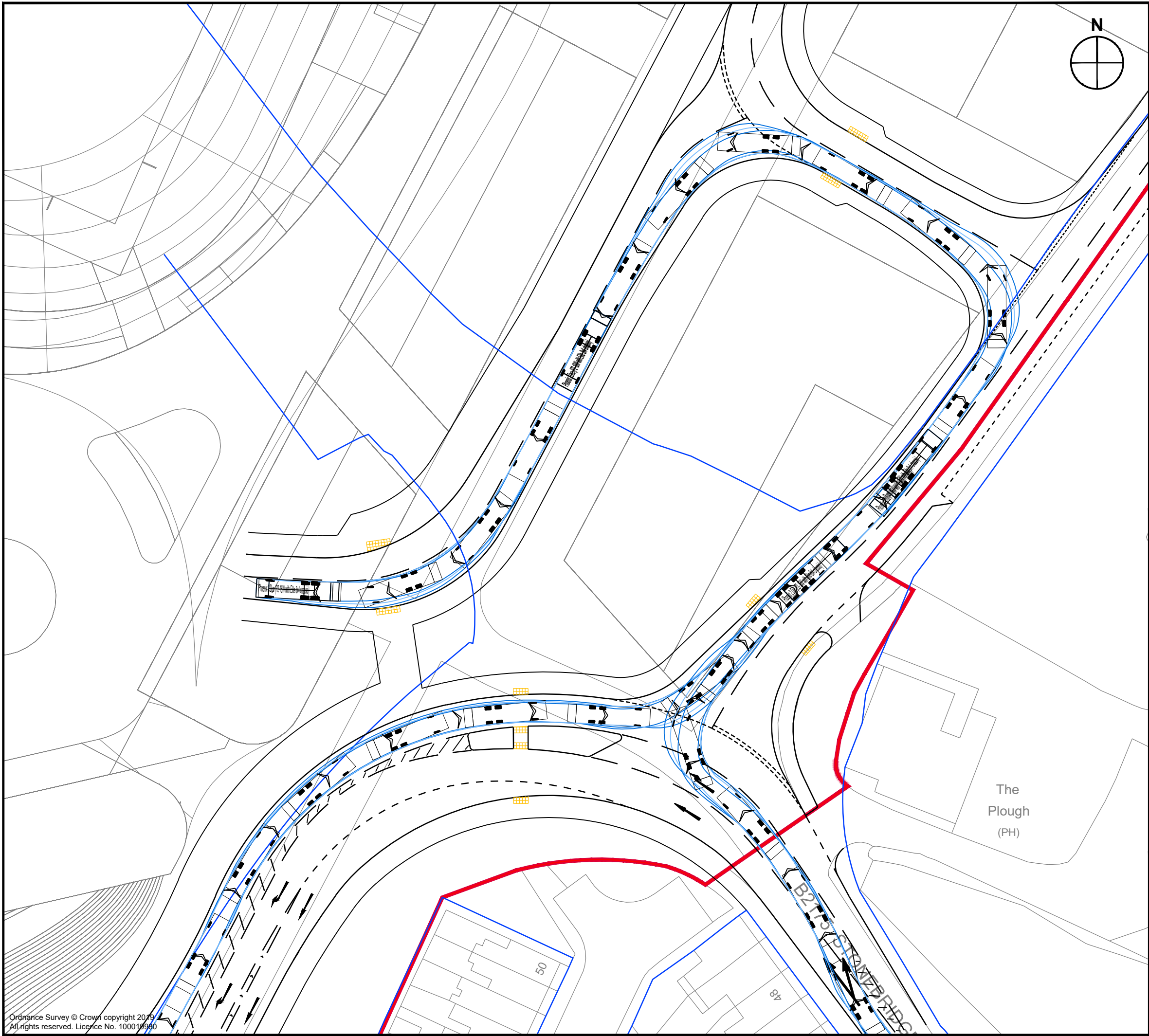
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DRAWN: NS CHECKED: JM DATE: 23.08.2023

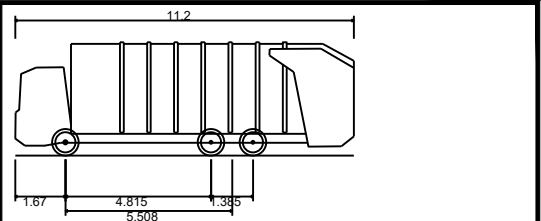
SLR

DRAWING NUMBER: 226728/PD100/AT03 REVISION: D



- Notes:
- 1. This is not a construction drawing and is intended for illustrative purposes only
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Vehicle Profile



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)	
Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

REV.	B	Junc 7 improved.	NS	BH	16.02.2024
	A	New right turn lane added to Junc 7.	NS	BH	08.02.2024
		DETAILS	DRAWN	CHECKED	DATE

CLIENT:

Northfleet Central 1 Limited

PROJECT:

Northfleet Central
Gravesham

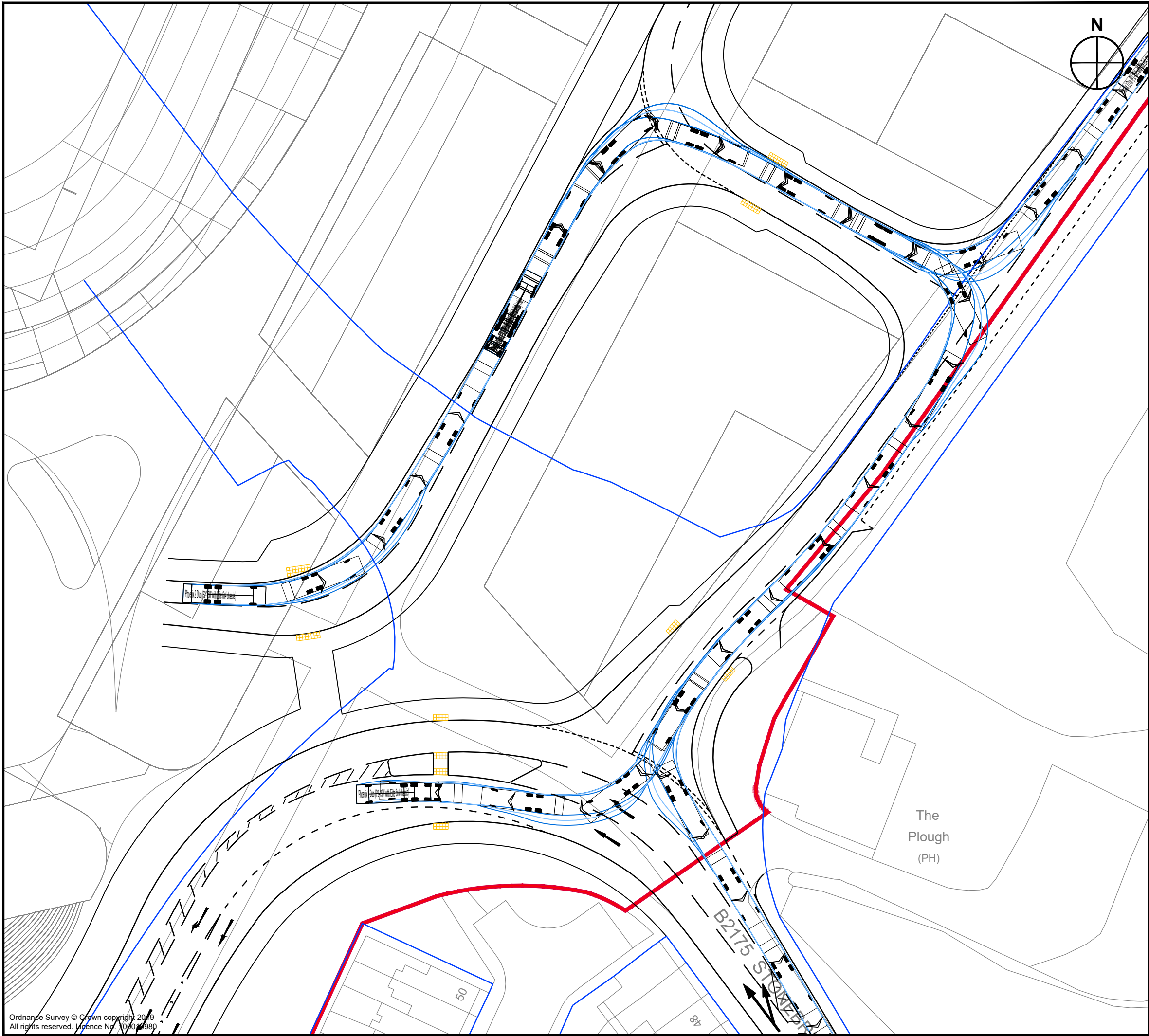
DRAWING TITLE:

Swept Path Analysis
Stadium
Refuse Vehicle Entry

SCALES:		1:500 at A3	
DRAWN:	NS	CHECKED:	RS
		DATE:	15.12.2023

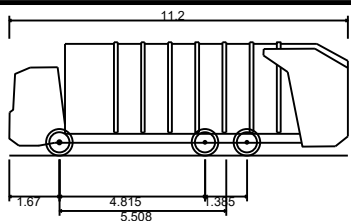


DRAWING NUMBER:		REVISION:	
226728/PD100/AT07		B	



- Notes:
- 1. This is not a construction drawing and is intended for illustrative purposes only
 - 2. White lining is indicative only.

Vehicle Profile



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)	
Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

REV.	B	Junc 7 improved.	NS	BH	16.02.2024
	A	New right turn lane added to Junc 7.	NS	BH	08.02.2024
		DETAILS	DRAWN	CHECKED	DATE

CLIENT:
Northfleet Central 1 Limited

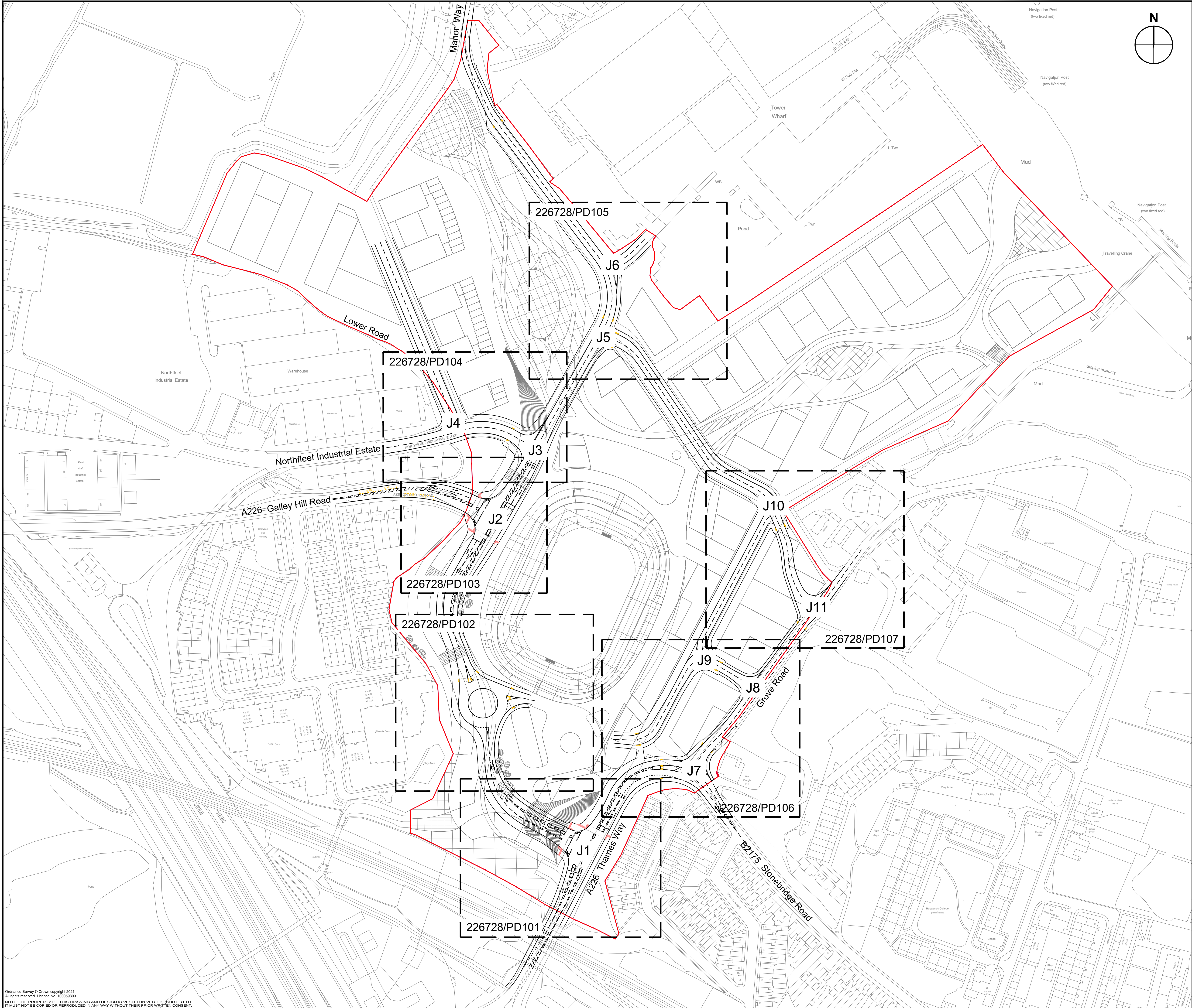
PROJECT:
**Northfleet Central
Gravesham**

DRAWING TITLE:
**Swept Path Analysis
Stadium
Refuse Vehicle Exit**

SCALES:		1:500 at A3	
DRAWN:	NS	CHECKED:	RS
		DATE:	15.12.2023



DRAWING NUMBER:	226728/PD100/AT08	REVISION:	B
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Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.
2. While lining is indicative only.

Key

— Site Boundary

D	Junction 7 improved.	NS	BH	16.02.2024
C	Junction 7 & 11 amended.	NS	BH	08.02.2024
B	Junction 2, 7, 8 & 9 amended. Junction 10 & 11 added.	NS	RS	16.01.2024
A	Minor amendments	NS	RS	18.10.2023
REV	DETAILS	DRAWN	CHECKED	DATE

STATUS:

INFORMATION ONLY

CLIENT:

Northfleet Central 1 Limited

PROJECT:

Northfleet Central
Gravesham

DRAWING TITLE:

**Site Access Plans
KEYPLAN**

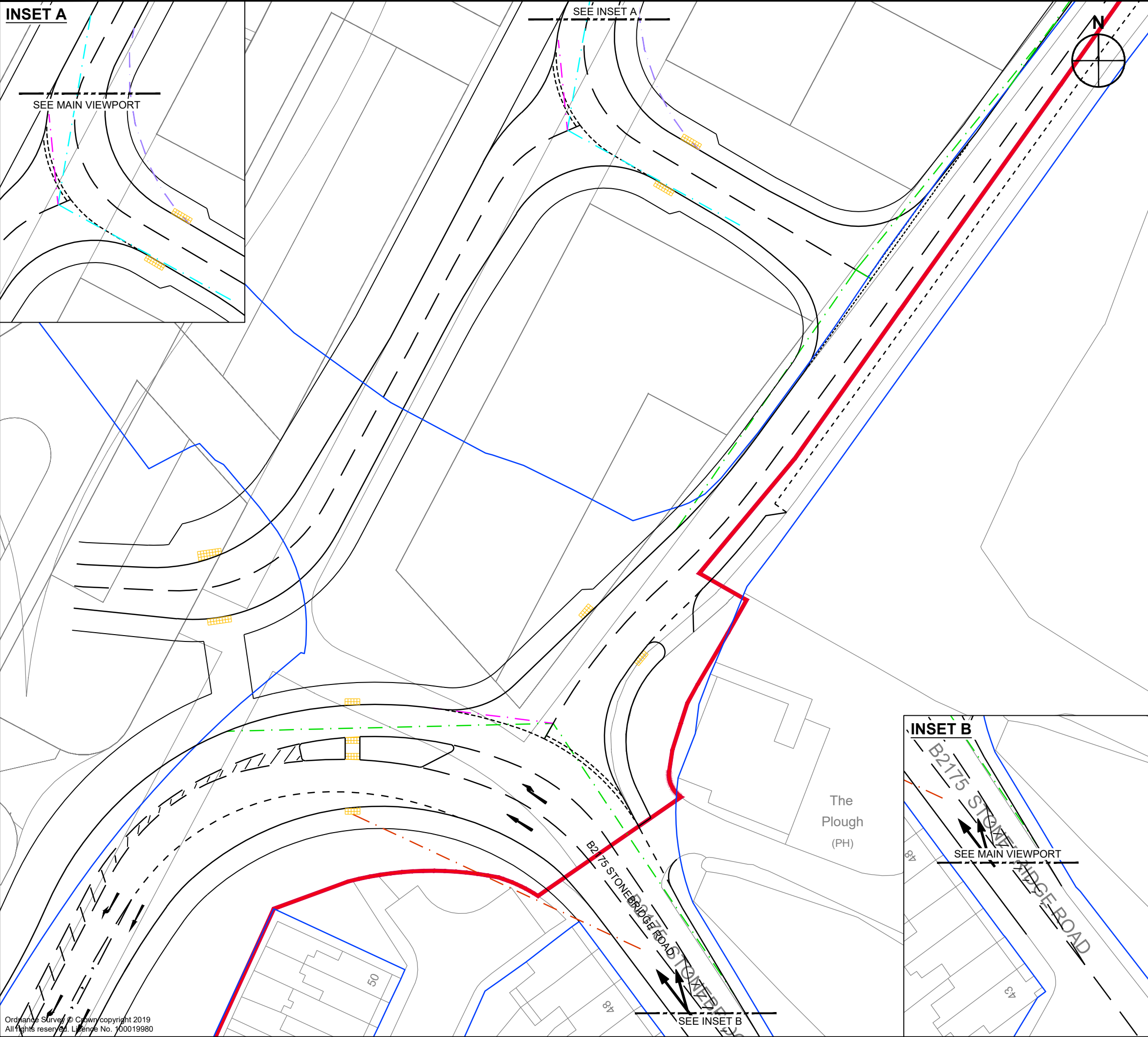
SCALES:

NTS at A1

DRAWN: JM CHECKED: RS DATE: 24.05.2023

SLR

DRAWING NUMBER: 226728/PD100 REVISION: D



INSET A

SEE MAIN VIEWPORT

SEE INSET A



- Notes:
1. This is not a construction drawing and is intended for illustrative purposes only
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Key

- Highway Boundary
- Site Boundary
- Visibility splay 2.4m x 43m (MfS 30mph)
- Visibility splay 2.4m x 25m (MfS 20mph)
- Forward visibility 25m (MfS 20mph)
- Tangential visibility
- Pedestrian visibility 43m

E	Junc 7 improved	NS	BH	16.02.2024
D	Right turn lane added to junc 7	NS	BH	08.02.2024
C	Forward visibility added to junc 9	NS	BH	07.02.2024
B	Junction 7 amended, junctions 8 & 9 relocated	NS	RS	15.01.2024
A	Dimensions added	NS	RS	18.10.2023

REV.	DETAILS	DRAWN	CHECKED	DATE
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CLIENT:
Northfleet Central 1 Limited

PROJECT:
**Northfleet Central
Gravesham**

DRAWING TITLE:
**Site Access Plans
Junction 7, 8 & 9**

SCALES:
1:500 at A3

DRAWN:	JM	CHECKED:	RS	DATE:	23.08.2023
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DRAWING NUMBER:	226728/PD106	REVISION:	E
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INSET B

SEE MAIN VIEWPORT

SEE INSET B

The
Plough
(PH)

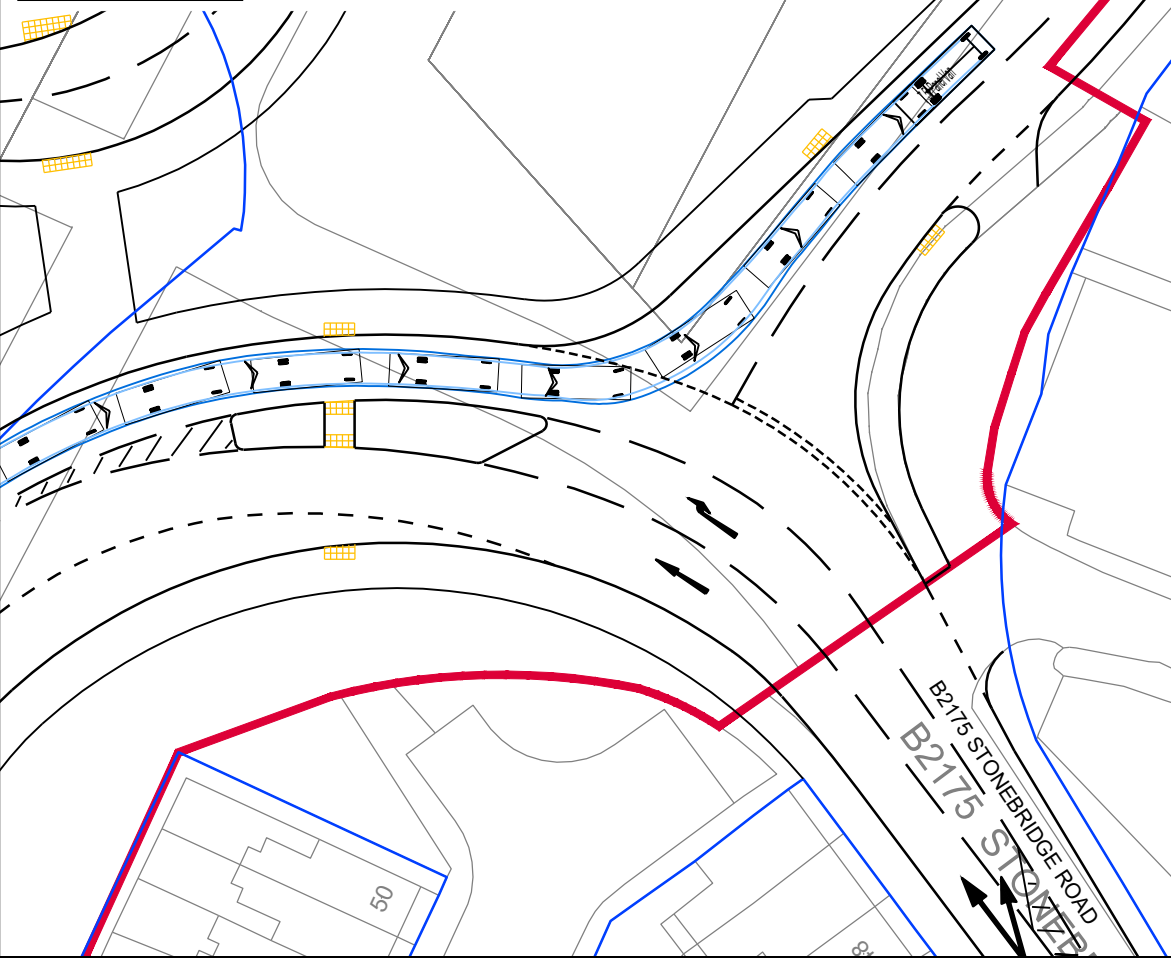
48

43

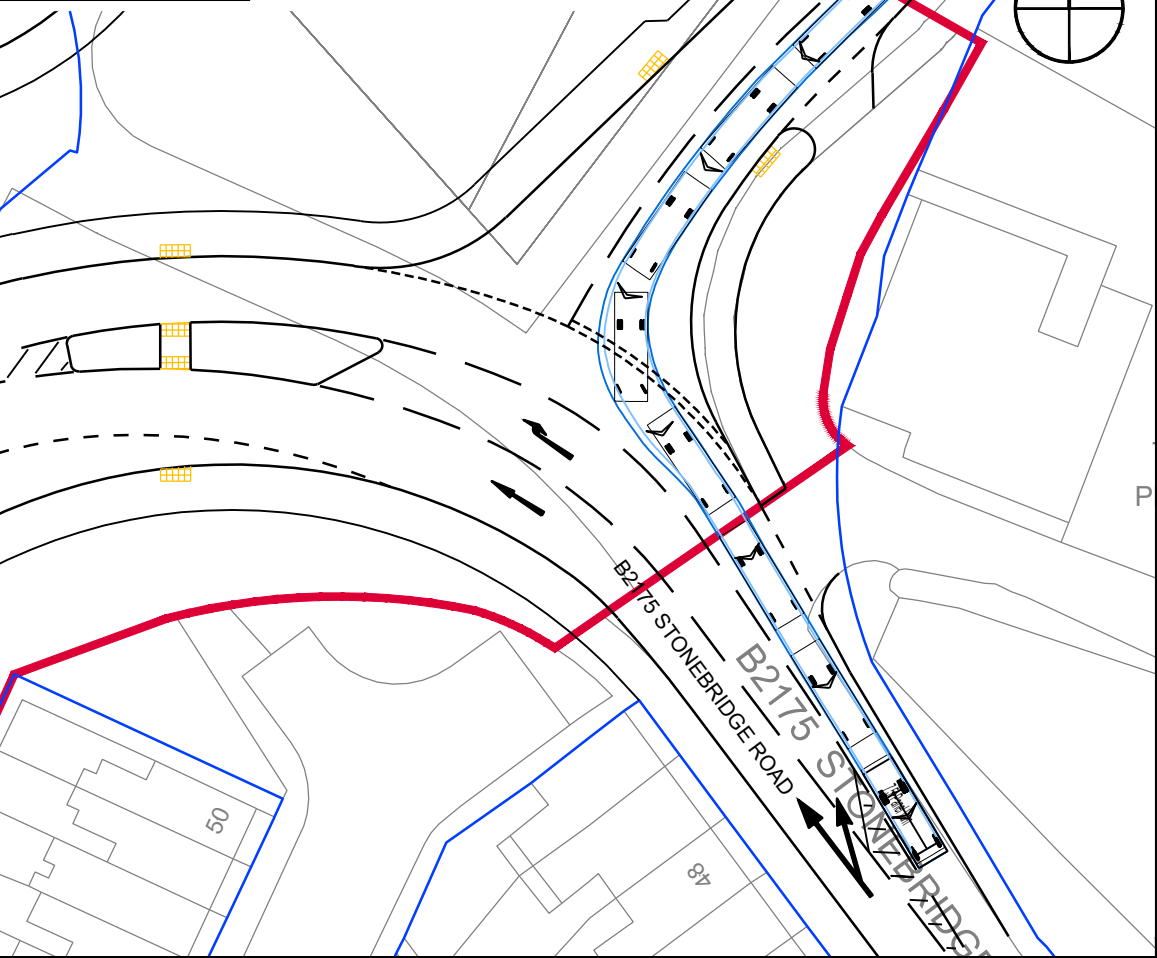
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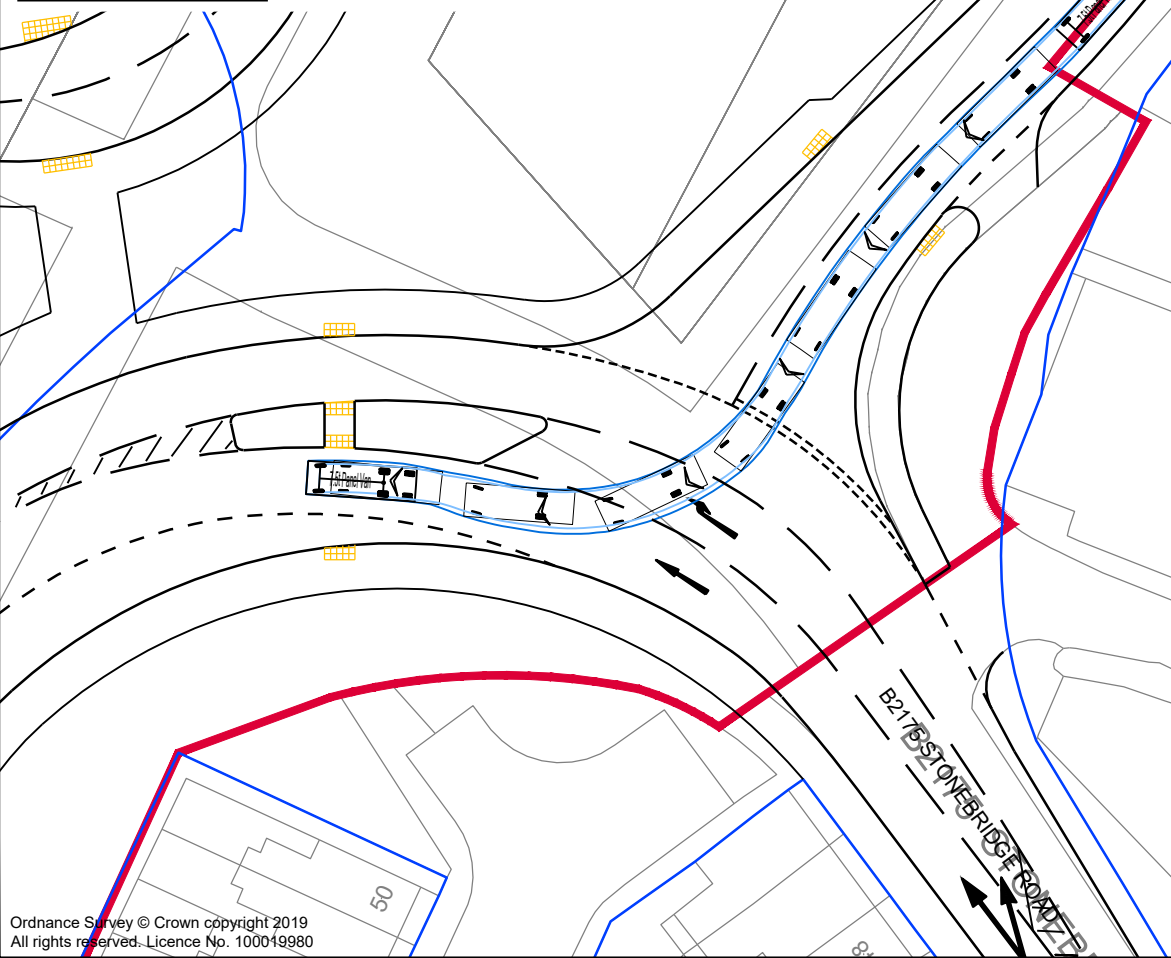
7.5T PANEL VAN TRAVELING NORTH
FROM WEST



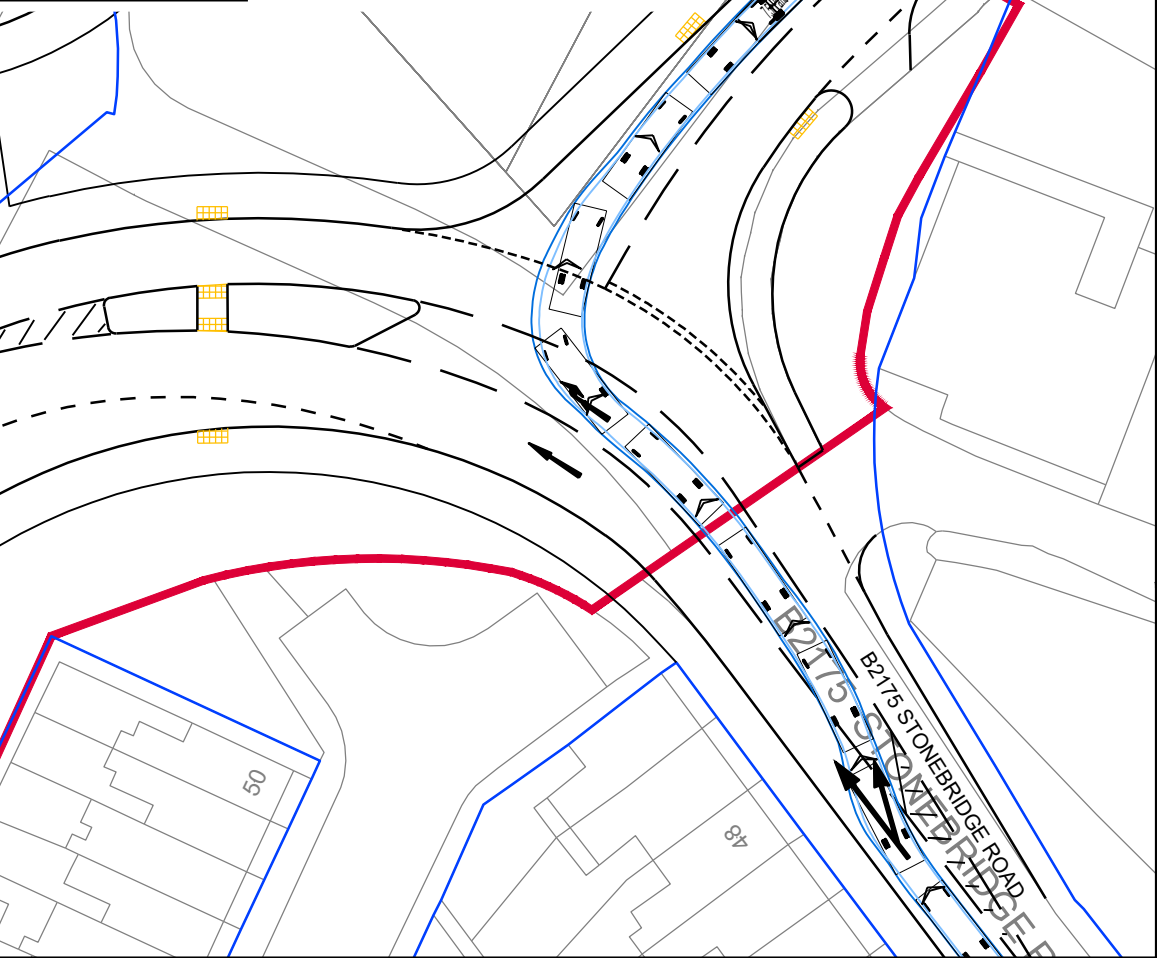
7.5T PANEL VAN TRAVELING SOUTH
FROM NORTH



7.5T PANEL VAN TRAVELING WEST
FROM NORTH

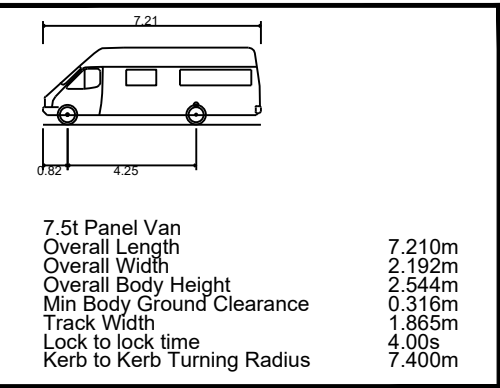


7.5T PANEL VAN TRAVELING NORTH
FROM SOUTH



Notes:
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Vehicle Profile



D	Junc 7 improved	NS	BH	16.02.2024
C	Right turn lane added to junc 7	NS	BH	08.02.2024
B	J7 Widened	NS	RS	15.01.2024
A	J7 south east kerb radii amended	NS	RS	18.10.2023
REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
Northfleet Central 1 Limited

PROJECT:
**Northfleet Central
Gravesham**

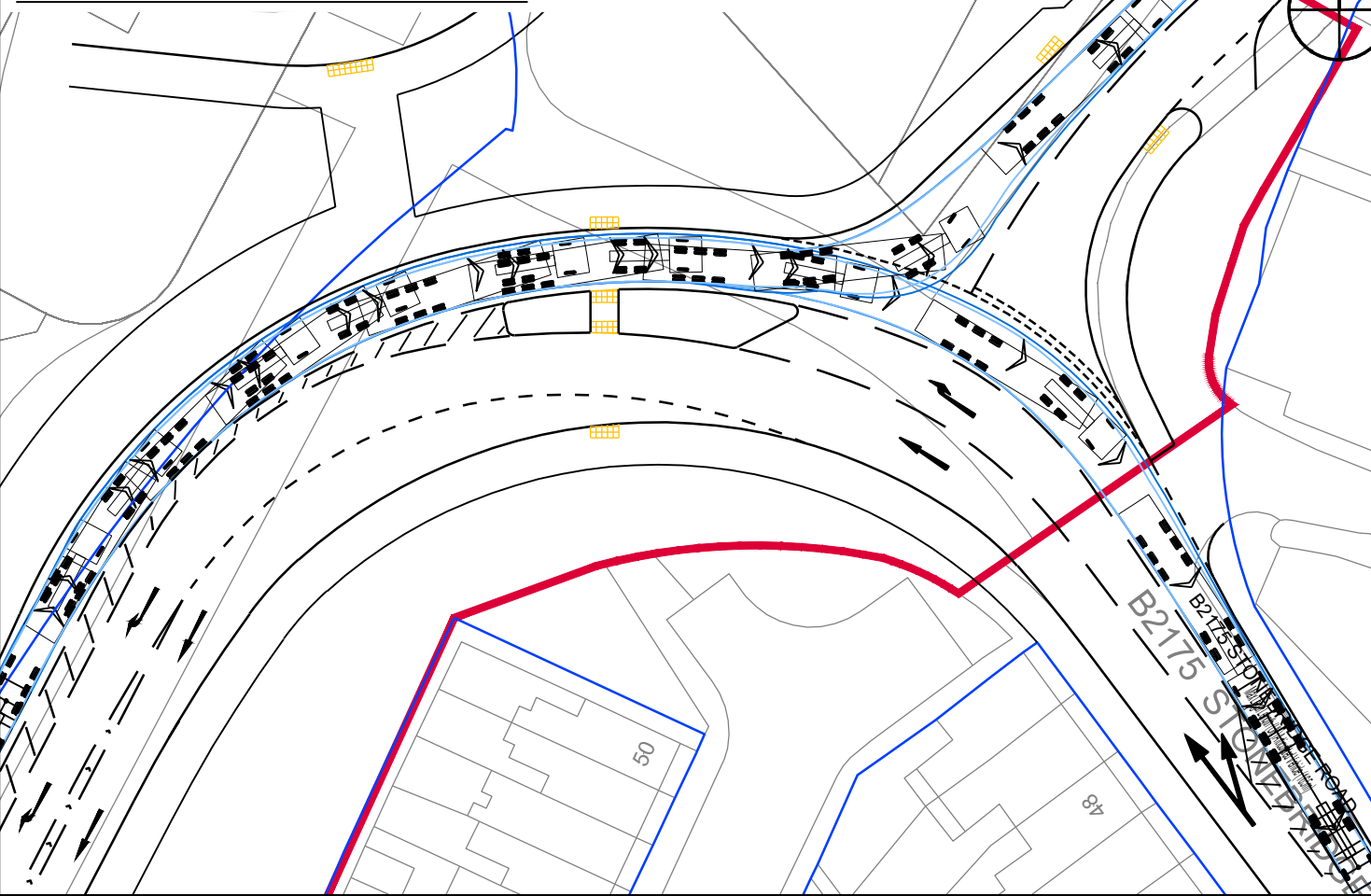
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**Swept Path Analysis
Junction 7
Panel Van**

SCALES:
1:500 at A3

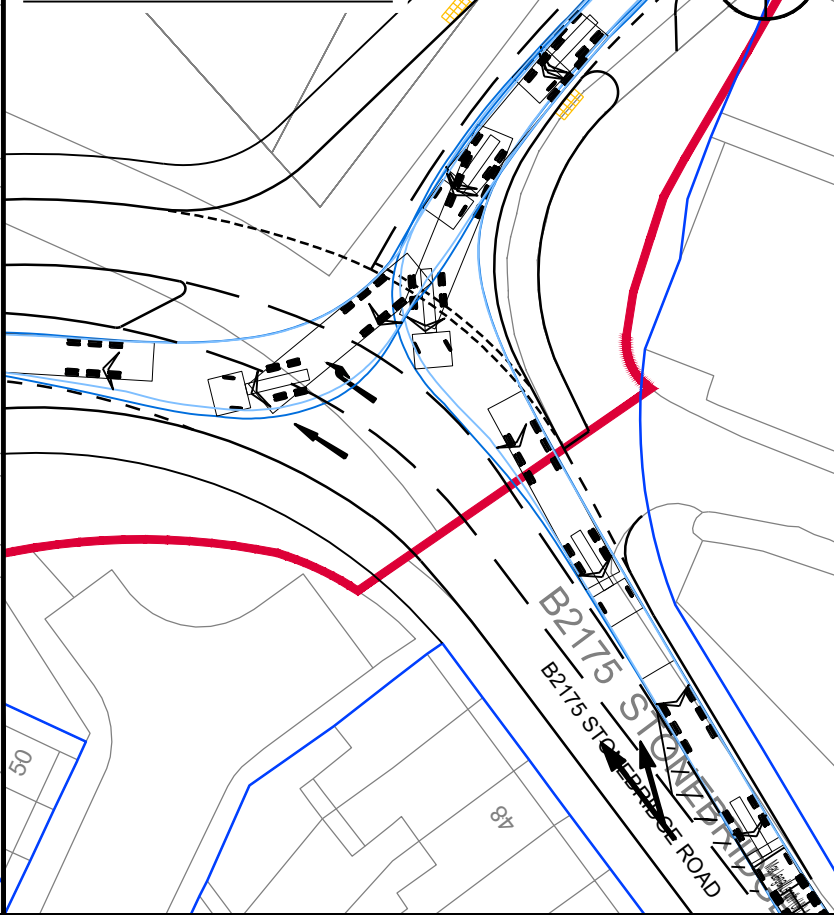
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DRAWING NUMBER: 226728/PD106/AT01 REVISION: D

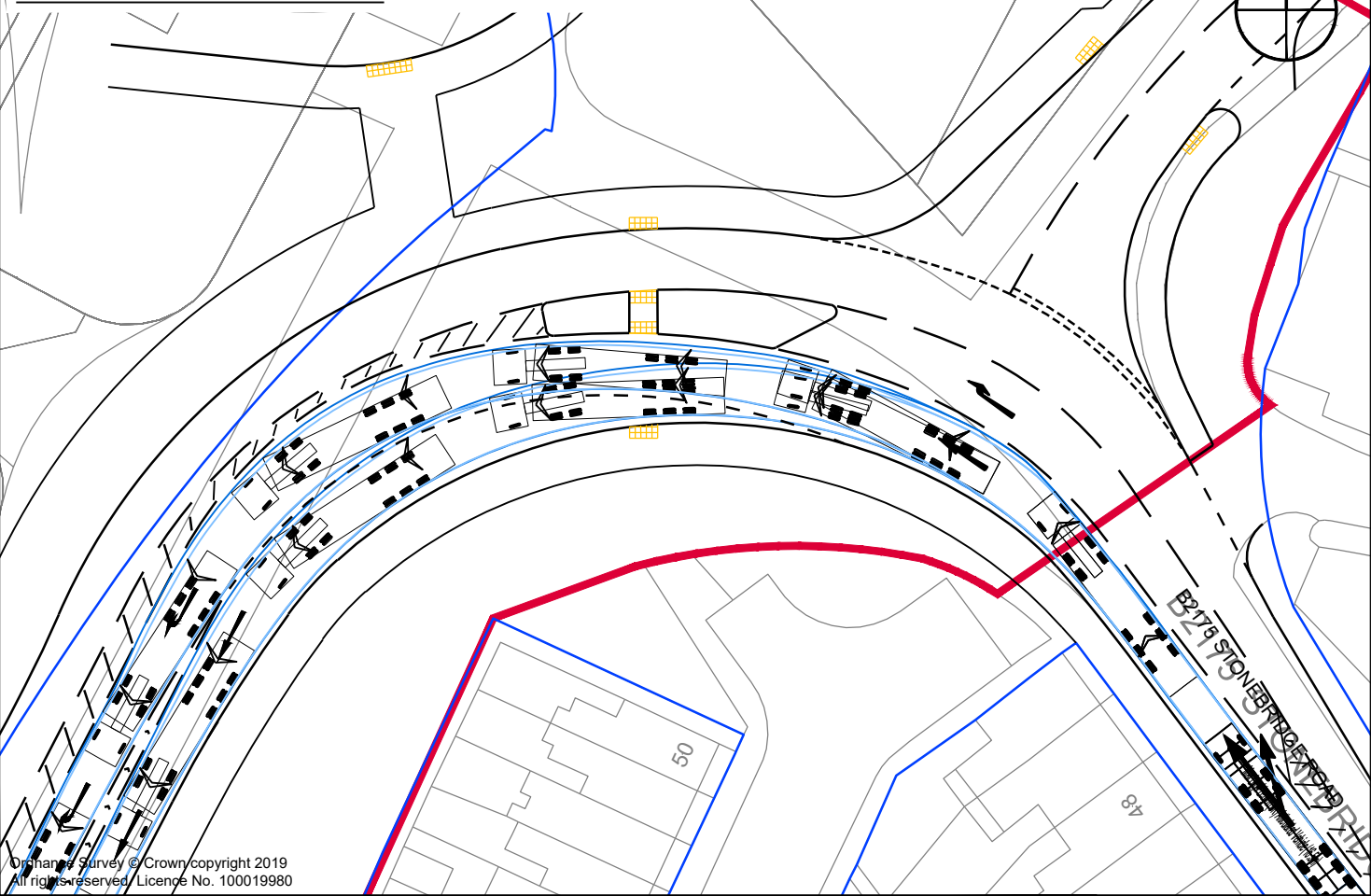
16.5M ARTICULATED VEHICLE TRAVELING
FROM WEST TO GROVE ROAD



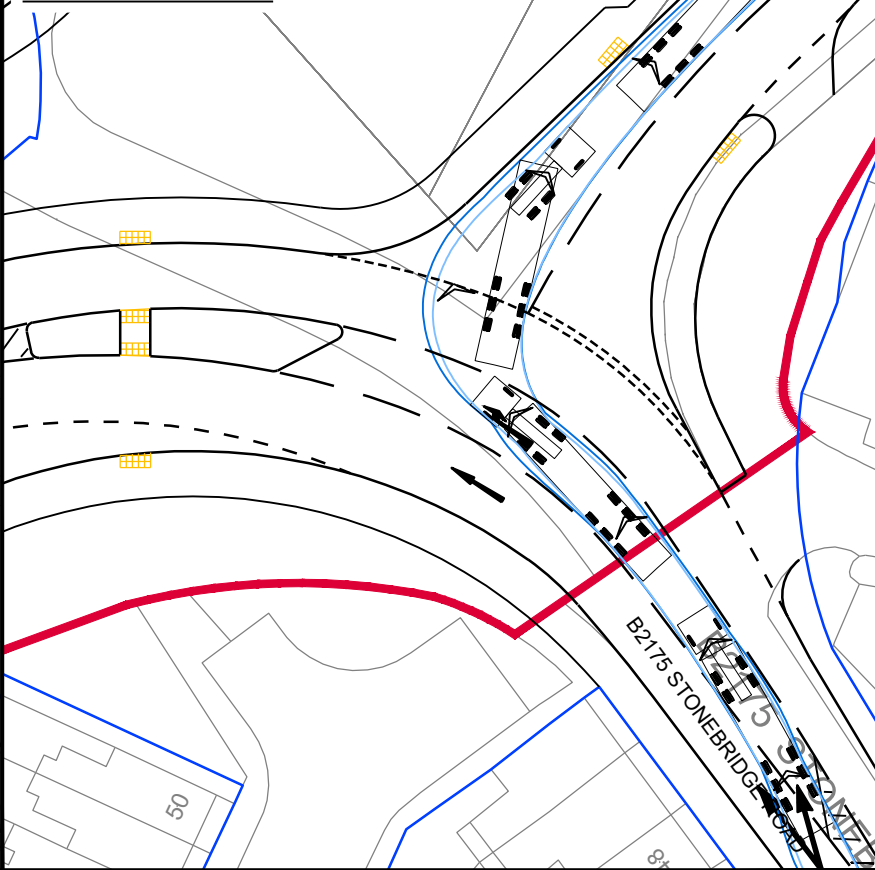
16.5M ARTICULATED
VEHICLE EXITING
FROM GROVE ROAD



16.5M ARTICULATED VEHICLE TRAVELING
FROM EAST TO WEST

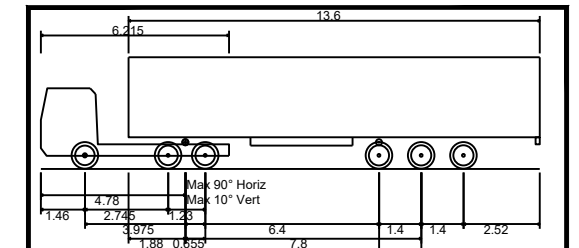


16.5M ARTICULATED
VEHICLE TRAVELING
FROM SOUTH TO
GROVE ROAD



- Notes:
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 2. White lining is indicative only.

Vehicle Profile



Articulated Vehicle with Twin Steered Tractor	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.691m
Min Body Ground Clearance	0.426m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.987m

C	Junc 7 improved	NS	BH	16.02.2024
B	Right turn lane added to J7	NS	BH	08.02.2024
A	J7 Widened	NS	RS	15.01.2024

REV.	DETAILS	DRAWN	CHECKED	DATE
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CLIENT:

Northfleet Central 1 Limited

PROJECT:

Northfleet Central
Gravesham

DRAWING TITLE:

Swept Path Analysis
Junction 7
16.5m Articulated Vehicle

SCALES:

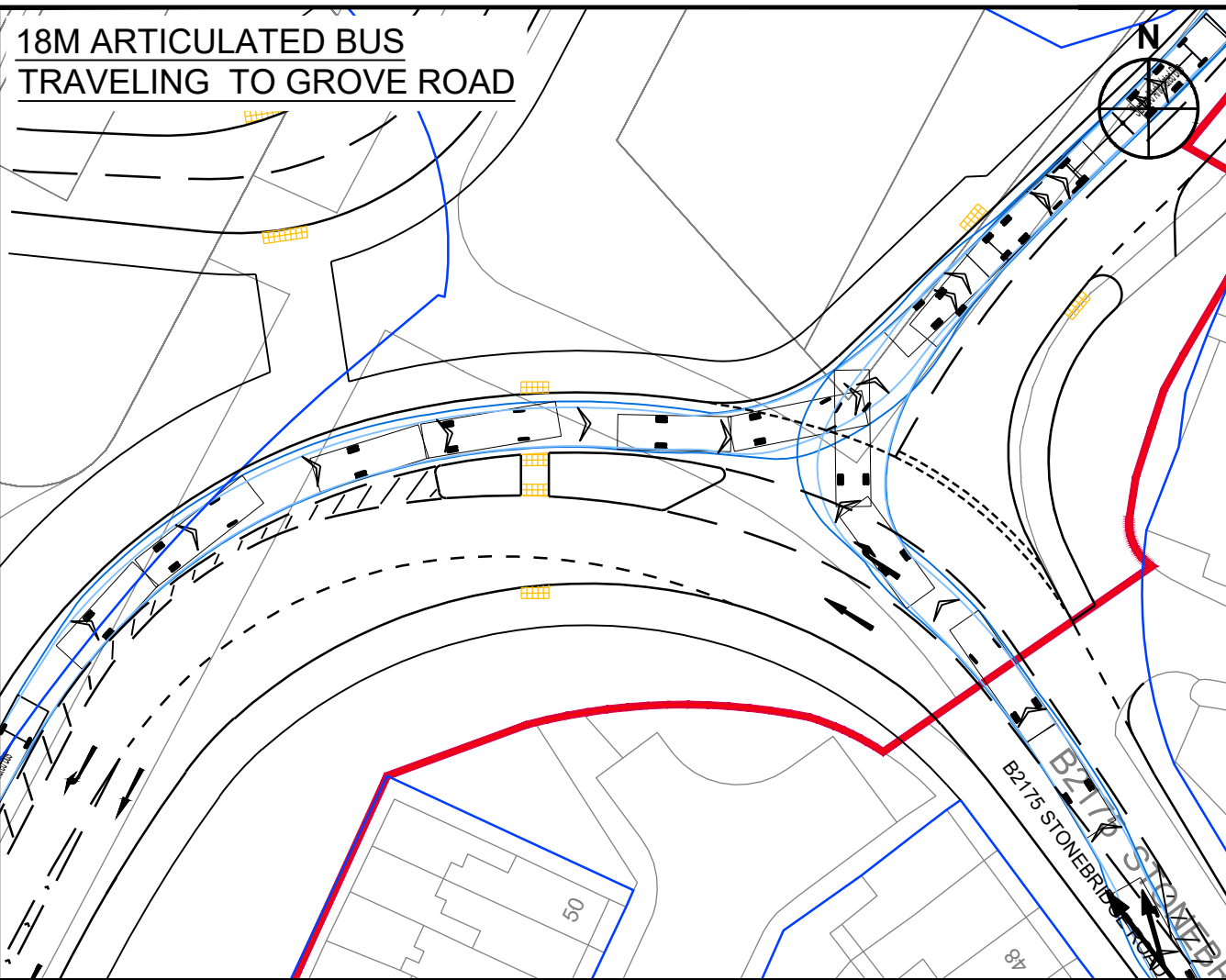
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DRAWN:	NS	CHECKED:	JM	DATE:	18.10.2023
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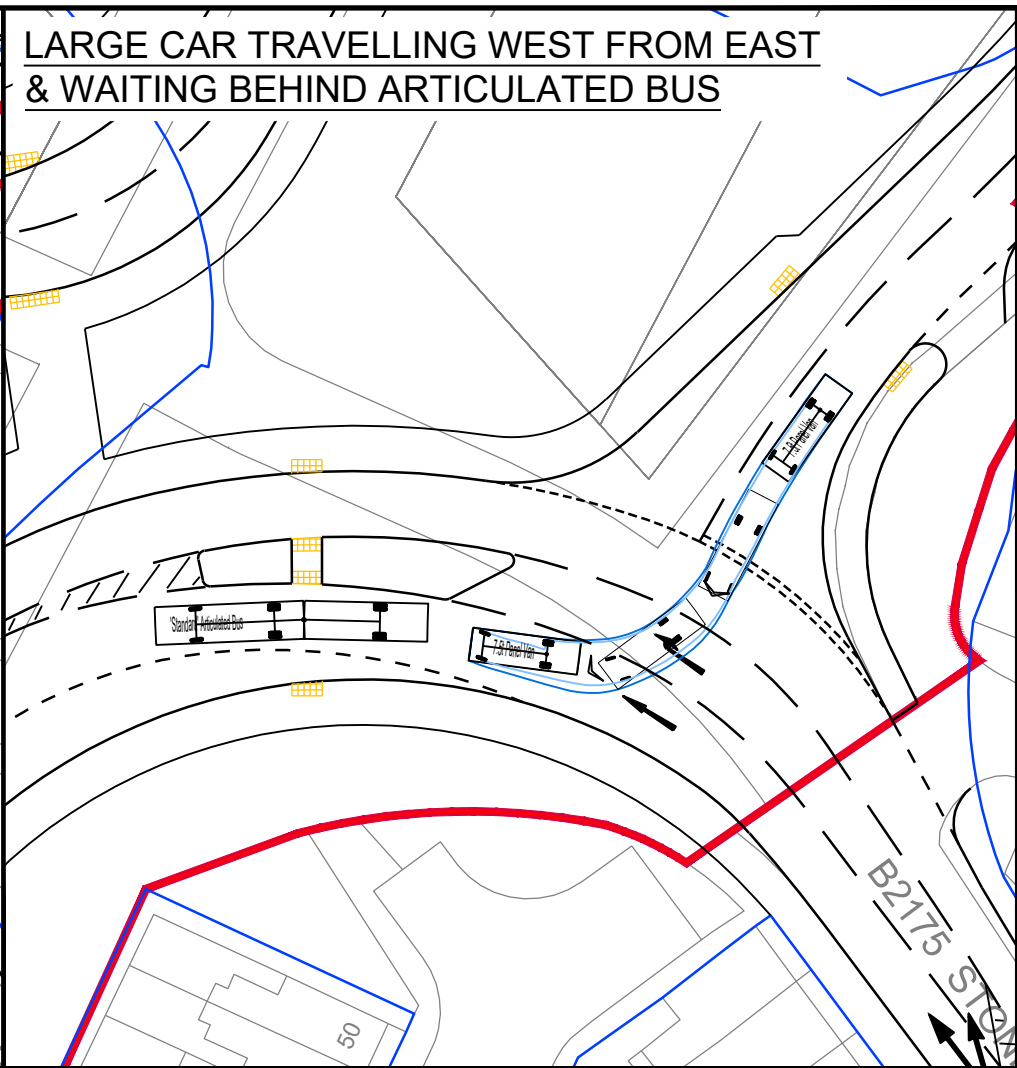


DRAWING NUMBER:	226728/PD106/AT02	REVISION:	C
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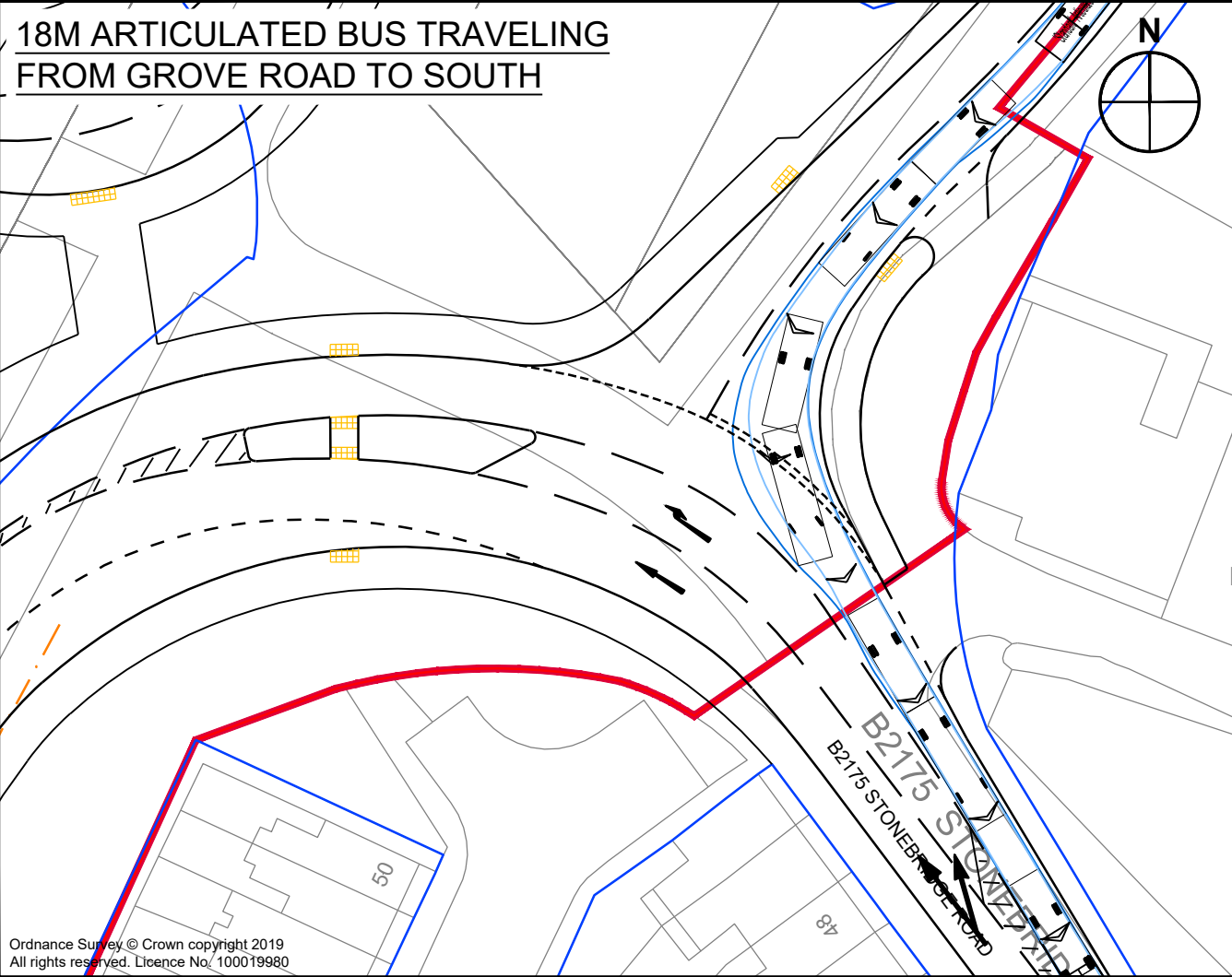
18M ARTICULATED BUS
TRAVELING TO GROVE ROAD



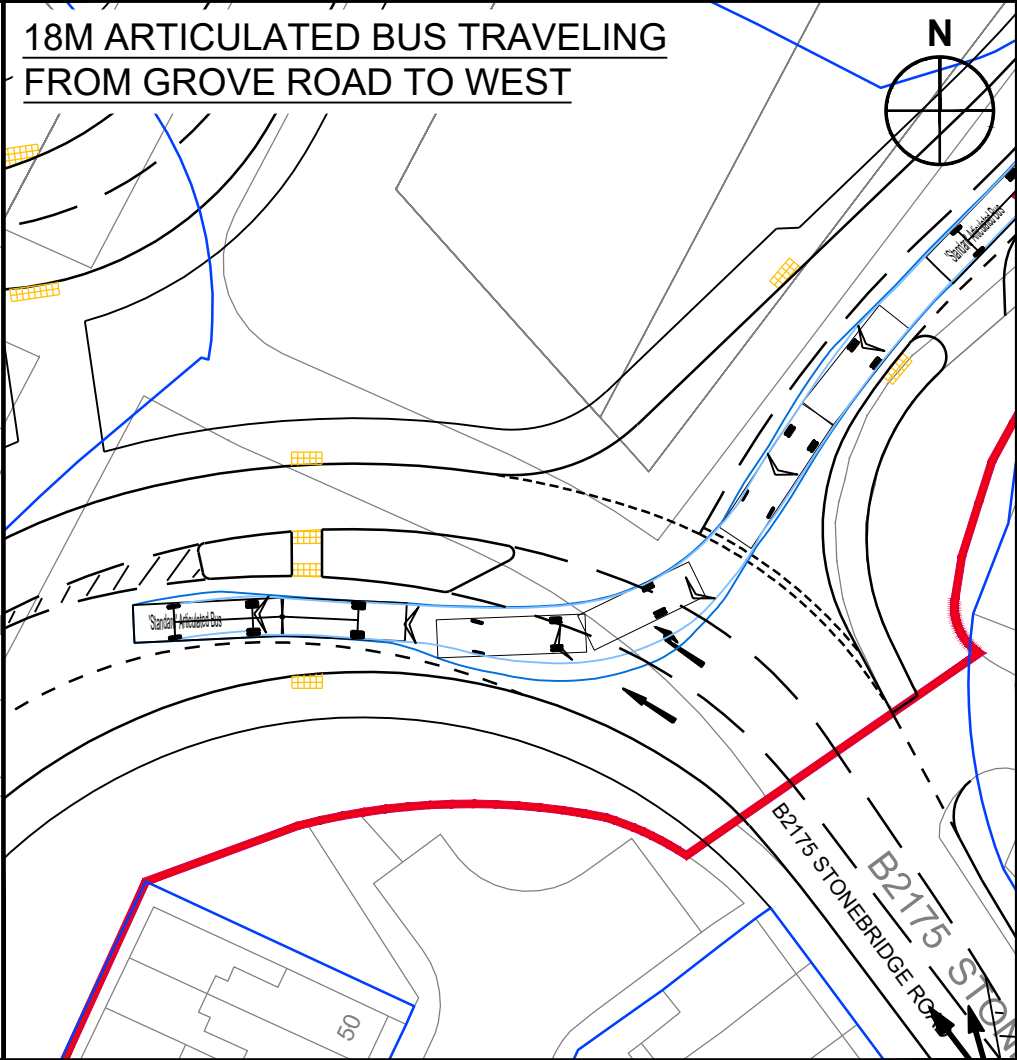
LARGE CAR TRAVELLING WEST FROM EAST
& WAITING BEHIND ARTICULATED BUS



18M ARTICULATED BUS TRAVELING
FROM GROVE ROAD TO SOUTH



18M ARTICULATED BUS TRAVELING
FROM GROVE ROAD TO WEST



Notes:

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2. White lining is indicative only.

Vehicle Profile

'Standard' Articulated Bus	
Overall Length	18.020m
Overall Width	2.520m
Overall Body Height	2.714m
Min Body Ground Clearance	0.301m
Max Track Width	2.400m
Lock to lock time	4.00s
Wall to Wall Turning Radius	11.400m

Standard Design Vehicle (SDV)	
Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

D	Junc 7 improved	NS	BH	16.02.2024
C	Right turn lane added to J7	NS	BH	08.02.2024
B	J7 Widened	NS	RS	15.01.2024
A	Tracking updated	JB	RS	19.10.2023

REV.	DETAILS	DRAWN	CHECKED	DATE
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CLIENT:

Northfleet Central 1 Limited

PROJECT:

Northfleet Central
Gravesham

DRAWING TITLE:

Swept Path Analysis
Junction 7
18m Articulated Bus

SCALES:

1:500 at A3

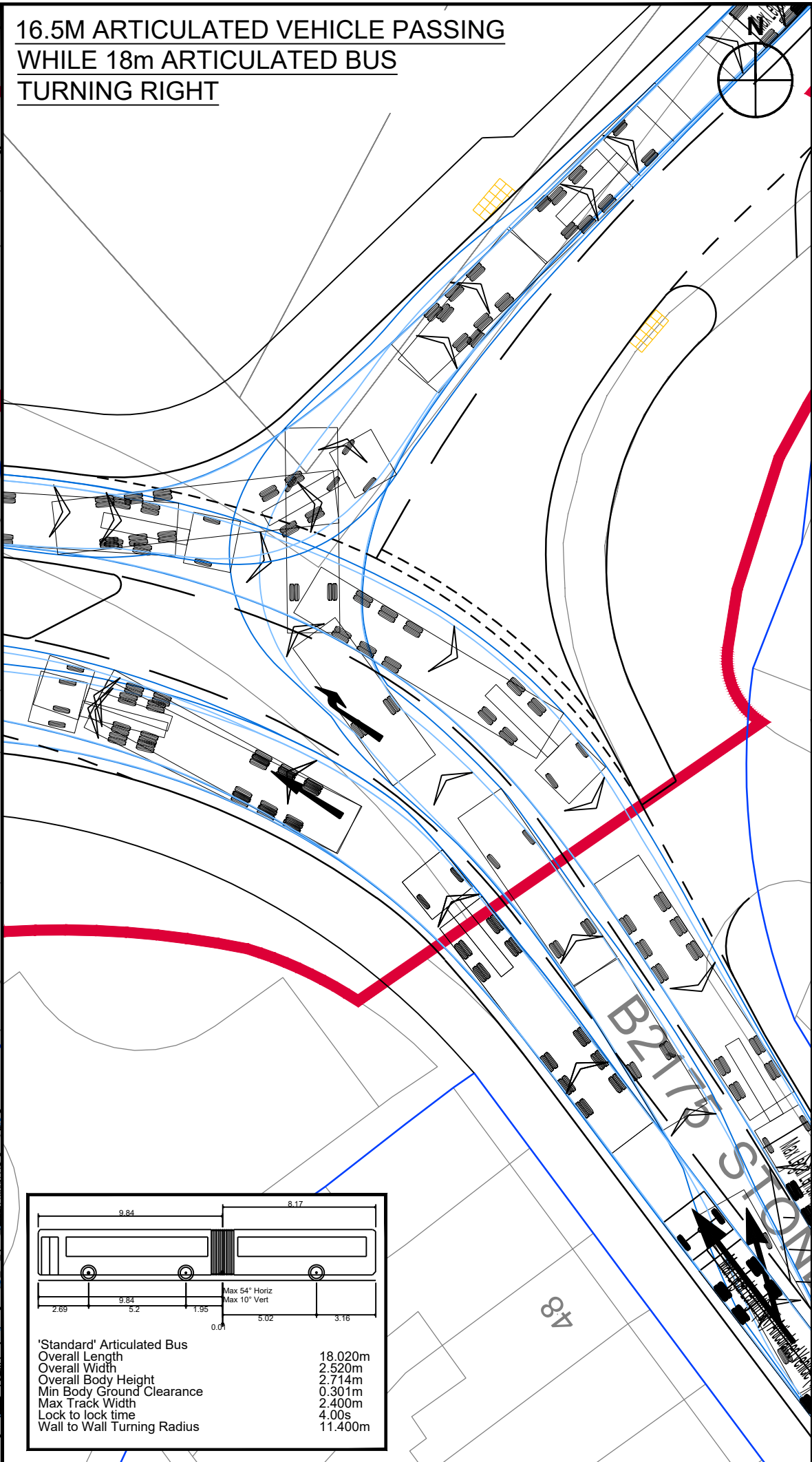
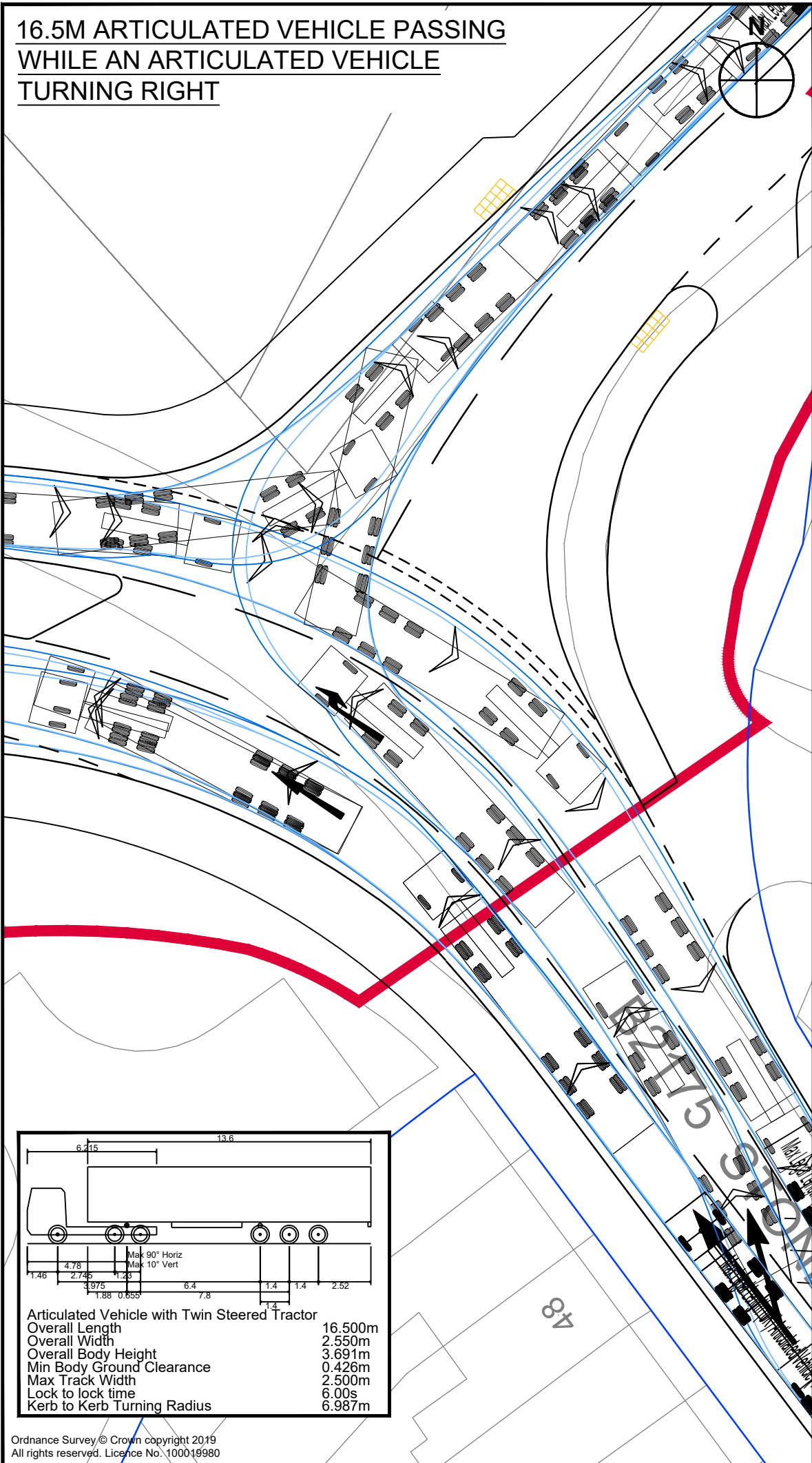
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DRAWING NUMBER:	226728/PD106/AT03	REVISION:	D
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16.5M ARTICULATED VEHICLE PASSING
WHILE AN ARTICULATED VEHICLE
TURNING RIGHT

16.5M ARTICULATED VEHICLE PASSING
WHILE 18m ARTICULATED BUS
TURNING RIGHT

- Notes:
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CLIENT:
Northfleet Central 1 Limited

PROJECT:
Northfleet Central
Gravesham

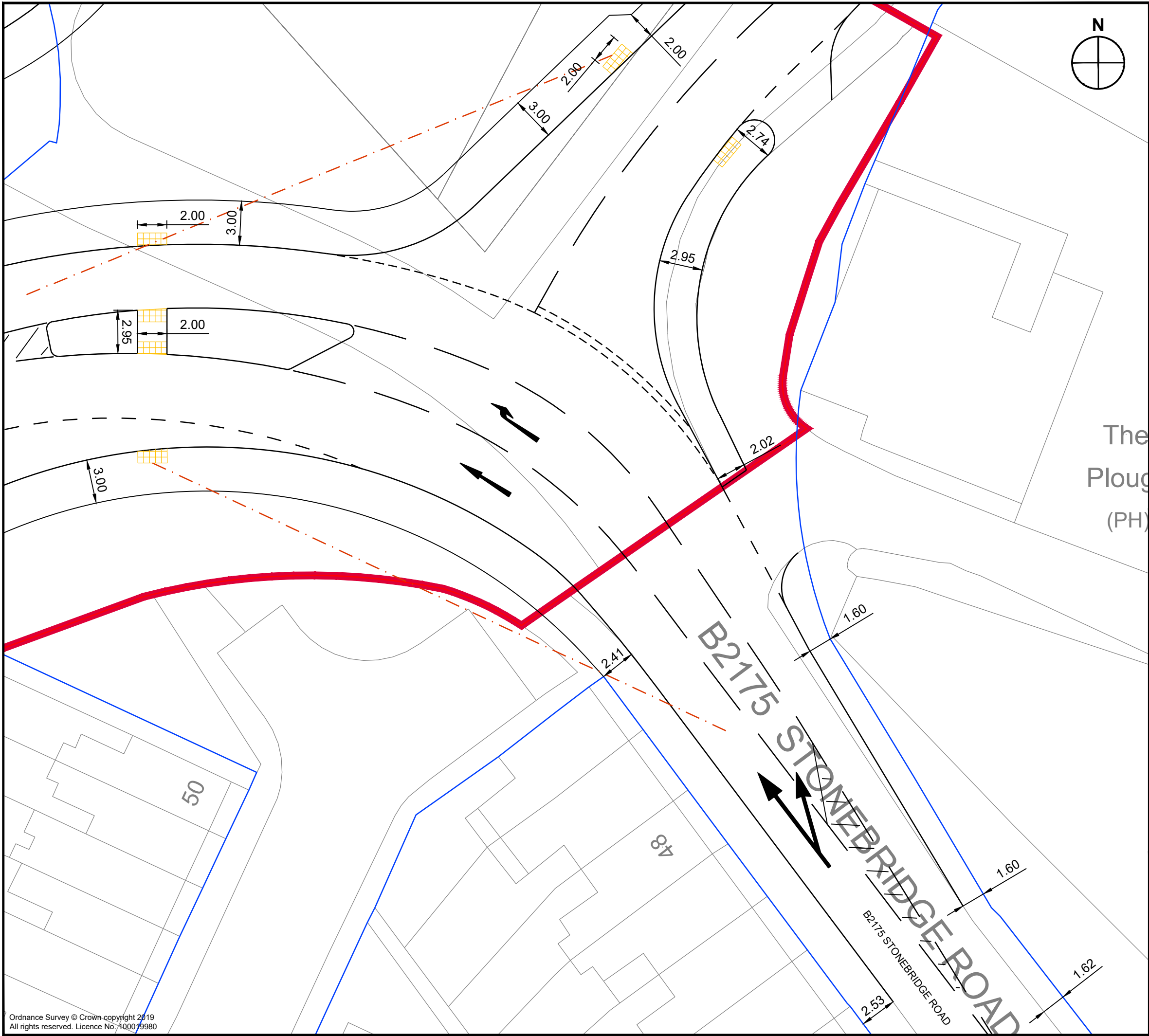
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Swept Path Analysis
Junction 7
Right Turn Lane Movements

SCALES:
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DRAWN: NS
CHECKED: BH
DATE: 16.02.2024



DRAWING NUMBER:
226728/PD106/AT05
REVISION:
-



Notes:
1. This is not a construction drawing and is intended for illustrative purposes only
2. White lining is indicative only.

Key

- Highway Boundary
- Site Boundary
- Pedestrian visibility 43m
- Un-controlled tactiles

REV.	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:
Northfleet Central 1 Limited

PROJECT:
**Northfleet Central
Gravesham**

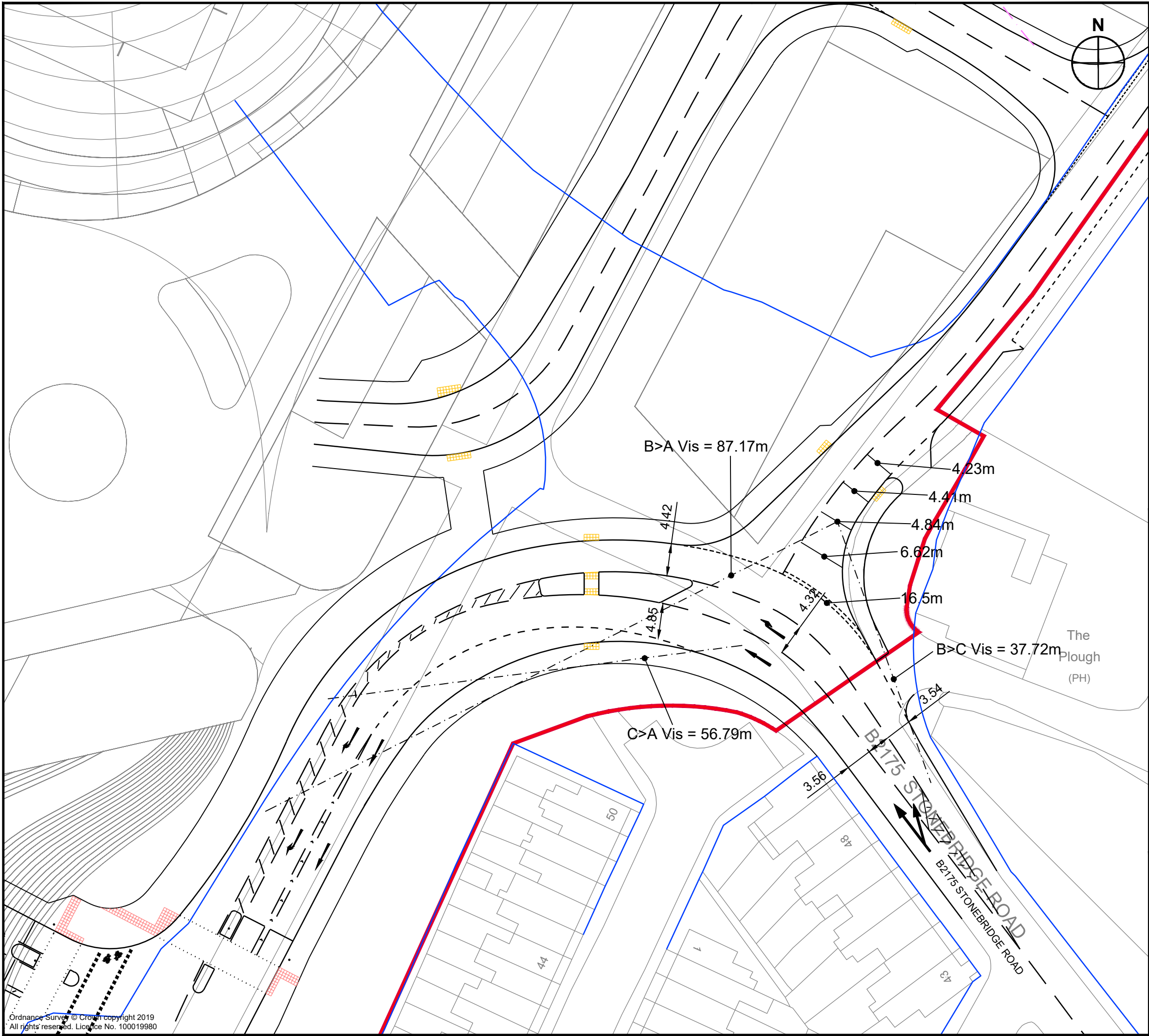
DRAWING TITLE:
**Junction 7
Pedestrian Crossings**

SCALES:
1:250 at A3

DRAWN:	NS	CHECKED:	BH	DATE:	19.02.2024
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DRAWING NUMBER:	226728/PD108	REVISION:	-
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Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

D	Junc 7 improved	NS	BH	16.02.2024
C	Right turn lane added to junc 7	NS	BH	08.02.2024
B	Visibility amended	PP	BH	11.01.2024
A	Junction 7 amended	NS	RS	15.12.2023

REV.	DETAILS	DRAWN	CHECKED	DATE
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CLIENT:
Northfleet Central 1 Limited

PROJECT:
**Northfleet Central
Gravesham**

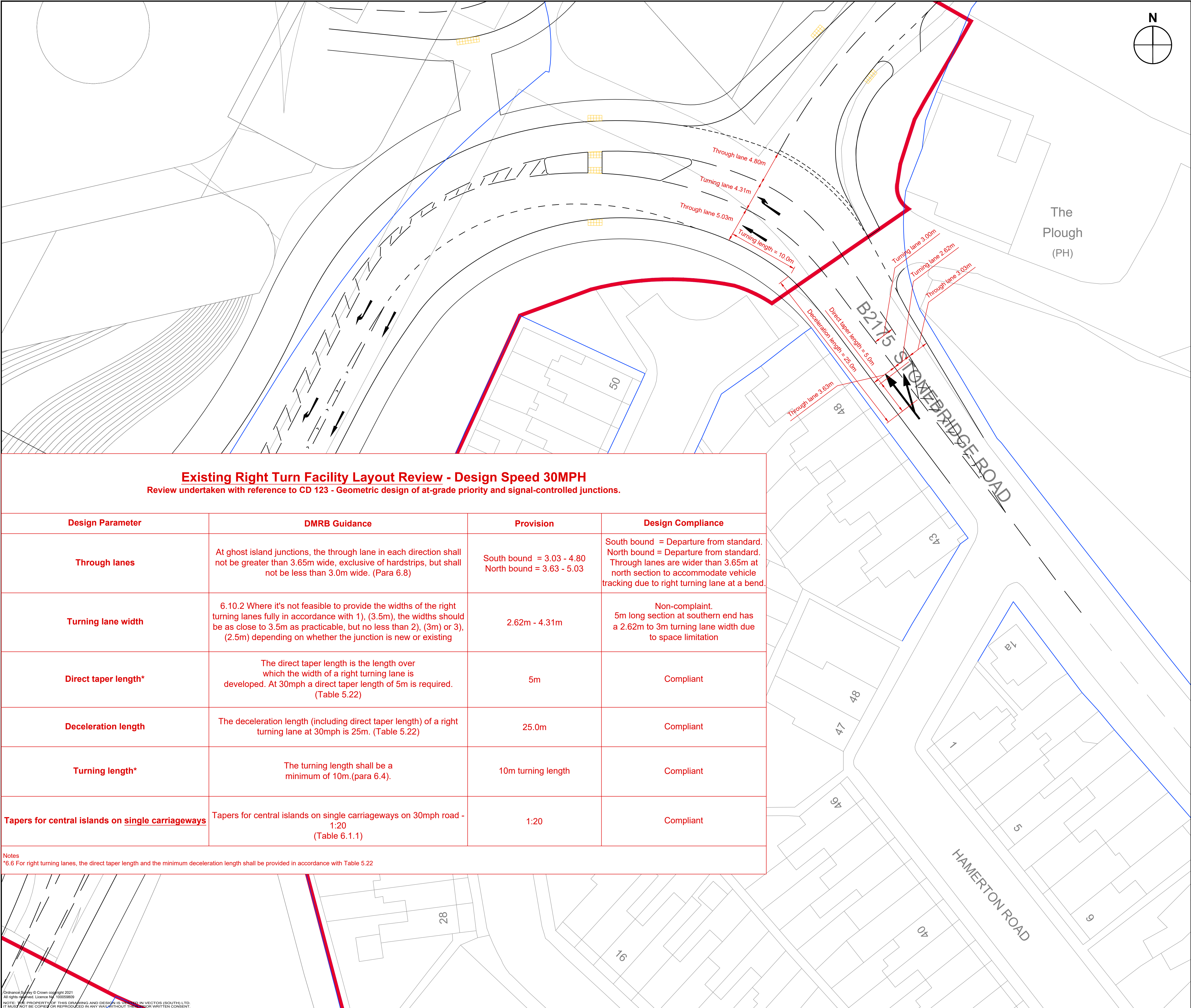
DRAWING TITLE:
**Site Access Plans
Junction 7
Picady Measurements**

SCALES:
1:500 at A3

DRAWN:	DSN	CHECKED:	RS	DATE:	23.10.2023
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DRAWING NUMBER:	226728/PIC/01	REVISION:	D
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Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.
2. While lining is indicative only.

Key

- Site Boundary
- Highway Boundary

INFORMATION ONLY

Northfleet Central 1 Limited

Northfleet Central
Gravesham

Junction 7
DMRB Compliance Review

1:250 at A1



DRAWING NUMBER: 226728/PD109

Existing Right Turn Facility Layout Review - Design Speed 30MPH
Review undertaken with reference to CD 123 - Geometric design of at-grade priority and signal-controlled junctions.

Design Parameter	DMRB Guidance	Provision	Design Compliance
Through lanes	At ghost island junctions, the through lane in each direction shall not be greater than 3.65m wide, exclusive of hardstrips, but shall not be less than 3.0m wide. (Para 6.8)	South bound = 3.03 - 4.80 North bound = 3.63 - 5.03	South bound = Departure from standard. North bound = Departure from standard. Through lanes are wider than 3.65m at north section to accommodate vehicle tracking due to right turning lane at a bend.
Turning lane width	6.10.2 Where it's not feasible to provide the widths of the right turning lanes fully in accordance with 1), (3.5m), the widths should be as close to 3.5m as practicable, but no less than 2), (3m) or 3), (2.5m) depending on whether the junction is new or existing	2.62m - 4.31m	Non-complaint. 5m long section at southern end has a 2.62m to 3m turning lane width due to space limitation
Direct taper length*	The direct taper length is the length over which the width of a right turning lane is developed. At 30mph a direct taper length of 5m is required. (Table 5.22)	5m	Compliant
Deceleration length	The deceleration length (including direct taper length) of a right turning lane at 30mph is 25m. (Table 5.22)	25.0m	Compliant
Turning length*	The turning length shall be a minimum of 10m.(para 6.4).	10m turning length	Compliant
Tapers for central islands on single carriageways	Tapers for central islands on single carriageways on 30mph road - 1:20 (Table 6.1.1)	1:20	Compliant

Notes
*6.6 For right turning lanes, the direct taper length and the minimum deceleration length shall be provided in accordance with Table 5.22

Appendix B

Junctions 10		
ARCADY 10 - Roundabout Module		
Version: 10.0.4.1693		
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com		
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution		

Filename: J8 - A226_A206_B255 (Existing) v2.1.j10

Path: C:\DSN\226728 - Northfleet

Report generation date: 05/12/2023 14:16:11

-
- »2022 Observed, AM
 - »2022 Observed, PM
 - »2022 Observed, SAT
 - »2030 Without Dev Flows (Without LTC), AM
 - »2030 Without Dev Flows (Without LTC), PM
 - »2030 Without Dev Flows (Without LTC), SAT
 - »2030 Adjusted Flows (Without LTC), AM
 - »2030 Adjusted Flows (Without LTC), PM
 - »2030 With Dev Flows (Without LTC), SAT

Summary of junction performance

	AM			PM			SAT		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2022 Observed									
1 - A206 (N) - LEFT TURN	0.4	6.06	0.27	0.8	8.42	0.44	0.0	0.00	0.00
2 - A206 (N) - AHEAD	0.6	3.71	0.38	3.3	10.61	0.77	0.0	0.00	0.00
3 - A226 London Road (E)	1.0	4.78	0.48	1.3	7.66	0.56	0.0	0.00	0.00
4 - B255 (S) - LEFT TURN	0.4	5.07	0.27	0.5	5.29	0.31	0.0	0.00	0.00
5 - B255 (S) - AHEAD	1.6	5.59	0.61	1.2	4.74	0.54	0.0	0.00	0.00
6 - A226 London Road (W)	0.8	4.60	0.45	1.0	4.71	0.51	0.0	0.00	0.00
2030 Without Dev Flows (Without LTC)									
1 - A206 (N) - LEFT TURN	0.3	4.20	0.21	2.3	11.99	0.70	0.3	4.26	0.24
2 - A206 (N) - AHEAD	0.0	1.99	0.03	0.0	2.17	0.03	0.0	0.00	0.00
3 - A226 London Road (E)	1.6	4.64	0.60	0.6	2.95	0.39	0.5	2.62	0.32
4 - B255 (S) - LEFT TURN	0.1	5.11	0.12	0.1	3.99	0.09	0.0	3.54	0.05
5 - B255 (S) - AHEAD	0.1	2.83	0.05	0.2	2.52	0.15	0.1	2.27	0.06
6 - A226 London Road (W)	0.2	2.48	0.16	0.2	2.32	0.19	0.1	2.01	0.10
2030 Adjusted Flows (Without LTC)									
1 - A206 (N) - LEFT TURN	0.4	6.05	0.27	0.8	8.61	0.44			
2 - A206 (N) - AHEAD	0.7	3.73	0.38	3.5	11.11	0.78			
3 - A226 London Road (E)	1.1	5.01	0.50	1.4	7.93	0.58			
4 - B255 (S) - LEFT TURN	0.4	5.27	0.28	0.5	5.30	0.32			
5 - B255 (S) - AHEAD	1.7	5.85	0.62	1.2	4.80	0.54			
6 - A226 London Road (W)	0.9	4.81	0.47	1.1	4.83	0.52			
2030 With Dev Flows (Without LTC)									
1 - A206 (N) - LEFT TURN							0.4	4.38	0.26
2 - A206 (N) - AHEAD							0.0	0.00	0.00
3 - A226 London Road (E)							0.5	2.68	0.34
4 - B255 (S) - LEFT TURN							0.1	3.61	0.05
5 - B255 (S) - AHEAD							0.1	2.30	0.07
6 - A226 London Road (W)							0.1	2.05	0.11

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

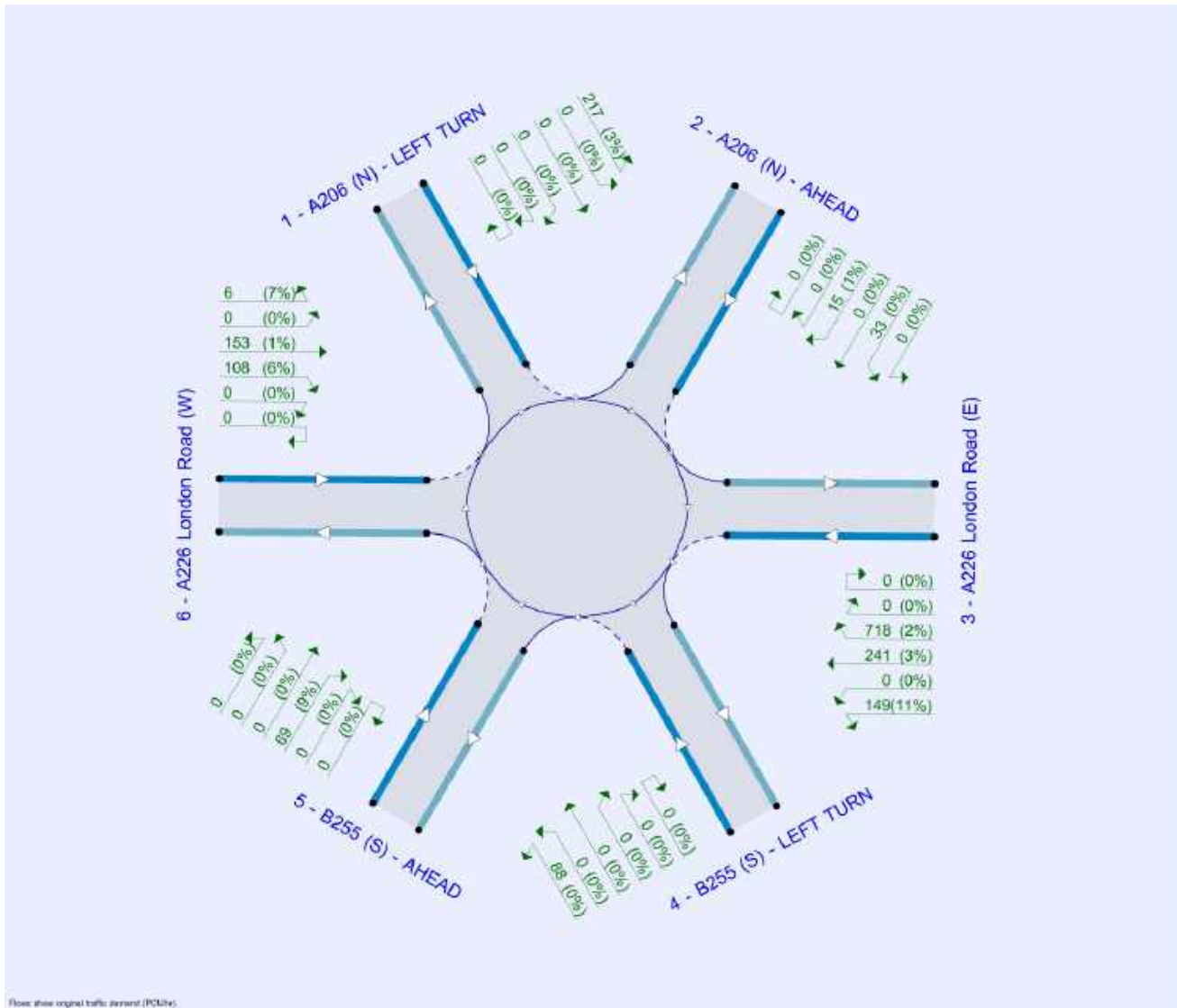
File summary

File Description

Title	Northfleet
Location	J8 - A226 / A206 / B255 Roundabout
Site number	
Date	05/12/2023
Version	
Status	Existing Junction Layout
Identifier	
Client	
Jobnumber	226728
Enumerator	David Noyce
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	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Observed	AM	ONE HOUR	07:45	09:15	15	✓
D2	2022 Observed	PM	ONE HOUR	16:45	18:15	15	✓
D3	2022 Observed	SAT	ONE HOUR	12:00	13:30	15	✓
D4	2030 Without Dev Flows (Without LTC)	AM	ONE HOUR	07:45	09:15	15	✓
D5	2030 Without Dev Flows (Without LTC)	PM	ONE HOUR	16:45	18:15	15	✓
D6	2030 Without Dev Flows (Without LTC)	SAT	ONE HOUR	12:00	13:30	15	✓
D7	2030 Adjusted Flows (Without LTC)	AM	ONE HOUR	07:45	09:15	15	✓
D8	2030 Adjusted Flows (Without LTC)	PM	ONE HOUR	16:45	18:15	15	✓
D9	2030 With Dev Flows (Without LTC)	SAT	ONE HOUR	12:00	13:30	15	✓

Analysis Set Details

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

2022 Observed, 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	J8 - A226 / A206 / B255 Roundabout	Standard Roundabout		1, 2, 3, 4, 5, 6	4.90	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.90	A

Arms

Arms

Arm	Name	Description	No give-way line
1	A206 (N) - LEFT TURN		
2	A206 (N) - AHEAD		
3	A226 London Road (E)		
4	B255 (S) - LEFT TURN		
5	B255 (S) - AHEAD		
6	A226 London Road (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 - A206 (N) - LEFT TURN	3.65	4.21	2.5	53.0	56.0	12.0		
2 - A206 (N) - AHEAD	7.00	7.00	0.0	82.0	56.0	43.0		
3 - A226 London Road (E)	3.50	9.75	22.8	24.0	56.0	23.0		
4 - B255 (S) - LEFT TURN	3.90	4.30	3.3	84.0	56.0	13.0		
5 - B255 (S) - AHEAD	7.20	7.20	0.0	155.0	56.0	43.0		
6 - A226 London Road (W)	6.60	9.30	6.6	20.0	56.0	23.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A206 (N) - LEFT TURN	0.535	1317
2 - A206 (N) - AHEAD	0.650	2104
3 - A226 London Road (E)	0.667	2136
4 - B255 (S) - LEFT TURN	0.550	1391
5 - B255 (S) - AHEAD	0.664	2176
6 - A226 London Road (W)	0.714	2411

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 segment length (min)	Run automatically
D1	2022 Observed	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A206 (N) - LEFT TURN		ONE HOUR	✓	234	100.000
2 - A206 (N) - AHEAD		ONE HOUR	✓	573	100.000
3 - A226 London Road (E)		ONE HOUR	✓	666	100.000
4 - B255 (S) - LEFT TURN		ONE HOUR	✓	243	100.000
5 - B255 (S) - AHEAD		ONE HOUR	✓	931	100.000
6 - A226 London Road (W)		ONE HOUR	✓	604	100.000

Origin-Destination Data

Demand (PCU/hr)

	To						
		1 - A206 (N) - LEFT TURN	2 - A206 (N) - AHEAD	3 - A226 London Road (E)	4 - B255 (S) - LEFT TURN	5 - B255 (S) - AHEAD	6 - A226 London Road (W)
From	1 - A206 (N) - LEFT TURN	0	234	0	0	0	0
	2 - A206 (N) - AHEAD	28	0	0	401	0	144
	3 - A226 London Road (E)	244	0	1	179	0	242
	4 - B255 (S) - LEFT TURN	0	0	0	0	243	0
	5 - B255 (S) - AHEAD	730	0	188	13	0	0
	6 - A226 London Road (W)	189	0	190	224	0	1

Vehicle Mix

Heavy Vehicle Percentages

	To						
		1 - A206 (N) - LEFT TURN	2 - A206 (N) - AHEAD	3 - A226 London Road (E)	4 - B255 (S) - LEFT TURN	5 - B255 (S) - AHEAD	6 - A226 London Road (W)
From	1 - A206 (N) - LEFT TURN	0	17	0	0	0	0
	2 - A206 (N) - AHEAD	4	0	0	8	0	2
	3 - A226 London Road (E)	12	0	0	6	0	4
	4 - B255 (S) - LEFT TURN	0	0	0	0	2	0
	5 - B255 (S) - AHEAD	3	0	7	0	0	0
	6 - A226 London Road (W)	2	0	3	2	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 - A206 (N) - LEFT TURN	0.27	6.06	0.4	A	215	322
2 - A206 (N) - AHEAD	0.38	3.71	0.6	A	526	789
3 - A226 London Road (E)	0.48	4.78	1.0	A	611	917
4 - B255 (S) - LEFT TURN	0.27	5.07	0.4	A	223	334
5 - B255 (S) - AHEAD	0.61	5.59	1.6	A	854	1281
6 - A226 London Road (W)	0.45	4.60	0.8	A	554	831

Main Results for each time segment

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 - A206 (N) - LEFT TURN	176	44	463	1069	0.165	175	894	0.0	0.2	4.708	A
2 - A206 (N) - AHEAD	431	108	463	1803	0.239	430	175	0.0	0.3	2.783	A
3 - A226 London Road (E)	501	125	609	1731	0.290	500	284	0.0	0.4	3.135	A
4 - B255 (S) - LEFT TURN	183	46	495	1119	0.163	182	613	0.0	0.2	3.916	A
5 - B255 (S) - AHEAD	701	175	495	1847	0.379	698	182	0.0	0.6	3.244	A
6 - A226 London Road (W)	455	114	903	1767	0.257	453	290	0.0	0.4	2.802	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A206 (N) - LEFT TURN	210	53	554	1020	0.206	210	1069	0.2	0.3	5.198	A
2 - A206 (N) - AHEAD	515	129	554	1744	0.295	515	210	0.3	0.4	3.111	A
3 - A226 London Road (E)	599	150	728	1651	0.363	598	340	0.4	0.6	3.668	A
4 - B255 (S) - LEFT TURN	218	55	593	1065	0.205	218	734	0.2	0.3	4.333	A
5 - B255 (S) - AHEAD	837	209	593	1782	0.470	836	218	0.6	0.9	3.940	A
6 - A226 London Road (W)	543	136	1081	1640	0.331	542	348	0.4	0.5	3.354	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 - A206 (N) - LEFT TURN	258	64	678	954	0.270	257	1308	0.3	0.4	6.042	A
2 - A206 (N) - AHEAD	631	158	678	1663	0.379	630	257	0.4	0.6	3.695	A
3 - A226 London Road (E)	733	183	892	1542	0.475	732	416	0.6	1.0	4.760	A
4 - B255 (S) - LEFT TURN	268	67	725	992	0.270	267	898	0.3	0.4	5.059	A
5 - B255 (S) - AHEAD	1025	256	725	1694	0.605	1022	267	0.9	1.6	5.537	A
6 - A226 London Road (W)	665	166	1322	1467	0.453	664	425	0.5	0.8	4.575	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 - A206 (N) - LEFT TURN	258	64	679	953	0.270	258	1311	0.4	0.4	6.056	A
2 - A206 (N) - AHEAD	631	158	679	1663	0.379	631	258	0.6	0.6	3.706	A
3 - A226 London Road (E)	733	183	893	1541	0.476	733	417	1.0	1.0	4.782	A
4 - B255 (S) - LEFT TURN	268	67	727	992	0.270	268	900	0.4	0.4	5.069	A
5 - B255 (S) - AHEAD	1025	256	727	1694	0.605	1025	268	1.6	1.6	5.586	A
6 - A226 London Road (W)	665	166	1326	1465	0.454	665	426	0.8	0.8	4.602	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 - A206 (N) - LEFT TURN	210	53	556	1019	0.206	211	1074	0.4	0.3	5.214	A
2 - A206 (N) - AHEAD	515	129	556	1742	0.296	516	211	0.6	0.4	3.119	A
3 - A226 London Road (E)	599	150	730	1650	0.363	600	342	1.0	0.6	3.686	A
4 - B255 (S) - LEFT TURN	218	55	595	1064	0.205	219	736	0.4	0.3	4.346	A
5 - B255 (S) - AHEAD	837	209	595	1781	0.470	840	219	1.6	0.9	3.978	A
6 - A226 London Road (W)	543	136	1086	1636	0.332	544	349	0.8	0.5	3.375	A

09:00 - 09:15

Am	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 - A206 (N) - LEFT TURN	176	44	465	1068	0.165	176	898	0.3	0.2	4.727	A
2 - A206 (N) - AHEAD	431	108	465	1802	0.239	432	176	0.4	0.3	2.794	A
3 - A226 London Road (E)	501	125	611	1729	0.290	502	286	0.6	0.4	3.150	A
4 - B255 (S) - LEFT TURN	183	46	498	1118	0.164	183	616	0.3	0.2	3.931	A
5 - B255 (S) - AHEAD	701	175	498	1846	0.380	702	183	0.9	0.6	3.268	A
6 - A226 London Road (W)	455	114	908	1763	0.258	455	292	0.5	0.4	2.816	A

2022 Observed, 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	J8 - A226 / A206 / B255 Roundabout	Standard Roundabout		1, 2, 3, 4, 5, 6	7.15	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.15	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022 Observed	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A206 (N) - LEFT TURN		ONE HOUR	✓	321	100.000
2 - A206 (N) - AHEAD		ONE HOUR	✓	1041	100.000
3 - A226 London Road (E)		ONE HOUR	✓	579	100.000
4 - B255 (S) - LEFT TURN		ONE HOUR	✓	285	100.000
5 - B255 (S) - AHEAD		ONE HOUR	✓	836	100.000
6 - A226 London Road (W)		ONE HOUR	✓	720	100.000

Origin-Destination Data

Demand (PCU/hr)

	To						
		1 - A206 (N) - LEFT TURN	2 - A206 (N) - AHEAD	3 - A226 London Road (E)	4 - B255 (S) - LEFT TURN	5 - B255 (S) - AHEAD	6 - A226 London Road (W)
From	1 - A206 (N) - LEFT TURN	0	321	0	0	0	0
	2 - A206 (N) - AHEAD	46	0	0	805	0	190
	3 - A226 London Road (E)	195	0	1	182	0	201
	4 - B255 (S) - LEFT TURN	0	0	0	0	285	0
	5 - B255 (S) - AHEAD	511	0	299	26	0	0
	6 - A226 London Road (W)	188	0	229	302	0	1

Vehicle Mix

Heavy Vehicle Percentages

	To						
From		1 - A206 (N) - LEFT TURN	2 - A206 (N) - AHEAD	3 - A226 London Road (E)	4 - B255 (S) - LEFT TURN	5 - B255 (S) - AHEAD	6 - A226 London Road (W)
	1 - A206 (N) - LEFT TURN	0	7	0	0	0	0
	2 - A206 (N) - AHEAD	0	0	0	2	0	1
	3 - A226 London Road (E)	7	0	0	7	0	2
	4 - B255 (S) - LEFT TURN	0	0	0	0	2	0
	5 - B255 (S) - AHEAD	4	0	5	0	0	0
	6 - A226 London Road (W)	2	0	0	1	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 - A206 (N) - LEFT TURN	0.44	8.42	0.8	A	295	442
2 - A206 (N) - AHEAD	0.77	10.61	3.3	B	955	1433
3 - A226 London Road (E)	0.56	7.66	1.3	A	531	797
4 - B255 (S) - LEFT TURN	0.31	5.29	0.5	A	262	392
5 - B255 (S) - AHEAD	0.54	4.74	1.2	A	767	1151
6 - A226 London Road (W)	0.51	4.71	1.0	A	661	991

Main Results for each time segment

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 - A206 (N) - LEFT TURN	242	60	644	972	0.249	240	705	0.0	0.4	5.255	A
2 - A206 (N) - AHEAD	784	196	644	1686	0.465	780	240	0.0	0.9	4.030	A
3 - A226 London Road (E)	436	109	1027	1452	0.300	434	397	0.0	0.4	3.714	A
4 - B255 (S) - LEFT TURN	215	54	475	1130	0.190	214	986	0.0	0.2	4.003	A
5 - B255 (S) - AHEAD	629	157	475	1860	0.338	627	214	0.0	0.5	3.037	A
6 - A226 London Road (W)	542	136	809	1834	0.296	540	294	0.0	0.4	2.805	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A206 (N) - LEFT TURN	289	72	770	904	0.319	288	844	0.4	0.5	6.246	A
2 - A206 (N) - AHEAD	936	234	770	1603	0.584	934	288	0.9	1.4	5.451	A
3 - A226 London Road (E)	521	130	1229	1317	0.395	520	475	0.4	0.7	4.740	A
4 - B255 (S) - LEFT TURN	256	64	569	1078	0.238	256	1180	0.2	0.3	4.464	A
5 - B255 (S) - AHEAD	752	188	569	1798	0.418	751	256	0.5	0.7	3.577	A
6 - A226 London Road (W)	647	162	968	1720	0.376	647	352	0.4	0.6	3.382	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A206 (N) - LEFT TURN	353	88	943	812	0.435	352	1032	0.5	0.8	8.353	A
2 - A206 (N) - AHEAD	1146	287	943	1491	0.769	1139	352	1.4	3.2	10.184	B
3 - A226 London Road (E)	637	159	1500	1136	0.561	635	581	0.7	1.3	7.514	A
4 - B255 (S) - LEFT TURN	314	78	695	1009	0.311	313	1441	0.3	0.5	5.270	A
5 - B255 (S) - AHEAD	920	230	695	1715	0.537	919	313	0.7	1.2	4.702	A
6 - A226 London Road (W)	793	198	1184	1566	0.506	791	429	0.6	1.0	4.677	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A206 (N) - LEFT TURN	353	88	945	811	0.436	353	1035	0.8	0.8	8.416	A
2 - A206 (N) - AHEAD	1146	287	945	1490	0.769	1146	353	3.2	3.3	10.606	B
3 - A226 London Road (E)	637	159	1508	1131	0.563	637	582	1.3	1.3	7.664	A
4 - B255 (S) - LEFT TURN	314	78	698	1008	0.311	314	1448	0.5	0.5	5.292	A
5 - B255 (S) - AHEAD	920	230	698	1713	0.537	920	314	1.2	1.2	4.736	A
6 - A226 London Road (W)	793	198	1187	1564	0.507	793	432	1.0	1.0	4.710	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A206 (N) - LEFT TURN	289	72	773	903	0.320	290	848	0.8	0.5	6.296	A
2 - A206 (N) - AHEAD	936	234	773	1601	0.584	943	290	3.3	1.5	5.624	A
3 - A226 London Road (E)	521	130	1240	1310	0.397	523	477	1.3	0.7	4.828	A
4 - B255 (S) - LEFT TURN	256	64	573	1076	0.238	257	1189	0.5	0.3	4.486	A
5 - B255 (S) - AHEAD	752	188	573	1795	0.419	753	257	1.2	0.8	3.606	A
6 - A226 London Road (W)	647	162	972	1717	0.377	649	355	1.0	0.6	3.405	A

18:00 - 18:15

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 - A206 (N) - LEFT TURN	242	60	647	970	0.249	242	709	0.5	0.4	5.293	A
2 - A206 (N) - AHEAD	784	196	647	1684	0.466	786	242	1.5	0.9	4.091	A
3 - A226 London Road (E)	436	109	1034	1447	0.301	437	399	0.7	0.5	3.753	A
4 - B255 (S) - LEFT TURN	215	54	478	1128	0.190	215	992	0.3	0.2	4.023	A
5 - B255 (S) - AHEAD	629	157	478	1858	0.339	630	215	0.8	0.5	3.056	A
6 - A226 London Road (W)	542	136	813	1831	0.296	543	296	0.6	0.4	2.821	A

2022 Observed, SAT

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	J8 - A226 / A206 / B255 Roundabout	Standard Roundabout		1, 2, 3, 4, 5, 6	0.00	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2022 Observed	SAT	ONE HOUR	12:00	13:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A206 (N) - LEFT TURN		ONE HOUR	✓	0	100.000
2 - A206 (N) - AHEAD		ONE HOUR	✓	0	100.000
3 - A226 London Road (E)		ONE HOUR	✓	0	100.000
4 - B255 (S) - LEFT TURN		ONE HOUR	✓	0	100.000
5 - B255 (S) - AHEAD		ONE HOUR	✓	0	100.000
6 - A226 London Road (W)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To						
		1 - A206 (N) - LEFT TURN	2 - A206 (N) - AHEAD	3 - A226 London Road (E)	4 - B255 (S) - LEFT TURN	5 - B255 (S) - AHEAD	6 - A226 London Road (W)
From	1 - A206 (N) - LEFT TURN	0	0	0	0	0	0
	2 - A206 (N) - AHEAD	0	0	0	0	0	0
	3 - A226 London Road (E)	0	0	0	0	0	0
	4 - B255 (S) - LEFT TURN	0	0	0	0	0	0
	5 - B255 (S) - AHEAD	0	0	0	0	0	0
	6 - A226 London Road (W)	0	0	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To						
From		1 - A206 (N) - LEFT TURN	2 - A206 (N) - AHEAD	3 - A226 London Road (E)	4 - B255 (S) - LEFT TURN	5 - B255 (S) - AHEAD	6 - A226 London Road (W)
	1 - A206 (N) - LEFT TURN	0	0	0	0	0	0
	2 - A206 (N) - AHEAD	0	0	0	0	0	0
	3 - A226 London Road (E)	0	0	0	0	0	0
	4 - B255 (S) - LEFT TURN	0	0	0	0	0	0
	5 - B255 (S) - AHEAD	0	0	0	0	0	0
	6 - A226 London Road (W)	0	0	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 - A206 (N) - LEFT TURN	0.00	0.00	0.0	A	0	0
2 - A206 (N) - AHEAD	0.00	0.00	0.0	A	0	0
3 - A226 London Road (E)	0.00	0.00	0.0	A	0	0
4 - B255 (S) - LEFT TURN	0.00	0.00	0.0	A	0	0
5 - B255 (S) - AHEAD	0.00	0.00	0.0	A	0	0
6 - A226 London Road (W)	0.00	0.00	0.0	A	0	0

Main Results for each time segment

12:00 - 12:15

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 - A206 (N) - LEFT TURN	0	0	0	1317	0.000	0	0	0.0	0.0	0.000	A
2 - A206 (N) - AHEAD	0	0	0	2104	0.000	0	0	0.0	0.0	0.000	A
3 - A226 London Road (E)	0	0	0	2136	0.000	0	0	0.0	0.0	0.000	A
4 - B255 (S) - LEFT TURN	0	0	0	1391	0.000	0	0	0.0	0.0	0.000	A
5 - B255 (S) - AHEAD	0	0	0	2176	0.000	0	0	0.0	0.0	0.000	A
6 - A226 London Road (W)	0	0	0	2411	0.000	0	0	0.0	0.0	0.000	A

12:15 - 12:30

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 - A206 (N) - LEFT TURN	0	0	0	1317	0.000	0	0	0.0	0.0	0.000	A
2 - A206 (N) - AHEAD	0	0	0	2104	0.000	0	0	0.0	0.0	0.000	A
3 - A226 London Road (E)	0	0	0	2136	0.000	0	0	0.0	0.0	0.000	A
4 - B255 (S) - LEFT TURN	0	0	0	1391	0.000	0	0	0.0	0.0	0.000	A
5 - B255 (S) - AHEAD	0	0	0	2176	0.000	0	0	0.0	0.0	0.000	A
6 - A226 London Road (W)	0	0	0	2411	0.000	0	0	0.0	0.0	0.000	A

12:30 - 12:45

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 - A206 (N) - LEFT TURN	0	0	0	1317	0.000	0	0	0.0	0.0	0.000	A
2 - A206 (N) - AHEAD	0	0	0	2104	0.000	0	0	0.0	0.0	0.000	A
3 - A226 London Road (E)	0	0	0	2136	0.000	0	0	0.0	0.0	0.000	A
4 - B255 (S) - LEFT TURN	0	0	0	1391	0.000	0	0	0.0	0.0	0.000	A
5 - B255 (S) - AHEAD	0	0	0	2176	0.000	0	0	0.0	0.0	0.000	A
6 - A226 London Road (W)	0	0	0	2411	0.000	0	0	0.0	0.0	0.000	A

12:45 - 13:00

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 - A206 (N) - LEFT TURN	0	0	0	1317	0.000	0	0	0.0	0.0	0.000	A
2 - A206 (N) - AHEAD	0	0	0	2104	0.000	0	0	0.0	0.0	0.000	A
3 - A226 London Road (E)	0	0	0	2136	0.000	0	0	0.0	0.0	0.000	A
4 - B255 (S) - LEFT TURN	0	0	0	1391	0.000	0	0	0.0	0.0	0.000	A
5 - B255 (S) - AHEAD	0	0	0	2176	0.000	0	0	0.0	0.0	0.000	A
6 - A226 London Road (W)	0	0	0	2411	0.000	0	0	0.0	0.0	0.000	A

13:00 - 13:15

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 - A206 (N) - LEFT TURN	0	0	0	1317	0.000	0	0	0.0	0.0	0.000	A
2 - A206 (N) - AHEAD	0	0	0	2104	0.000	0	0	0.0	0.0	0.000	A
3 - A226 London Road (E)	0	0	0	2136	0.000	0	0	0.0	0.0	0.000	A
4 - B255 (S) - LEFT TURN	0	0	0	1391	0.000	0	0	0.0	0.0	0.000	A
5 - B255 (S) - AHEAD	0	0	0	2176	0.000	0	0	0.0	0.0	0.000	A
6 - A226 London Road (W)	0	0	0	2411	0.000	0	0	0.0	0.0	0.000	A

13:15 - 13:30

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 - A206 (N) - LEFT TURN	0	0	0	1317	0.000	0	0	0.0	0.0	0.000	A
2 - A206 (N) - AHEAD	0	0	0	2104	0.000	0	0	0.0	0.0	0.000	A
3 - A226 London Road (E)	0	0	0	2136	0.000	0	0	0.0	0.0	0.000	A
4 - B255 (S) - LEFT TURN	0	0	0	1391	0.000	0	0	0.0	0.0	0.000	A
5 - B255 (S) - AHEAD	0	0	0	2176	0.000	0	0	0.0	0.0	0.000	A
6 - A226 London Road (W)	0	0	0	2411	0.000	0	0	0.0	0.0	0.000	A

2030 Without Dev Flows (Without LTC), 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	J8 - A226 / A206 / B255 Roundabout	Standard Roundabout		1, 2, 3, 4, 5, 6	4.15	A

Junction Network

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030 Without Dev Flows (Without LTC)	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A206 (N) - LEFT TURN		ONE HOUR	✓	217	100.000
2 - A206 (N) - AHEAD		ONE HOUR	✓	48	100.000
3 - A226 London Road (E)		ONE HOUR	✓	1108	100.000
4 - B255 (S) - LEFT TURN		ONE HOUR	✓	88	100.000
5 - B255 (S) - AHEAD		ONE HOUR	✓	69	100.000
6 - A226 London Road (W)		ONE HOUR	✓	267	100.000

Origin-Destination Data

Demand (PCU/hr)

	To						
		1 - A206 (N) - LEFT TURN	2 - A206 (N) - AHEAD	3 - A226 London Road (E)	4 - B255 (S) - LEFT TURN	5 - B255 (S) - AHEAD	6 - A226 London Road (W)
From	1 - A206 (N) - LEFT TURN	0	217	0	0	0	0
	2 - A206 (N) - AHEAD	0	0	0	33	0	15
	3 - A226 London Road (E)	718	0	0	149	0	241
	4 - B255 (S) - LEFT TURN	0	0	0	0	88	0
	5 - B255 (S) - AHEAD	0	0	69	0	0	0
	6 - A226 London Road (W)	6	0	153	108	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To						
From		1 - A206 (N) - LEFT TURN	2 - A206 (N) - AHEAD	3 - A226 London Road (E)	4 - B255 (S) - LEFT TURN	5 - B255 (S) - AHEAD	6 - A226 London Road (W)
	1 - A206 (N) - LEFT TURN	0	3	0	0	0	0
	2 - A206 (N) - AHEAD	0	0	0	0	0	1
	3 - A226 London Road (E)	2	0	0	11	0	3
	4 - B255 (S) - LEFT TURN	0	0	0	0	0	0
	5 - B255 (S) - AHEAD	0	0	9	0	0	0
	6 - A226 London Road (W)	7	0	1	6	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 - A206 (N) - LEFT TURN	0.21	4.20	0.3	A	199	299
2 - A206 (N) - AHEAD	0.03	1.99	0.0	A	44	66
3 - A226 London Road (E)	0.60	4.64	1.6	A	1017	1525
4 - B255 (S) - LEFT TURN	0.12	5.11	0.1	A	81	121
5 - B255 (S) - AHEAD	0.05	2.83	0.1	A	63	95
6 - A226 London Road (W)	0.16	2.48	0.2	A	245	368

Main Results for each time segment

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 - A206 (N) - LEFT TURN	163	41	248	1184	0.138	163	543	0.0	0.2	3.629	A
2 - A206 (N) - AHEAD	36	9	248	1943	0.019	36	163	0.0	0.0	1.893	A
3 - A226 London Road (E)	834	209	117	2058	0.405	831	167	0.0	0.7	3.026	A
4 - B255 (S) - LEFT TURN	66	17	731	989	0.067	66	218	0.0	0.1	3.897	A
5 - B255 (S) - AHEAD	52	13	731	1691	0.031	52	66	0.0	0.0	2.393	A
6 - A226 London Road (W)	201	50	591	1990	0.101	201	192	0.0	0.1	2.074	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A206 (N) - LEFT TURN	195	49	296	1158	0.168	195	650	0.2	0.2	3.850	A
2 - A206 (N) - AHEAD	43	11	296	1911	0.023	43	195	0.0	0.0	1.932	A
3 - A226 London Road (E)	996	249	140	2043	0.488	995	199	0.7	1.0	3.547	A
4 - B255 (S) - LEFT TURN	79	20	875	910	0.087	79	260	0.1	0.1	4.330	A
5 - B255 (S) - AHEAD	62	16	875	1595	0.039	62	79	0.0	0.0	2.558	A
6 - A226 London Road (W)	240	60	707	1907	0.126	240	230	0.1	0.1	2.226	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 - A206 (N) - LEFT TURN	239	60	363	1122	0.213	239	796	0.2	0.3	4.195	A
2 - A206 (N) - AHEAD	53	13	363	1868	0.028	53	239	0.0	0.0	1.989	A
3 - A226 London Road (E)	1220	305	172	2022	0.603	1218	244	1.0	1.6	4.612	A
4 - B255 (S) - LEFT TURN	97	24	1070	803	0.121	97	319	0.1	0.1	5.097	A
5 - B255 (S) - AHEAD	76	19	1070	1465	0.052	76	97	0.0	0.1	2.823	A
6 - A226 London Road (W)	294	73	865	1794	0.164	294	281	0.1	0.2	2.473	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 - A206 (N) - LEFT TURN	239	60	363	1122	0.213	239	797	0.3	0.3	4.197	A
2 - A206 (N) - AHEAD	53	13	363	1868	0.028	53	239	0.0	0.0	1.989	A
3 - A226 London Road (E)	1220	305	172	2022	0.603	1220	244	1.6	1.6	4.638	A
4 - B255 (S) - LEFT TURN	97	24	1072	802	0.121	97	319	0.1	0.1	5.107	A
5 - B255 (S) - AHEAD	76	19	1072	1464	0.052	76	97	0.1	0.1	2.826	A
6 - A226 London Road (W)	294	73	866	1793	0.164	294	282	0.2	0.2	2.475	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 - A206 (N) - LEFT TURN	195	49	297	1158	0.169	195	652	0.3	0.2	3.855	A
2 - A206 (N) - AHEAD	43	11	297	1911	0.023	43	195	0.0	0.0	1.934	A
3 - A226 London Road (E)	996	249	140	2043	0.488	998	200	1.6	1.0	3.568	A
4 - B255 (S) - LEFT TURN	79	20	878	909	0.087	79	261	0.1	0.1	4.342	A
5 - B255 (S) - AHEAD	62	16	878	1593	0.039	62	79	0.1	0.0	2.564	A
6 - A226 London Road (W)	240	60	709	1905	0.126	240	231	0.2	0.1	2.230	A

09:00 - 09:15

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 - A206 (N) - LEFT TURN	163	41	249	1184	0.138	164	546	0.2	0.2	3.637	A
2 - A206 (N) - AHEAD	36	9	249	1942	0.019	36	164	0.0	0.0	1.893	A
3 - A226 London Road (E)	834	209	118	2058	0.405	835	167	1.0	0.7	3.044	A
4 - B255 (S) - LEFT TURN	66	17	734	988	0.067	66	219	0.1	0.1	3.908	A
5 - B255 (S) - AHEAD	52	13	734	1688	0.031	52	66	0.0	0.0	2.399	A
6 - A226 London Road (W)	201	50	593	1988	0.101	201	193	0.1	0.1	2.078	A

2030 Without Dev Flows (Without LTC), 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	J8 - A226 / A206 / B255 Roundabout	Standard Roundabout		1, 2, 3, 4, 5, 6	5.65	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.65	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030 Without Dev Flows (Without LTC)	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A206 (N) - LEFT TURN		ONE HOUR	✓	631	100.000
2 - A206 (N) - AHEAD		ONE HOUR	✓	52	100.000
3 - A226 London Road (E)		ONE HOUR	✓	712	100.000
4 - B255 (S) - LEFT TURN		ONE HOUR	✓	78	100.000
5 - B255 (S) - AHEAD		ONE HOUR	✓	225	100.000
6 - A226 London Road (W)		ONE HOUR	✓	321	100.000

Origin-Destination Data

Demand (PCU/hr)

	To						
		1 - A206 (N) - LEFT TURN	2 - A206 (N) - AHEAD	3 - A226 London Road (E)	4 - B255 (S) - LEFT TURN	5 - B255 (S) - AHEAD	6 - A226 London Road (W)
From	1 - A206 (N) - LEFT TURN	0	631	0	0	0	0
	2 - A206 (N) - AHEAD	0	0	0	0	0	52
	3 - A226 London Road (E)	416	0	0	99	0	197
	4 - B255 (S) - LEFT TURN	0	0	0	0	78	0
	5 - B255 (S) - AHEAD	0	0	225	0	0	0
	6 - A226 London Road (W)	4	0	229	88	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To						
From		1 - A206 (N) - LEFT TURN	2 - A206 (N) - AHEAD	3 - A226 London Road (E)	4 - B255 (S) - LEFT TURN	5 - B255 (S) - AHEAD	6 - A226 London Road (W)
	1 - A206 (N) - LEFT TURN	0	1	0	0	0	0
	2 - A206 (N) - AHEAD	0	0	0	100	0	0
	3 - A226 London Road (E)	3	0	0	2	0	1
	4 - B255 (S) - LEFT TURN	0	0	0	0	0	0
	5 - B255 (S) - AHEAD	0	0	1	0	0	0
	6 - A226 London Road (W)	7	0	0	1	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 - A206 (N) - LEFT TURN	0.70	11.99	2.3	B	579	869
2 - A206 (N) - AHEAD	0.03	2.17	0.0	A	48	72
3 - A226 London Road (E)	0.39	2.95	0.6	A	653	980
4 - B255 (S) - LEFT TURN	0.09	3.99	0.1	A	72	107
5 - B255 (S) - AHEAD	0.15	2.52	0.2	A	206	310
6 - A226 London Road (W)	0.19	2.32	0.2	A	295	442

Main Results for each time segment

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 - A206 (N) - LEFT TURN	475	119	407	1099	0.432	472	315	0.0	0.8	5.774	A
2 - A206 (N) - AHEAD	39	10	407	1839	0.021	39	472	0.0	0.0	1.999	A
3 - A226 London Road (E)	536	134	105	2066	0.259	535	341	0.0	0.4	2.402	A
4 - B255 (S) - LEFT TURN	59	15	499	1117	0.053	59	140	0.0	0.1	3.401	A
5 - B255 (S) - AHEAD	169	42	499	1844	0.092	169	59	0.0	0.1	2.170	A
6 - A226 London Road (W)	242	60	481	2068	0.117	241	187	0.0	0.1	1.978	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A206 (N) - LEFT TURN	567	142	487	1056	0.537	566	377	0.8	1.2	7.392	A
2 - A206 (N) - AHEAD	47	12	487	1787	0.026	47	566	0.0	0.0	2.067	A
3 - A226 London Road (E)	640	160	126	2053	0.312	640	408	0.4	0.5	2.606	A
4 - B255 (S) - LEFT TURN	70	18	597	1063	0.066	70	168	0.1	0.1	3.625	A
5 - B255 (S) - AHEAD	202	51	597	1779	0.114	202	70	0.1	0.1	2.305	A
6 - A226 London Road (W)	289	72	576	2000	0.144	288	224	0.1	0.2	2.110	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A206 (N) - LEFT TURN	695	174	596	997	0.697	690	462	1.2	2.2	11.679	B
2 - A206 (N) - AHEAD	57	14	596	1716	0.033	57	690	0.0	0.0	2.169	A
3 - A226 London Road (E)	784	196	154	2034	0.385	783	500	0.5	0.6	2.943	A
4 - B255 (S) - LEFT TURN	86	21	732	989	0.087	86	206	0.1	0.1	3.985	A
5 - B255 (S) - AHEAD	248	62	732	1690	0.147	248	86	0.1	0.2	2.520	A
6 - A226 London Road (W)	353	88	705	1908	0.185	353	274	0.2	0.2	2.323	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A206 (N) - LEFT TURN	695	174	597	997	0.697	695	462	2.2	2.3	11.993	B
2 - A206 (N) - AHEAD	57	14	597	1716	0.033	57	695	0.0	0.0	2.169	A
3 - A226 London Road (E)	784	196	154	2034	0.385	784	500	0.6	0.6	2.946	A
4 - B255 (S) - LEFT TURN	86	21	732	989	0.087	86	206	0.1	0.1	3.987	A
5 - B255 (S) - AHEAD	248	62	732	1690	0.147	248	86	0.2	0.2	2.520	A
6 - A226 London Road (W)	353	88	706	1908	0.185	353	274	0.2	0.2	2.324	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A206 (N) - LEFT TURN	567	142	488	1056	0.537	572	378	2.3	1.2	7.578	A
2 - A206 (N) - AHEAD	47	12	488	1787	0.026	47	572	0.0	0.0	2.068	A
3 - A226 London Road (E)	640	160	126	2053	0.312	641	408	0.6	0.5	2.611	A
4 - B255 (S) - LEFT TURN	70	18	598	1062	0.066	70	168	0.1	0.1	3.631	A
5 - B255 (S) - AHEAD	202	51	598	1779	0.114	202	70	0.2	0.1	2.308	A
6 - A226 London Road (W)	289	72	577	2000	0.144	289	224	0.2	0.2	2.111	A

18:00 - 18:15

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 - A206 (N) - LEFT TURN	475	119	408	1098	0.433	477	316	1.2	0.8	5.866	A
2 - A206 (N) - AHEAD	39	10	408	1839	0.021	39	477	0.0	0.0	2.000	A
3 - A226 London Road (E)	536	134	105	2066	0.259	536	342	0.5	0.4	2.409	A
4 - B255 (S) - LEFT TURN	59	15	501	1116	0.053	59	141	0.1	0.1	3.407	A
5 - B255 (S) - AHEAD	169	42	501	1843	0.092	170	59	0.1	0.1	2.172	A
6 - A226 London Road (W)	242	60	483	2067	0.117	242	188	0.2	0.1	1.981	A

2030 Without Dev Flows (Without LTC), SAT

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	J8 - A226 / A206 / B255 Roundabout	Standard Roundabout		1, 2, 3, 4, 5, 6	2.87	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.87	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030 Without Dev Flows (Without LTC)	SAT	ONE HOUR	12:00	13:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A206 (N) - LEFT TURN		ONE HOUR	✓	249	100.000
2 - A206 (N) - AHEAD		ONE HOUR	✓	4	100.000
3 - A226 London Road (E)		ONE HOUR	✓	612	100.000
4 - B255 (S) - LEFT TURN		ONE HOUR	✓	46	100.000
5 - B255 (S) - AHEAD		ONE HOUR	✓	104	100.000
6 - A226 London Road (W)		ONE HOUR	✓	192	100.000

Origin-Destination Data

Demand (PCU/hr)

	To						
		1 - A206 (N) - LEFT TURN	2 - A206 (N) - AHEAD	3 - A226 London Road (E)	4 - B255 (S) - LEFT TURN	5 - B255 (S) - AHEAD	6 - A226 London Road (W)
From	1 - A206 (N) - LEFT TURN	0	249	0	0	0	0
	2 - A206 (N) - AHEAD	0	0	0	0	0	4
	3 - A226 London Road (E)	373	0	0	92	0	147
	4 - B255 (S) - LEFT TURN	0	0	0	0	46	0
	5 - B255 (S) - AHEAD	0	0	104	0	0	0
	6 - A226 London Road (W)	5	0	137	50	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To						
From		1 - A206 (N) - LEFT TURN	2 - A206 (N) - AHEAD	3 - A226 London Road (E)	4 - B255 (S) - LEFT TURN	5 - B255 (S) - AHEAD	6 - A226 London Road (W)
	1 - A206 (N) - LEFT TURN	0	3	0	0	0	0
	2 - A206 (N) - AHEAD	0	0	0	0	0	5
	3 - A226 London Road (E)	3	0	0	10	0	3
	4 - B255 (S) - LEFT TURN	0	0	0	0	1	0
	5 - B255 (S) - AHEAD	0	0	6	0	0	0
	6 - A226 London Road (W)	7	0	1	5	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 - A206 (N) - LEFT TURN	0.24	4.26	0.3	A	228	343
2 - A206 (N) - AHEAD	0.00	0.00	0.0	A	0	0
3 - A226 London Road (E)	0.32	2.62	0.5	A	562	842
4 - B255 (S) - LEFT TURN	0.05	3.54	0.0	A	42	63
5 - B255 (S) - AHEAD	0.06	2.27	0.1	A	95	143
6 - A226 London Road (W)	0.10	2.01	0.1	A	176	264

Main Results for each time segment

12:00 - 12:15

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 - A206 (N) - LEFT TURN	187	47	219	1200	0.156	187	284	0.0	0.2	3.659	A
2 - A206 (N) - AHEAD	0	0	219	1962	0.000	0	187	0.0	0.0	0.000	A
3 - A226 London Road (E)	461	115	38	2111	0.218	460	181	0.0	0.3	2.265	A
4 - B255 (S) - LEFT TURN	35	9	390	1177	0.029	35	107	0.0	0.0	3.183	A
5 - B255 (S) - AHEAD	78	20	390	1917	0.041	78	35	0.0	0.0	2.075	A
6 - A226 London Road (W)	145	36	358	2156	0.067	144	110	0.0	0.1	1.827	A

12:15 - 12:30

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 - A206 (N) - LEFT TURN	224	56	261	1177	0.190	224	340	0.2	0.2	3.889	A
2 - A206 (N) - AHEAD	0	0	261	1934	0.000	0	224	0.0	0.0	0.000	A
3 - A226 London Road (E)	550	138	45	2107	0.261	550	217	0.3	0.4	2.405	A
4 - B255 (S) - LEFT TURN	41	10	467	1134	0.036	41	128	0.0	0.0	3.325	A
5 - B255 (S) - AHEAD	93	23	467	1866	0.050	93	41	0.0	0.1	2.152	A
6 - A226 London Road (W)	173	43	429	2105	0.082	173	132	0.1	0.1	1.901	A

12:30 - 12:45

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 - A206 (N) - LEFT TURN	274	69	320	1145	0.239	274	416	0.2	0.3	4.254	A
2 - A206 (N) - AHEAD	0	0	320	1896	0.000	0	274	0.0	0.0	0.000	A
3 - A226 London Road (E)	674	168	55	2100	0.321	673	265	0.4	0.5	2.624	A
4 - B255 (S) - LEFT TURN	51	13	572	1077	0.047	51	156	0.0	0.0	3.542	A
5 - B255 (S) - AHEAD	115	29	572	1796	0.064	114	51	0.1	0.1	2.268	A
6 - A226 London Road (W)	211	53	525	2037	0.104	211	162	0.1	0.1	2.014	A

12:45 - 13:00

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 - A206 (N) - LEFT TURN	274	69	320	1145	0.239	274	416	0.3	0.3	4.256	A
2 - A206 (N) - AHEAD	0	0	320	1896	0.000	0	274	0.0	0.0	0.000	A
3 - A226 London Road (E)	674	168	55	2100	0.321	674	265	0.5	0.5	2.624	A
4 - B255 (S) - LEFT TURN	51	13	573	1076	0.047	51	156	0.0	0.0	3.543	A
5 - B255 (S) - AHEAD	115	29	573	1796	0.064	115	51	0.1	0.1	2.269	A
6 - A226 London Road (W)	211	53	525	2036	0.104	211	162	0.1	0.1	2.014	A

13:00 - 13:15

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 - A206 (N) - LEFT TURN	224	56	262	1177	0.190	224	340	0.3	0.2	3.894	A
2 - A206 (N) - AHEAD	0	0	262	1934	0.000	0	224	0.0	0.0	0.000	A
3 - A226 London Road (E)	550	138	45	2106	0.261	551	217	0.5	0.4	2.406	A
4 - B255 (S) - LEFT TURN	41	10	468	1134	0.036	41	128	0.0	0.0	3.327	A
5 - B255 (S) - AHEAD	93	23	468	1865	0.050	94	41	0.1	0.1	2.155	A
6 - A226 London Road (W)	173	43	429	2105	0.082	173	132	0.1	0.1	1.905	A

13:15 - 13:30

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 - A206 (N) - LEFT TURN	187	47	219	1199	0.156	188	285	0.2	0.2	3.664	A
2 - A206 (N) - AHEAD	0	0	219	1961	0.000	0	188	0.0	0.0	0.000	A
3 - A226 London Road (E)	461	115	38	2111	0.218	461	182	0.4	0.3	2.268	A
4 - B255 (S) - LEFT TURN	35	9	392	1176	0.029	35	107	0.0	0.0	3.188	A
5 - B255 (S) - AHEAD	78	20	392	1916	0.041	78	35	0.1	0.0	2.076	A
6 - A226 London Road (W)	145	36	359	2155	0.067	145	111	0.1	0.1	1.831	A

2030 Adjusted Flows (Without LTC), 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	J8 - A226 / A206 / B255 Roundabout	Standard Roundabout		1, 2, 3, 4, 5, 6	5.08	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.08	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2030 Adjusted Flows (Without LTC)	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A206 (N) - LEFT TURN		ONE HOUR	✓	229	100.000
2 - A206 (N) - AHEAD		ONE HOUR	✓	574	100.000
3 - A226 London Road (E)		ONE HOUR	✓	706	100.000
4 - B255 (S) - LEFT TURN		ONE HOUR	✓	245	100.000
5 - B255 (S) - AHEAD		ONE HOUR	✓	931	100.000
6 - A226 London Road (W)		ONE HOUR	✓	613	100.000

Origin-Destination Data

Demand (PCU/hr)

	To						
		1 - A206 (N) - LEFT TURN	2 - A206 (N) - AHEAD	3 - A226 London Road (E)	4 - B255 (S) - LEFT TURN	5 - B255 (S) - AHEAD	6 - A226 London Road (W)
From	1 - A206 (N) - LEFT TURN	0	229	0	0	0	0
	2 - A206 (N) - AHEAD	28	0	0	402	0	144
	3 - A226 London Road (E)	275	0	1	177	0	253
	4 - B255 (S) - LEFT TURN	0	0	0	0	245	0
	5 - B255 (S) - AHEAD	730	0	188	13	0	0
	6 - A226 London Road (W)	189	0	205	218	0	1

Vehicle Mix

Heavy Vehicle Percentages

	To						
From		1 - A206 (N) - LEFT TURN	2 - A206 (N) - AHEAD	3 - A226 London Road (E)	4 - B255 (S) - LEFT TURN	5 - B255 (S) - AHEAD	6 - A226 London Road (W)
	1 - A206 (N) - LEFT TURN	0	17	0	0	0	0
	2 - A206 (N) - AHEAD	4	0	0	8	0	2
	3 - A226 London Road (E)	10	0	0	6	0	4
	4 - B255 (S) - LEFT TURN	0	0	0	0	2	0
	5 - B255 (S) - AHEAD	3	0	7	0	0	0
	6 - A226 London Road (W)	2	0	3	2	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 - A206 (N) - LEFT TURN	0.27	6.05	0.4	A	210	315
2 - A206 (N) - AHEAD	0.38	3.73	0.7	A	527	790
3 - A226 London Road (E)	0.50	5.01	1.1	A	648	972
4 - B255 (S) - LEFT TURN	0.28	5.27	0.4	A	225	337
5 - B255 (S) - AHEAD	0.62	5.85	1.7	A	854	1281
6 - A226 London Road (W)	0.47	4.81	0.9	A	562	844

Main Results for each time segment

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 - A206 (N) - LEFT TURN	172	43	470	1065	0.162	172	917	0.0	0.2	4.707	A
2 - A206 (N) - AHEAD	432	108	470	1799	0.240	431	172	0.0	0.3	2.793	A
3 - A226 London Road (E)	532	133	605	1733	0.307	530	296	0.0	0.5	3.190	A
4 - B255 (S) - LEFT TURN	184	46	527	1102	0.167	184	608	0.0	0.2	3.996	A
5 - B255 (S) - AHEAD	701	175	527	1826	0.384	698	184	0.0	0.6	3.304	A
6 - A226 London Road (W)	461	115	926	1750	0.264	460	299	0.0	0.4	2.853	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A206 (N) - LEFT TURN	206	51	562	1016	0.203	206	1097	0.2	0.3	5.197	A
2 - A206 (N) - AHEAD	516	129	562	1739	0.297	516	206	0.3	0.4	3.127	A
3 - A226 London Road (E)	635	159	724	1654	0.384	634	354	0.5	0.7	3.766	A
4 - B255 (S) - LEFT TURN	220	55	630	1045	0.211	220	727	0.2	0.3	4.451	A
5 - B255 (S) - AHEAD	837	209	630	1757	0.476	836	220	0.6	0.9	4.047	A
6 - A226 London Road (W)	551	138	1109	1620	0.340	550	357	0.4	0.5	3.443	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 - A206 (N) - LEFT TURN	252	63	688	949	0.266	252	1342	0.3	0.4	6.039	A
2 - A206 (N) - AHEAD	632	158	688	1657	0.381	631	252	0.4	0.7	3.723	A
3 - A226 London Road (E)	777	194	886	1546	0.503	776	433	0.7	1.1	4.980	A
4 - B255 (S) - LEFT TURN	270	67	771	967	0.279	269	890	0.3	0.4	5.258	A
5 - B255 (S) - AHEAD	1025	256	771	1664	0.616	1022	269	0.9	1.6	5.796	A
6 - A226 London Road (W)	675	169	1356	1443	0.468	673	437	0.5	0.9	4.777	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 - A206 (N) - LEFT TURN	252	63	689	948	0.266	252	1345	0.4	0.4	6.054	A
2 - A206 (N) - AHEAD	632	158	689	1656	0.382	632	252	0.7	0.7	3.733	A
3 - A226 London Road (E)	777	194	887	1545	0.503	777	434	1.1	1.1	5.006	A
4 - B255 (S) - LEFT TURN	270	67	773	966	0.279	270	892	0.4	0.4	5.270	A
5 - B255 (S) - AHEAD	1025	256	773	1663	0.616	1025	270	1.6	1.7	5.855	A
6 - A226 London Road (W)	675	169	1360	1441	0.468	675	438	0.9	0.9	4.809	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 - A206 (N) - LEFT TURN	206	51	564	1015	0.203	206	1102	0.4	0.3	5.214	A
2 - A206 (N) - AHEAD	516	129	564	1737	0.297	517	206	0.7	0.5	3.135	A
3 - A226 London Road (E)	635	159	726	1653	0.384	636	355	1.1	0.7	3.789	A
4 - B255 (S) - LEFT TURN	220	55	633	1043	0.211	221	730	0.4	0.3	4.467	A
5 - B255 (S) - AHEAD	837	209	633	1756	0.477	840	221	1.7	1.0	4.087	A
6 - A226 London Road (W)	551	138	1114	1616	0.341	553	359	0.9	0.5	3.466	A

09:00 - 09:15

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 - A206 (N) - LEFT TURN	172	43	472	1064	0.162	173	921	0.3	0.2	4.726	A
2 - A206 (N) - AHEAD	432	108	472	1797	0.240	433	173	0.5	0.3	2.805	A
3 - A226 London Road (E)	532	133	608	1732	0.307	532	297	0.7	0.5	3.206	A
4 - B255 (S) - LEFT TURN	184	46	529	1100	0.168	185	611	0.3	0.2	4.011	A
5 - B255 (S) - AHEAD	701	175	529	1825	0.384	702	185	1.0	0.7	3.332	A
6 - A226 London Road (W)	461	115	931	1747	0.264	462	300	0.5	0.4	2.869	A

2030 Adjusted Flows (Without LTC), 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	J8 - A226 / A206 / B255 Roundabout	Standard Roundabout		1, 2, 3, 4, 5, 6	7.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.38	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2030 Adjusted Flows (Without LTC)	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A206 (N) - LEFT TURN		ONE HOUR	✓	322	100.000
2 - A206 (N) - AHEAD		ONE HOUR	✓	1045	100.000
3 - A226 London Road (E)		ONE HOUR	✓	587	100.000
4 - B255 (S) - LEFT TURN		ONE HOUR	✓	288	100.000
5 - B255 (S) - AHEAD		ONE HOUR	✓	840	100.000
6 - A226 London Road (W)		ONE HOUR	✓	732	100.000

Origin-Destination Data

Demand (PCU/hr)

	To						
		1 - A206 (N) - LEFT TURN	2 - A206 (N) - AHEAD	3 - A226 London Road (E)	4 - B255 (S) - LEFT TURN	5 - B255 (S) - AHEAD	6 - A226 London Road (W)
From	1 - A206 (N) - LEFT TURN	0	322	0	0	0	0
	2 - A206 (N) - AHEAD	46	0	0	809	0	190
	3 - A226 London Road (E)	198	0	1	182	0	206
	4 - B255 (S) - LEFT TURN	0	0	0	0	288	0
	5 - B255 (S) - AHEAD	511	0	299	30	0	0
	6 - A226 London Road (W)	188	0	238	305	0	1

Vehicle Mix

Heavy Vehicle Percentages

	To						
From		1 - A206 (N) - LEFT TURN	2 - A206 (N) - AHEAD	3 - A226 London Road (E)	4 - B255 (S) - LEFT TURN	5 - B255 (S) - AHEAD	6 - A226 London Road (W)
	1 - A206 (N) - LEFT TURN	0	7	0	0	0	0
	2 - A206 (N) - AHEAD	0	0	0	2	0	1
	3 - A226 London Road (E)	7	0	0	7	0	2
	4 - B255 (S) - LEFT TURN	0	0	0	0	1	0
	5 - B255 (S) - AHEAD	4	0	5	0	0	0
	6 - A226 London Road (W)	2	0	0	1	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 - A206 (N) - LEFT TURN	0.44	8.61	0.8	A	295	443
2 - A206 (N) - AHEAD	0.78	11.11	3.5	B	959	1438
3 - A226 London Road (E)	0.58	7.93	1.4	A	539	808
4 - B255 (S) - LEFT TURN	0.32	5.30	0.5	A	264	396
5 - B255 (S) - AHEAD	0.54	4.80	1.2	A	771	1156
6 - A226 London Road (W)	0.52	4.83	1.1	A	672	1008

Main Results for each time segment

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 - A206 (N) - LEFT TURN	242	61	656	966	0.251	241	707	0.0	0.4	5.308	A
2 - A206 (N) - AHEAD	787	197	656	1678	0.469	783	241	0.0	0.9	4.077	A
3 - A226 London Road (E)	442	110	1035	1446	0.306	440	404	0.0	0.5	3.756	A
4 - B255 (S) - LEFT TURN	217	54	481	1127	0.192	216	994	0.0	0.2	3.988	A
5 - B255 (S) - AHEAD	632	158	481	1856	0.341	630	216	0.0	0.5	3.054	A
6 - A226 London Road (W)	551	138	814	1830	0.301	549	298	0.0	0.4	2.832	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A206 (N) - LEFT TURN	289	72	785	897	0.323	289	847	0.4	0.5	6.331	A
2 - A206 (N) - AHEAD	939	235	785	1594	0.589	937	289	0.9	1.4	5.557	A
3 - A226 London Road (E)	528	132	1239	1311	0.403	527	483	0.5	0.7	4.824	A
4 - B255 (S) - LEFT TURN	259	65	576	1075	0.241	259	1190	0.2	0.3	4.453	A
5 - B255 (S) - AHEAD	755	189	576	1794	0.421	754	259	0.5	0.8	3.605	A
6 - A226 London Road (W)	658	165	974	1716	0.383	657	356	0.4	0.6	3.430	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A206 (N) - LEFT TURN	355	89	960	803	0.442	353	1035	0.5	0.8	8.544	A
2 - A206 (N) - AHEAD	1151	288	960	1480	0.777	1143	353	1.4	3.4	10.622	B
3 - A226 London Road (E)	646	162	1512	1129	0.573	644	591	0.7	1.4	7.760	A
4 - B255 (S) - LEFT TURN	317	79	703	1005	0.316	317	1452	0.3	0.5	5.279	A
5 - B255 (S) - AHEAD	925	231	703	1709	0.541	923	317	0.8	1.2	4.760	A
6 - A226 London Road (W)	806	201	1191	1561	0.516	804	435	0.6	1.1	4.794	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A206 (N) - LEFT TURN	355	89	962	802	0.442	354	1038	0.8	0.8	8.614	A
2 - A206 (N) - AHEAD	1151	288	962	1479	0.778	1150	354	3.4	3.5	11.113	B
3 - A226 London Road (E)	646	162	1520	1123	0.575	646	592	1.4	1.4	7.933	A
4 - B255 (S) - LEFT TURN	317	79	707	1003	0.316	317	1460	0.5	0.5	5.302	A
5 - B255 (S) - AHEAD	925	231	707	1707	0.542	925	317	1.2	1.2	4.797	A
6 - A226 London Road (W)	806	201	1195	1559	0.517	806	437	1.1	1.1	4.826	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A206 (N) - LEFT TURN	289	72	788	895	0.323	291	851	0.8	0.5	6.390	A
2 - A206 (N) - AHEAD	939	235	788	1592	0.590	947	291	3.5	1.5	5.749	A
3 - A226 London Road (E)	528	132	1250	1303	0.405	530	485	1.4	0.7	4.916	A
4 - B255 (S) - LEFT TURN	259	65	581	1072	0.242	259	1200	0.5	0.3	4.478	A
5 - B255 (S) - AHEAD	755	189	581	1790	0.422	757	259	1.2	0.8	3.635	A
6 - A226 London Road (W)	658	165	979	1713	0.384	660	359	1.1	0.6	3.457	A

18:00 - 18:15

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 - A206 (N) - LEFT TURN	242	61	659	964	0.251	243	711	0.5	0.4	5.349	A
2 - A206 (N) - AHEAD	787	197	659	1676	0.469	789	243	1.5	0.9	4.142	A
3 - A226 London Road (E)	442	110	1042	1442	0.307	443	406	0.7	0.5	3.793	A
4 - B255 (S) - LEFT TURN	217	54	485	1125	0.193	217	1001	0.3	0.2	4.007	A
5 - B255 (S) - AHEAD	632	158	485	1854	0.341	633	217	0.8	0.5	3.076	A
6 - A226 London Road (W)	551	138	818	1827	0.302	552	300	0.6	0.4	2.852	A

2030 With Dev Flows (Without LTC), SAT

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	J8 - A226 / A206 / B255 Roundabout	Standard Roundabout		1, 2, 3, 4, 5, 6	2.94	A

Junction Network

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2030 With Dev Flows (Without LTC)	SAT	ONE HOUR	12:00	13:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A206 (N) - LEFT TURN		ONE HOUR	✓	264	100.000
2 - A206 (N) - AHEAD		ONE HOUR	✓	4	100.000
3 - A226 London Road (E)		ONE HOUR	✓	641	100.000
4 - B255 (S) - LEFT TURN		ONE HOUR	✓	47	100.000
5 - B255 (S) - AHEAD		ONE HOUR	✓	108	100.000
6 - A226 London Road (W)		ONE HOUR	✓	201	100.000

Origin-Destination Data

Demand (PCU/hr)

	To						
		1 - A206 (N) - LEFT TURN	2 - A206 (N) - AHEAD	3 - A226 London Road (E)	4 - B255 (S) - LEFT TURN	5 - B255 (S) - AHEAD	6 - A226 London Road (W)
From	1 - A206 (N) - LEFT TURN	0	264	0	0	0	0
	2 - A206 (N) - AHEAD	0	0	0	0	0	4
	3 - A226 London Road (E)	395	0	0	92	0	154
	4 - B255 (S) - LEFT TURN	0	0	0	0	47	0
	5 - B255 (S) - AHEAD	0	0	108	0	0	0
	6 - A226 London Road (W)	5	0	146	50	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To						
From		1 - A206 (N) - LEFT TURN	2 - A206 (N) - AHEAD	3 - A226 London Road (E)	4 - B255 (S) - LEFT TURN	5 - B255 (S) - AHEAD	6 - A226 London Road (W)
	1 - A206 (N) - LEFT TURN	0	3	0	0	0	0
	2 - A206 (N) - AHEAD	0	0	0	0	0	5
	3 - A226 London Road (E)	3	0	0	10	0	2
	4 - B255 (S) - LEFT TURN	0	0	0	0	1	0
	5 - B255 (S) - AHEAD	0	0	6	0	0	0
	6 - A226 London Road (W)	7	0	1	5	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 - A206 (N) - LEFT TURN	0.26	4.38	0.4	A	242	363
2 - A206 (N) - AHEAD	0.00	0.00	0.0	A	0	0
3 - A226 London Road (E)	0.34	2.68	0.5	A	588	882
4 - B255 (S) - LEFT TURN	0.05	3.61	0.1	A	43	65
5 - B255 (S) - AHEAD	0.07	2.30	0.1	A	99	149
6 - A226 London Road (W)	0.11	2.05	0.1	A	184	277

Main Results for each time segment

12:00 - 12:15

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 - A206 (N) - LEFT TURN	199	50	228	1194	0.166	198	300	0.0	0.2	3.717	A
2 - A206 (N) - AHEAD	0	0	228	1955	0.000	0	198	0.0	0.0	0.000	A
3 - A226 London Road (E)	483	121	38	2111	0.229	481	191	0.0	0.3	2.289	A
4 - B255 (S) - LEFT TURN	35	9	412	1165	0.030	35	107	0.0	0.0	3.219	A
5 - B255 (S) - AHEAD	81	20	412	1902	0.043	81	35	0.0	0.0	2.095	A
6 - A226 London Road (W)	151	38	378	2142	0.071	151	116	0.0	0.1	1.845	A

12:15 - 12:30

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 - A206 (N) - LEFT TURN	237	59	273	1170	0.203	237	359	0.2	0.3	3.971	A
2 - A206 (N) - AHEAD	0	0	273	1926	0.000	0	237	0.0	0.0	0.000	A
3 - A226 London Road (E)	576	144	45	2107	0.274	576	228	0.3	0.4	2.439	A
4 - B255 (S) - LEFT TURN	42	11	493	1120	0.038	42	128	0.0	0.0	3.372	A
5 - B255 (S) - AHEAD	97	24	493	1849	0.053	97	42	0.0	0.1	2.178	A
6 - A226 London Road (W)	181	45	452	2089	0.087	181	138	0.1	0.1	1.926	A

12:30 - 12:45

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 - A206 (N) - LEFT TURN	291	73	335	1138	0.256	290	440	0.3	0.4	4.374	A
2 - A206 (N) - AHEAD	0	0	335	1886	0.000	0	290	0.0	0.0	0.000	A
3 - A226 London Road (E)	706	176	55	2100	0.336	705	280	0.4	0.5	2.677	A
4 - B255 (S) - LEFT TURN	52	13	604	1059	0.049	52	156	0.0	0.1	3.608	A
5 - B255 (S) - AHEAD	119	30	604	1775	0.067	119	52	0.1	0.1	2.303	A
6 - A226 London Road (W)	221	55	553	2016	0.110	221	169	0.1	0.1	2.047	A

12:45 - 13:00

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 - A206 (N) - LEFT TURN	291	73	335	1138	0.256	291	440	0.4	0.4	4.378	A
2 - A206 (N) - AHEAD	0	0	335	1886	0.000	0	291	0.0	0.0	0.000	A
3 - A226 London Road (E)	706	176	55	2100	0.336	706	280	0.5	0.5	2.677	A
4 - B255 (S) - LEFT TURN	52	13	604	1059	0.049	52	156	0.1	0.1	3.609	A
5 - B255 (S) - AHEAD	119	30	604	1775	0.067	119	52	0.1	0.1	2.304	A
6 - A226 London Road (W)	221	55	554	2016	0.110	221	170	0.1	0.1	2.047	A

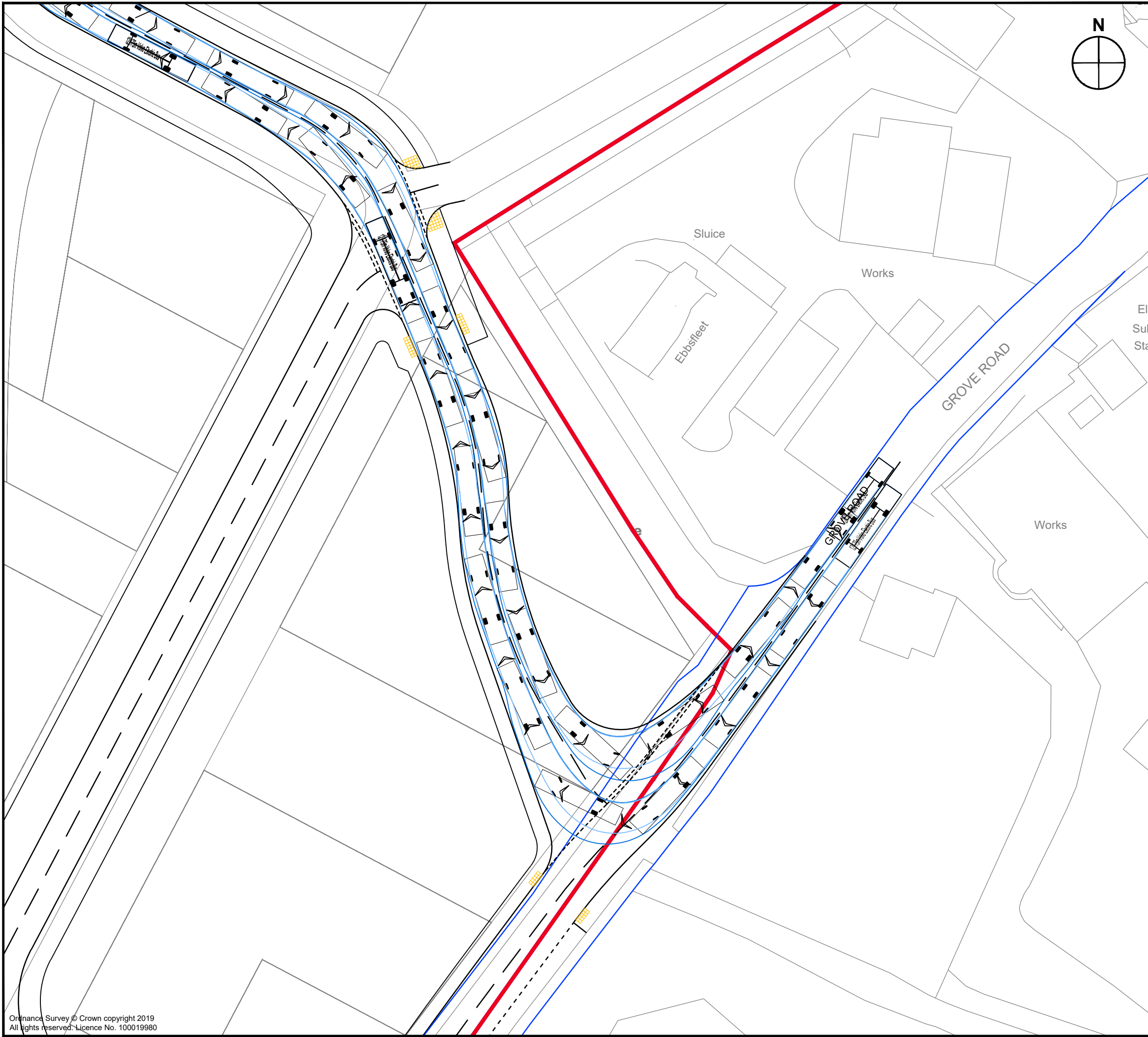
13:00 - 13:15

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 - A206 (N) - LEFT TURN	237	59	273	1170	0.203	238	360	0.4	0.3	3.978	A
2 - A206 (N) - AHEAD	0	0	273	1926	0.000	0	238	0.0	0.0	0.000	A
3 - A226 London Road (E)	576	144	45	2106	0.274	577	228	0.5	0.4	2.442	A
4 - B255 (S) - LEFT TURN	42	11	494	1120	0.038	42	128	0.1	0.0	3.376	A
5 - B255 (S) - AHEAD	97	24	494	1848	0.053	97	42	0.1	0.1	2.179	A
6 - A226 London Road (W)	181	45	453	2088	0.087	181	139	0.1	0.1	1.928	A

13:15 - 13:30

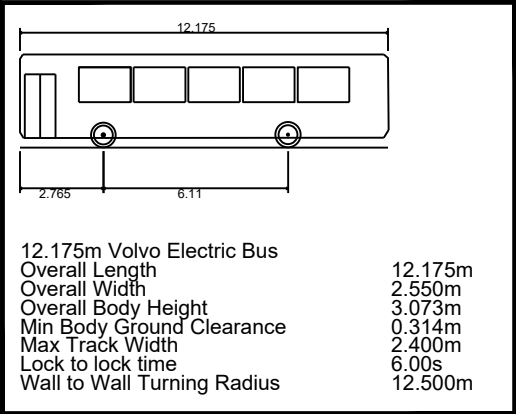
Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A206 (N) - LEFT TURN	199	50	229	1194	0.166	199	301	0.3	0.2	3.725	A
2 - A206 (N) - AHEAD	0	0	229	1955	0.000	0	199	0.0	0.0	0.000	A
3 - A226 London Road (E)	483	121	38	2111	0.229	483	191	0.4	0.3	2.294	A
4 - B255 (S) - LEFT TURN	35	9	414	1164	0.030	35	107	0.0	0.0	3.224	A
5 - B255 (S) - AHEAD	81	20	414	1901	0.043	81	35	0.1	0.0	2.097	A
6 - A226 London Road (W)	151	38	379	2141	0.071	151	116	0.1	0.1	1.849	A

Appendix C



- Notes:
- 1. This is not a construction drawing and is intended for illustrative purposes only
 - 2. White lining is indicative only.

Vehicle Profile



REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

Northfleet Central 1 Limited

PROJECT:

Northfleet Central
Gravesham

DRAWING TITLE:

Swept Path Analysis
Fast Track
Electric Bus
movement at Junc 11

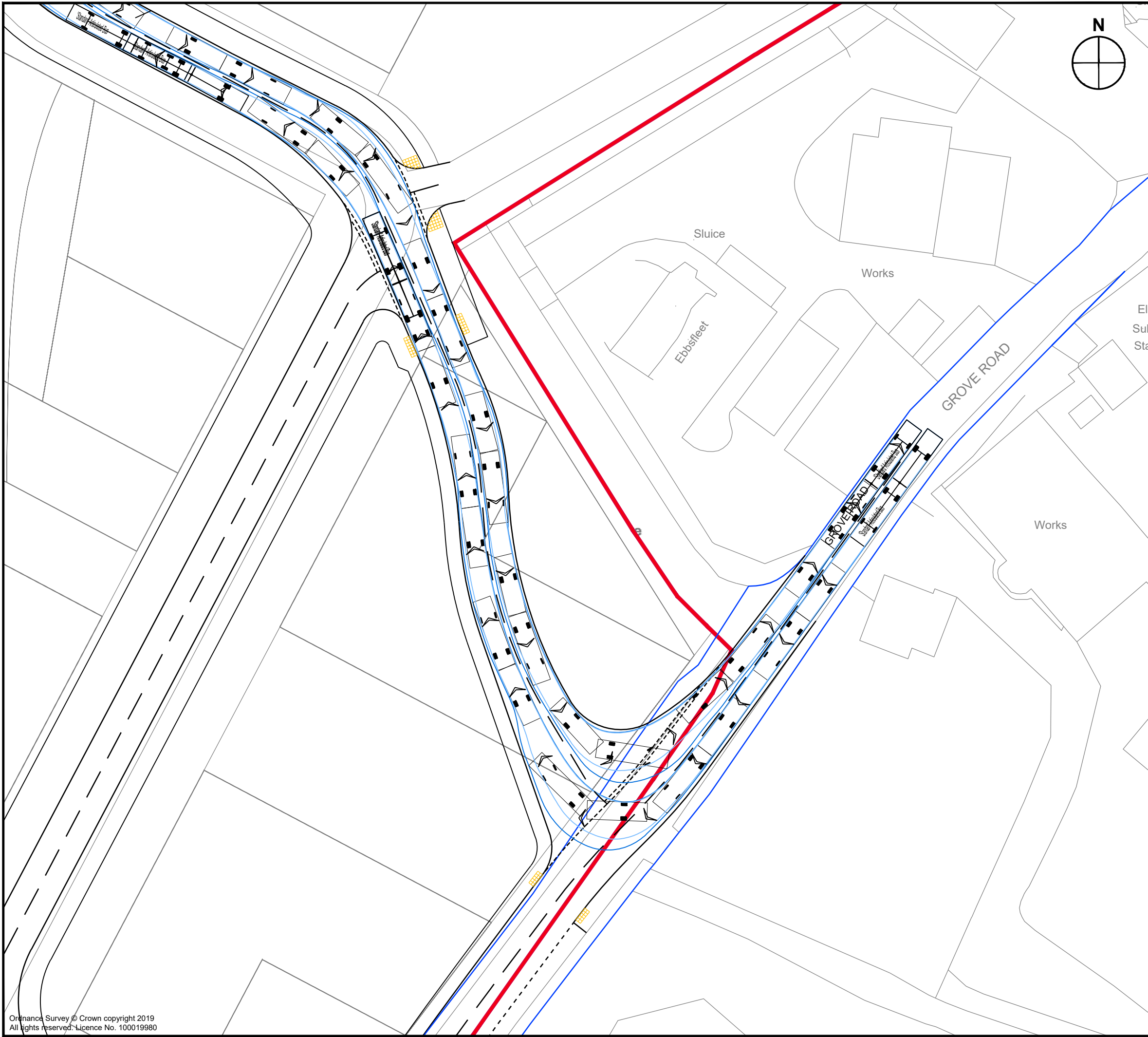
SCALES:

1:500 at A3

DRAWN:	NS	CHECKED:	BH	DATE:	08.02.2024
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DRAWING NUMBER:	226728/PD107/AT01	REVISION:	-
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Notes:

- 1. This is not a construction drawing and is intended for illustrative purposes only
- 2. White lining is indicative only.

Vehicle Profile

'Standard' Articulated Bus	
Overall Length	18.020m
Overall Width	2.520m
Overall Body Height	2.714m
Min Body Ground Clearance	0.301m
Max Track Width	2.400m
Lock to lock time	4.00s
Wall to Wall Turning Radius	11.400m

REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

Northfleet Central 1 Limited

PROJECT:

Northfleet Central
Gravesham

DRAWING TITLE:

Swept Path Analysis
Fast Track
18m Articulated Bus
movement at Junc 11

SCALES:

1:500 at A3

DRAWN:	NS	CHECKED:	BH	DATE:	08.02.2024
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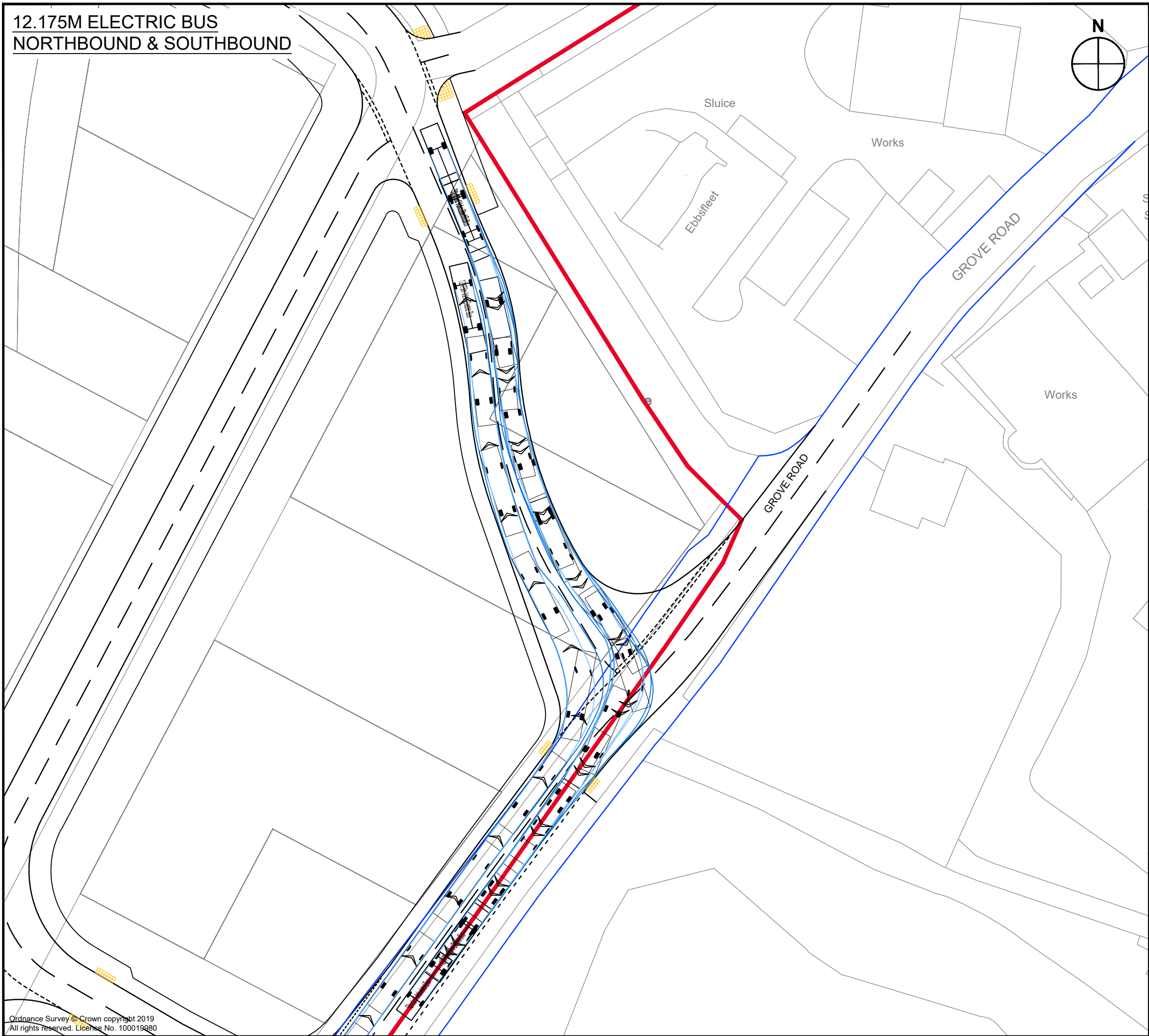
DRAWING NUMBER:

226728/PD107/AT02

REVISION:

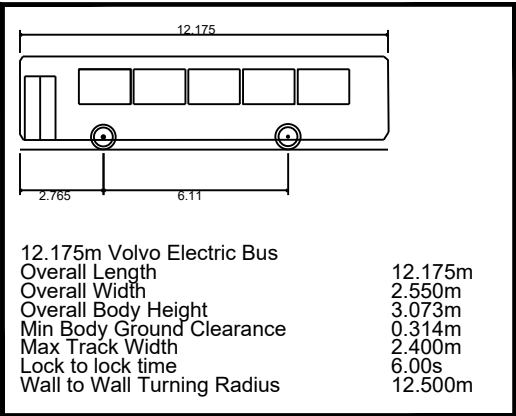
-

12.175M ELECTRIC BUS
NORTHBOUND & SOUTHBOUND



- Notes:
- 1. This is not a construction drawing and is intended for illustrative purposes only
 - 2. White lining is indicative only.

Vehicle Profile



REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
Northfleet Central 1 Limited

PROJECT:
**Northfleet Central
Gravesham**

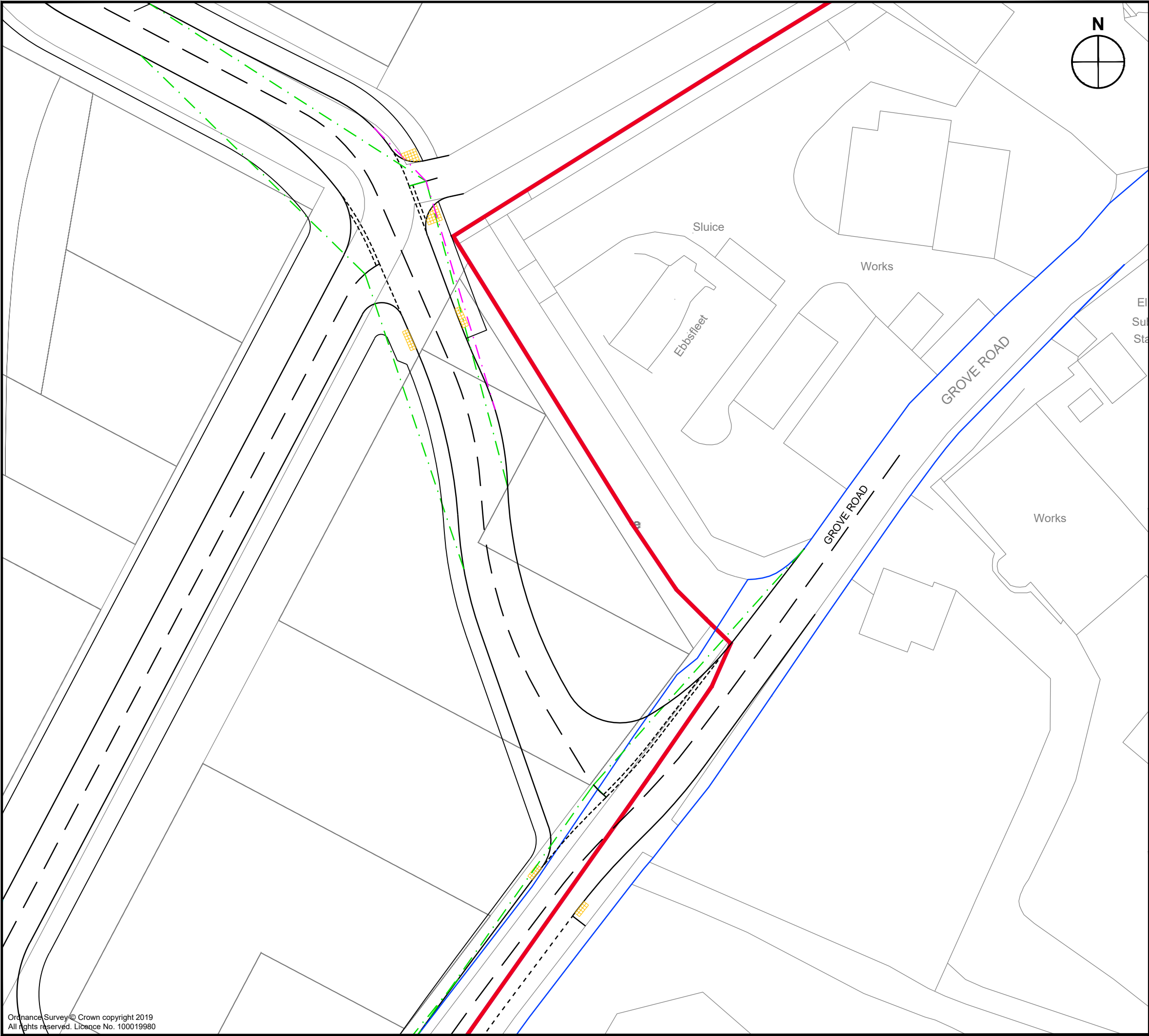
DRAWING TITLE:
**Swept Path Analysis
Fast Track
Electric Bus
movement at Junc 11**

SCALES:
1:500 at A3

DRAWN:	NS	CHECKED:	BH	DATE:	14.02.2024
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DRAWING NUMBER:	226728/PD107/AT03	REVISION:	-
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Notes:
1. This is not a construction drawing and is intended for illustrative purposes only
2. White lining is indicative only.

Key

- Highway Boundary
- Site Boundary
- Visibility splay 2.4m x 43m (MfS 30mph)
- Tangential visibility

REV.	B	Junc 11 amended	NS	BH	08.02.2024
	A	Forward visibility added to junc 11	NS	BH	07.02.2024
		DETAILS	DRAWN	CHECKED	DATE

CLIENT:
Northfleet Central 1 Limited

PROJECT:
**Northfleet Central
Gravesham**

DRAWING TITLE:
**Site Access Plans
Junction 10 & 11**

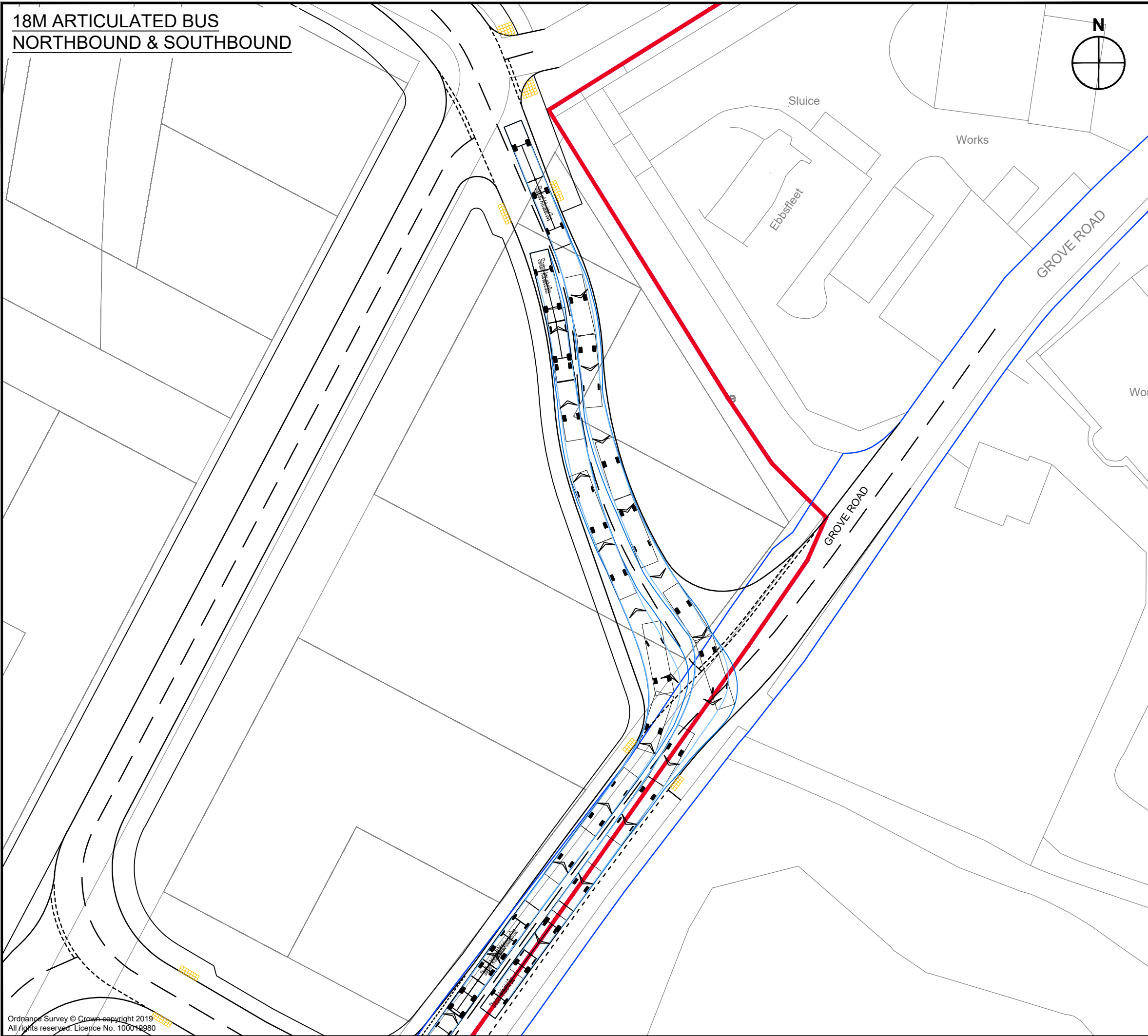
SCALES:
1:500 at A3

DRAWN:	NS	CHECKED:	RS	DATE:	15.12.2023
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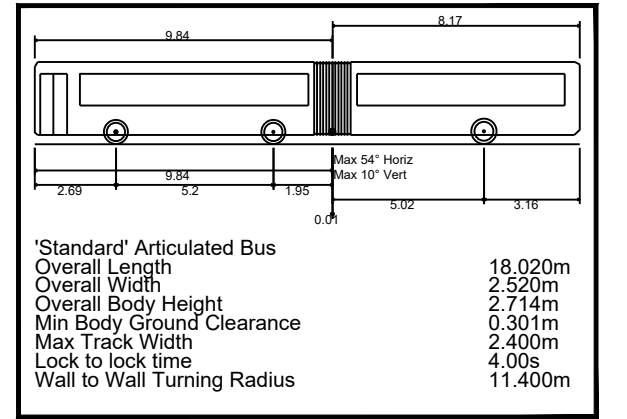
DRAWING NUMBER:	226728/PD107	REVISION:	B
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18M ARTICULATED BUS
NORTHBOUND & SOUTHBOUND



- Notes:
- 1. This is not a construction drawing and is intended for illustrative purposes only
 - 2. White lining is indicative only.

Vehicle Profile



REV.	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:
Northfleet Central 1 Limited

PROJECT:
**Northfleet Central
Gravesham**

DRAWING TITLE:
**Swept Path Analysis
Fast Track
18m Articulated Bus
movement at Junc 11**

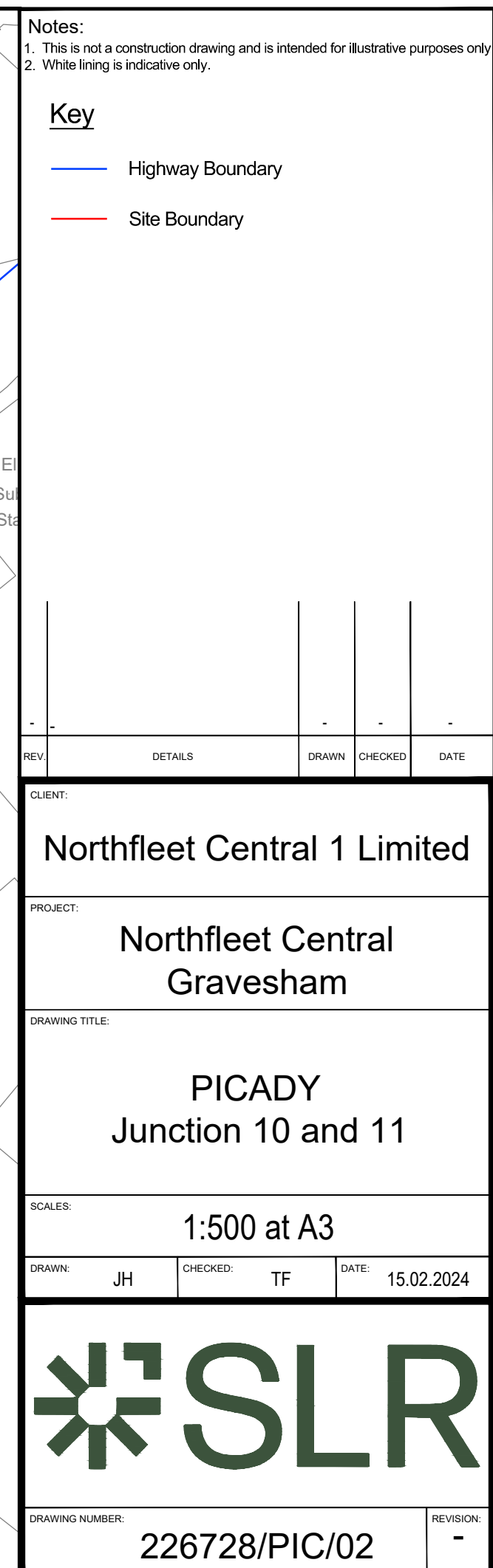
SCALES:
1:500 at A3

DRAWN:	NS	CHECKED:	BH	DATE:	14.02.2024
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DRAWING NUMBER:	226728/PD107/AT04	REVISION:	-
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Appendix D

Junctions 10		
PICADY 10 - Priority Intersection Module		
Version: 10.0.4.1693 © Copyright TRL Software Limited, 2021		
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com		
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution		

Filename: J2B - A226_B2175 (PD106 Rev D) v4.0.j10

Path: C:\DSN\226728 - Northfleet

Report generation date: 22/02/2024 15:14:13

- »2030 Adjusted Flows (Without LTC), AM
- »2030 Adjusted Flows (Without LTC), PM
- »2030 With Dev Flows (Without LTC), SAT
- »2030 With Dev + Other Dev, AM
- »2030 With Dev + Other Dev, PM
- »2030 With Dev + Other Dev, SAT

Summary of junction performance

	AM			PM			SAT		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2030 Adjusted Flows (Without LTC)									
Stream B-C	0.2	11.19	0.15	0.1	10.84	0.12			
Stream B-A	2.0	33.78	0.63	1.0	24.01	0.48			
Stream C-AB	0.1	6.76	0.07	0.1	7.96	0.13			
2030 With Dev Flows (Without LTC)									
Stream B-C							0.2	11.19	0.19
Stream B-A							1.4	23.54	0.59
Stream C-AB							0.2	7.18	0.13
2030 With Dev + Other Dev									
Stream B-C	1.0	52.91	0.52	0.2	14.01	0.18	0.5	18.54	0.31
Stream B-A	6.5	84.67	0.89	1.8	35.49	0.64	3.1	41.93	0.77
Stream C-AB	0.1	7.09	0.12	0.2	8.41	0.13	0.2	7.59	0.16

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

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

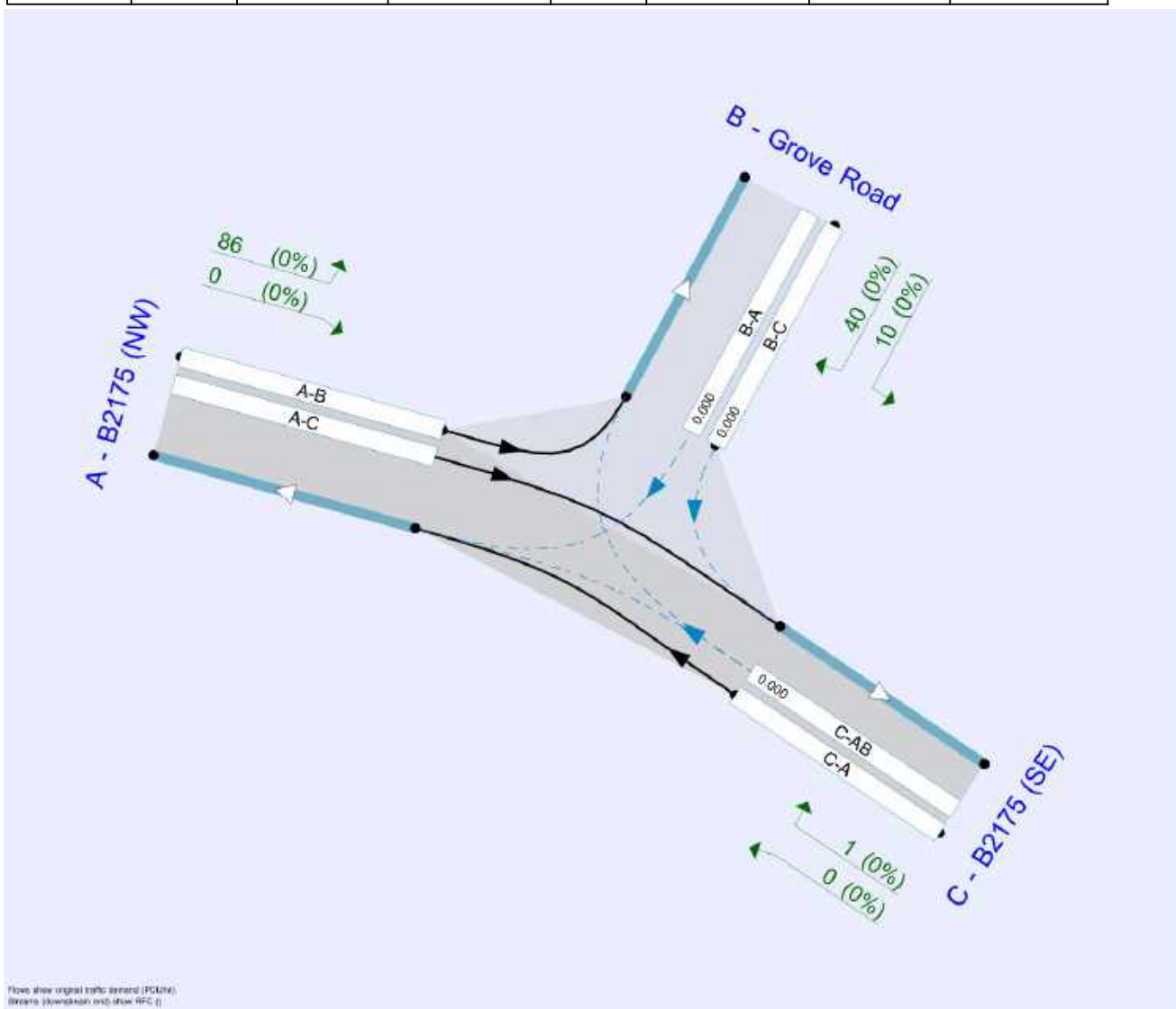
File summary

File Description

Title	Northfleet
Location	A226 / B2175 / Grove Road Junction
Site number	
Date	22/02/2024
Version	
Status	Proposed Junction - based on layout on drg. no: 226728 / PD106 Rev D
Identifier	
Client	
Jobnumber	226728
Enumerator	David Noyce
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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2030 Adjusted Flows (Without LTC)	AM	ONE HOUR	07:45	09:15	15	✓		
D2	2030 Adjusted Flows (Without LTC)	PM	ONE HOUR	16:45	18:15	15	✓		
D3	2030 With Dev Flows (Without LTC)	SAT	ONE HOUR	12:00	13:30	15	✓		
D4	: Other Dev	AM	ONE HOUR	07:45	09:15	15			
D5	: Other Dev	PM	ONE HOUR	16:45	18:15	15			
D6	: Other Dev	SAT	ONE HOUR	12:00	13:30	15		Simple	(D4+D5)/2
D7	2030 With Dev + Other Dev	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1+D4
D8	2030 With Dev + Other Dev	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2+D5
D9	2030 With Dev + Other Dev	SAT	ONE HOUR	12:00	13:30	15	✓	Simple	D3+D6

Analysis Set Details

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

2030 Adjusted Flows (Without LTC), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Grove Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Demand Set Relationship	D9 - 2030 With Dev + Other Dev, SAT	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	East Junction	T-Junction	Two-way	Two-way	Two-way		5.40	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.40	A

Arms

Arms

Arm	Name	Description	Arm type
A	B2175 (NW)		Major
B	Grove Road		Minor
C	B2175 (SE)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - B2175 (SE)	8.19		✓	3.88	57.0	✓	5.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Grove Road	One lane plus flare	10.00	6.62	4.84	4.41	4.23	✓	2.00	38	87

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	604	0.105	0.265	0.167	0.378
B-C	620	0.082	0.206	-	-
C-B	718	0.252	0.252	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2030 Adjusted Flows (Without LTC)	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B2175 (NW)		ONE HOUR	✓	462	100.000
B - Grove Road		ONE HOUR	✓	254	100.000
C - B2175 (SE)		ONE HOUR	✓	700	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - B2175 (NW)	B - Grove Road	C - B2175 (SE)
From	A - B2175 (NW)	0	117	345
	B - Grove Road	201	0	53
	C - B2175 (SE)	662	38	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - B2175 (NW)	B - Grove Road	C - B2175 (SE)
From	A - B2175 (NW)	0	18	3
	B - Grove Road	24	0	0
	C - B2175 (SE)	2	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.15	11.19	0.2	B	49	73
B-A	0.63	33.78	2.0	D	184	277
C-AB	0.07	6.76	0.1	A	35	52
C-A					607	911
A-B					107	161
A-C					317	475

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	10	504	0.079	40	0.0	0.1	7.742	A
B-A	151	38	432	0.350	149	0.0	0.7	15.626	C
C-AB	29	7	630	0.045	28	0.0	0.0	6.157	A
C-A	498	125			498				
A-B	88	22			88				
A-C	260	65			260				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	48	12	467	0.102	48	0.1	0.1	8.581	A
B-A	181	45	399	0.453	179	0.7	1.0	20.232	C
C-AB	34	9	613	0.056	34	0.0	0.1	6.400	A
C-A	595	149			595				
A-B	105	26			105				
A-C	310	78			310				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58	15	385	0.151	58	0.1	0.2	10.979	B
B-A	221	55	352	0.628	218	1.0	1.9	32.279	D
C-AB	42	10	590	0.071	42	0.1	0.1	6.764	A
C-A	729	182			729				
A-B	129	32			129				
A-C	380	95			380				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58	15	380	0.154	58	0.2	0.2	11.192	B
B-A	221	55	352	0.628	221	1.9	2.0	33.784	D
C-AB	42	10	590	0.071	42	0.1	0.1	6.764	A
C-A	729	182			729				
A-B	129	32			129				
A-C	380	95			380				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	48	12	463	0.103	48	0.2	0.1	8.685	A
B-A	181	45	399	0.453	184	2.0	1.1	21.166	C
C-AB	34	9	613	0.056	34	0.1	0.1	6.404	A
C-A	595	149			595				
A-B	105	26			105				
A-C	310	78			310				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	10	502	0.080	40	0.1	0.1	7.797	A
B-A	151	38	432	0.350	153	1.1	0.7	16.074	C
C-AB	29	7	630	0.045	29	0.1	0.0	6.161	A
C-A	498	125			498				
A-B	88	22			88				
A-C	260	65			260				

2030 Adjusted Flows (Without LTC), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Grove Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Demand Set Relationship	D9 - 2030 With Dev + Other Dev, SAT	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	East Junction	T-Junction	Two-way	Two-way	Two-way		2.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.85	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2030 Adjusted Flows (Without LTC)	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B2175 (NW)		ONE HOUR	✓	688	100.000
B - Grove Road		ONE HOUR	✓	178	100.000
C - B2175 (SE)		ONE HOUR	✓	593	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - B2175 (NW)	B - Grove Road	C - B2175 (SE)
From	A - B2175 (NW)	0	158	530
	B - Grove Road	133	0	45
	C - B2175 (SE)	533	60	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - B2175 (NW)	B - Grove Road	C - B2175 (SE)
From	A - B2175 (NW)	0	9	2
	B - Grove Road	6	0	8
	C - B2175 (SE)	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.12	10.84	0.1	B	41	62
B-A	0.48	24.01	1.0	C	122	183
C-AB	0.13	7.96	0.1	A	55	83
C-A					489	734
A-B					145	217
A-C					486	730

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34	8	499	0.068	34	0.0	0.1	8.344	A
B-A	100	25	398	0.252	99	0.0	0.4	12.708	B
C-AB	45	11	588	0.077	45	0.0	0.1	6.760	A
C-A	401	100			401				
A-B	119	30			119				
A-C	399	100			399				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	10	467	0.087	40	0.1	0.1	9.102	A
B-A	120	30	359	0.333	119	0.4	0.5	15.858	C
C-AB	54	13	562	0.096	54	0.1	0.1	7.222	A
C-A	479	120			479				
A-B	142	36			142				
A-C	476	119			476				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	12	410	0.121	49	0.1	0.1	10.770	B
B-A	146	37	305	0.480	145	0.5	0.9	23.568	C
C-AB	66	17	527	0.125	66	0.1	0.1	7.955	A
C-A	587	147			587				
A-B	174	43			174				
A-C	584	146			584				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	12	408	0.121	50	0.1	0.1	10.835	B
B-A	146	37	305	0.480	146	0.9	1.0	24.006	C
C-AB	66	17	527	0.125	66	0.1	0.1	7.960	A
C-A	587	147			587				
A-B	174	43			174				
A-C	584	146			584				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	10	466	0.087	41	0.1	0.1	9.151	A
B-A	120	30	359	0.333	121	1.0	0.5	16.153	C
C-AB	54	13	562	0.096	54	0.1	0.1	7.226	A
C-A	479	120			479				
A-B	142	36			142				
A-C	476	119			476				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34	8	498	0.068	34	0.1	0.1	8.382	A
B-A	100	25	398	0.252	101	0.5	0.4	12.884	B
C-AB	45	11	588	0.077	45	0.1	0.1	6.770	A
C-A	401	100			401				
A-B	119	30			119				
A-C	399	100			399				

2030 With Dev Flows (Without LTC), SAT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Grove Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Demand Set Relationship	D9 - 2030 With Dev + Other Dev, SAT	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	East Junction	T-Junction	Two-way	Two-way	Two-way		4.80	A

Junction Network

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030 With Dev Flows (Without LTC)	SAT	ONE HOUR	12:00	13:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B2175 (NW)		ONE HOUR	✓	486	100.000
B - Grove Road		ONE HOUR	✓	274	100.000
C - B2175 (SE)		ONE HOUR	✓	501	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - B2175 (NW)	B - Grove Road	C - B2175 (SE)
From	A - B2175 (NW)	0	176	310
	B - Grove Road	201	0	73
	C - B2175 (SE)	431	70	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - B2175 (NW)	B - Grove Road	C - B2175 (SE)
From	A - B2175 (NW)	0	7	2
	B - Grove Road	3	0	4
	C - B2175 (SE)	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.19	11.19	0.2	B	67	100
B-A	0.59	23.54	1.4	C	184	277
C-AB	0.13	7.18	0.2	A	64	96
C-A					395	593
A-B					162	242
A-C					284	427

Main Results for each time segment

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	55	14	518	0.106	54	0.0	0.1	8.076	A
B-A	151	38	447	0.338	149	0.0	0.5	12.361	B
C-AB	53	13	626	0.084	52	0.0	0.1	6.335	A
C-A	324	81			324				
A-B	133	33			133				
A-C	233	58			233				

12:15 - 12:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	66	16	484	0.136	65	0.1	0.2	8.946	A
B-A	181	45	418	0.432	180	0.5	0.8	15.468	C
C-AB	63	16	608	0.104	63	0.1	0.1	6.669	A
C-A	387	97			387				
A-B	158	40			158				
A-C	279	70			279				

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	80	20	418	0.192	80	0.2	0.2	11.074	B
B-A	221	55	378	0.585	219	0.8	1.4	22.919	C
C-AB	77	19	583	0.132	77	0.1	0.2	7.178	A
C-A	475	119			475				
A-B	194	48			194				
A-C	341	85			341				

12:45 - 13:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	80	20	415	0.194	80	0.2	0.2	11.194	B
B-A	221	55	378	0.585	221	1.4	1.4	23.543	C
C-AB	77	19	583	0.132	77	0.2	0.2	7.181	A
C-A	475	119			475				
A-B	194	48			194				
A-C	341	85			341				

13:00 - 13:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	66	16	481	0.136	66	0.2	0.2	9.024	A
B-A	181	45	419	0.432	183	1.4	0.8	15.902	C
C-AB	63	16	608	0.104	63	0.2	0.1	6.675	A
C-A	387	97			387				
A-B	158	40			158				
A-C	279	70			279				

13:15 - 13:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	55	14	516	0.107	55	0.2	0.1	8.131	A
B-A	151	38	447	0.338	152	0.8	0.5	12.620	B
C-AB	53	13	626	0.084	53	0.1	0.1	6.347	A
C-A	324	81			324				
A-B	133	33			133				
A-C	233	58			233				

2030 With Dev + Other Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Grove Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Demand Set Relationship	D9 - 2030 With Dev + Other Dev, SAT	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	East Junction	T-Junction	Two-way	Two-way	Two-way		17.53	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	17.53	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2030 With Dev + Other Dev	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1+D4

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B2175 (NW)		ONE HOUR	✓	477	100.000
B - Grove Road		ONE HOUR	✓	337	100.000
C - B2175 (SE)		ONE HOUR	✓	725	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - B2175 (NW)	B - Grove Road	C - B2175 (SE)
From	A - B2175 (NW)	0	132	345
	B - Grove Road	274	0	63
	C - B2175 (SE)	662	63	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - B2175 (NW)	B - Grove Road	C - B2175 (SE)
From	A - B2175 (NW)	0	16	3
	B - Grove Road	17	0	0
	C - B2175 (SE)	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.52	52.91	1.0	F	58	87
B-A	0.89	84.67	6.5	F	251	377
C-AB	0.12	7.09	0.1	A	58	87
C-A					607	911
A-B					121	182
A-C					317	475

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	12	466	0.102	47	0.0	0.1	8.584	A
B-A	206	52	425	0.485	202	0.0	1.1	18.460	C
C-AB	47	12	628	0.076	47	0.0	0.1	6.310	A
C-A	498	125			498				
A-B	99	25			99				
A-C	260	65			260				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	57	14	392	0.144	56	0.1	0.2	10.711	B
B-A	246	62	390	0.631	243	1.1	1.9	27.933	D
C-AB	57	14	610	0.093	57	0.1	0.1	6.620	A
C-A	595	149			595				
A-B	119	30			119				
A-C	310	78			310				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	69	17	182	0.381	68	0.2	0.6	31.070	D
B-A	302	75	341	0.886	287	1.9	5.5	65.294	F
C-AB	69	17	586	0.118	69	0.1	0.1	7.091	A
C-A	729	182			729				
A-B	145	36			145				
A-C	380	95			380				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	69	17	134	0.517	68	0.6	1.0	52.908	F
B-A	302	75	341	0.886	298	5.5	6.5	84.671	F
C-AB	69	17	586	0.118	69	0.1	0.1	7.094	A
C-A	729	182			729				
A-B	145	36			145				
A-C	380	95			380				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	57	14	360	0.157	60	1.0	0.2	12.087	B
B-A	246	62	390	0.631	264	6.5	2.2	36.783	E
C-AB	57	14	610	0.093	57	0.1	0.1	6.623	A
C-A	595	149			595				
A-B	119	30			119				
A-C	310	78			310				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	12	459	0.103	48	0.2	0.1	8.763	A
B-A	206	52	426	0.485	210	2.2	1.1	19.848	C
C-AB	47	12	628	0.076	48	0.1	0.1	6.319	A
C-A	498	125			498				
A-B	99	25			99				
A-C	260	65			260				

2030 With Dev + Other Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Grove Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Demand Set Relationship	D9 - 2030 With Dev + Other Dev, SAT	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	East Junction	T-Junction	Two-way	Two-way	Two-way		4.65	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.65	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2030 With Dev + Other Dev	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2+D5

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B2175 (NW)		ONE HOUR	✓	774	100.000
B - Grove Road		ONE HOUR	✓	228	100.000
C - B2175 (SE)		ONE HOUR	✓	594	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - B2175 (NW)	B - Grove Road	C - B2175 (SE)
From	A - B2175 (NW)	0	244	530
	B - Grove Road	173	0	55
	C - B2175 (SE)	533	61	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - B2175 (NW)	B - Grove Road	C - B2175 (SE)
From	A - B2175 (NW)	0	6	2
	B - Grove Road	5	0	6
	C - B2175 (SE)	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.18	14.01	0.2	B	50	76
B-A	0.64	35.49	1.8	E	159	238
C-AB	0.13	8.41	0.2	A	56	84
C-A					489	734
A-B					224	336
A-C					486	730

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	10	478	0.087	41	0.0	0.1	8.759	A
B-A	130	33	392	0.332	128	0.0	0.5	14.162	B
C-AB	46	11	571	0.080	46	0.0	0.1	6.977	A
C-A	401	100			401				
A-B	184	46			184				
A-C	399	100			399				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49	12	435	0.114	49	0.1	0.1	9.927	A
B-A	156	39	352	0.442	154	0.5	0.8	18.969	C
C-AB	55	14	543	0.101	55	0.1	0.1	7.518	A
C-A	479	120			479				
A-B	219	55			219				
A-C	476	119			476				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61	15	340	0.178	60	0.1	0.2	13.664	B
B-A	190	48	295	0.645	187	0.8	1.7	33.563	D
C-AB	67	17	504	0.133	67	0.1	0.2	8.409	A
C-A	587	147			587				
A-B	269	67			269				
A-C	584	146			584				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	61	15	334	0.181	61	0.2	0.2	14.008	B
B-A	190	48	295	0.645	190	1.7	1.8	35.490	E
C-AB	67	17	504	0.133	67	0.2	0.2	8.412	A
C-A	587	147			587				
A-B	269	67			269				
A-C	584	146			584				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49	12	431	0.115	50	0.2	0.1	10.065	B
B-A	156	39	352	0.442	159	1.8	0.9	19.916	C
C-AB	55	14	543	0.101	55	0.2	0.1	7.528	A
C-A	479	120			479				
A-B	219	55			219				
A-C	476	119			476				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	10	476	0.087	42	0.1	0.1	8.822	A
B-A	130	33	392	0.332	132	0.9	0.5	14.518	B
C-AB	46	11	571	0.080	46	0.1	0.1	6.988	A
C-A	401	100			401				
A-B	184	46			184				
A-C	399	100			399				

2030 With Dev + Other Dev, SAT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Grove Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Demand Set Relationship	D9 - 2030 With Dev + Other Dev, SAT	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	East Junction	T-Junction	Two-way	Two-way	Two-way		9.32	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.32	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D9	2030 With Dev + Other Dev	SAT	ONE HOUR	12:00	13:30	15	✓	Simple	D3+D6

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B2175 (NW)		ONE HOUR	✓	537	100.000
B - Grove Road		ONE HOUR	✓	341	100.000
C - B2175 (SE)		ONE HOUR	✓	514	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - B2175 (NW)	B - Grove Road	C - B2175 (SE)
From	A - B2175 (NW)	0	227	310
	B - Grove Road	258	0	83
	C - B2175 (SE)	431	83	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - B2175 (NW)	B - Grove Road	C - B2175 (SE)
From	A - B2175 (NW)	0	5	2
	B - Grove Road	2	0	4
	C - B2175 (SE)	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.31	18.54	0.5	C	76	114
B-A	0.77	41.93	3.1	E	236	354
C-AB	0.16	7.59	0.2	A	76	114
C-A					395	593
A-B					208	312
A-C					284	427

Main Results for each time segment

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	16	486	0.128	62	0.0	0.2	8.763	A
B-A	194	48	443	0.438	191	0.0	0.8	14.440	B
C-AB	62	16	616	0.101	62	0.0	0.1	6.543	A
C-A	324	81			324				
A-B	171	43			171				
A-C	233	58			233				

12:15 - 12:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	75	19	433	0.172	74	0.2	0.2	10.386	B
B-A	231	58	412	0.562	230	0.8	1.3	19.968	C
C-AB	75	19	597	0.125	74	0.1	0.1	6.951	A
C-A	387	97			387				
A-B	204	51			204				
A-C	279	70			279				

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	91	23	305	0.299	91	0.2	0.4	17.262	C
B-A	284	71	369	0.769	277	1.3	2.9	37.708	E
C-AB	91	23	569	0.161	91	0.1	0.2	7.588	A
C-A	475	119			475				
A-B	249	62			249				
A-C	341	85			341				

12:45 - 13:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	91	23	292	0.313	91	0.4	0.5	18.538	C
B-A	284	71	368	0.769	283	2.9	3.1	41.932	E
C-AB	91	23	569	0.161	91	0.2	0.2	7.594	A
C-A	475	119			475				
A-B	249	62			249				
A-C	341	85			341				

13:00 - 13:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	75	19	423	0.176	76	0.5	0.2	10.752	B
B-A	231	58	412	0.562	238	3.1	1.4	21.967	C
C-AB	75	19	597	0.125	75	0.2	0.1	6.958	A
C-A	387	97			387				
A-B	204	51			204				
A-C	279	70			279				

13:15 - 13:30

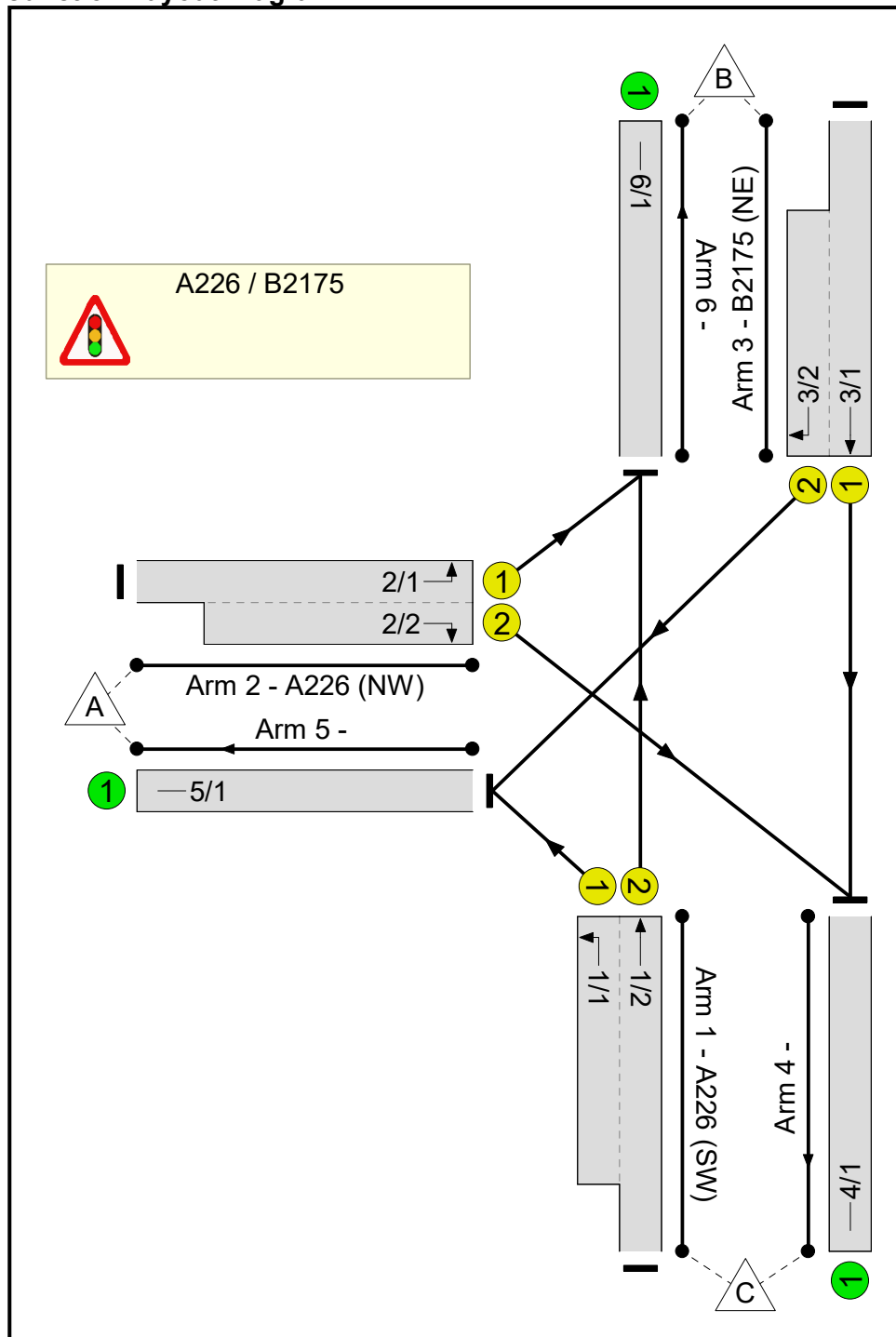
Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	16	483	0.129	63	0.2	0.2	8.877	A
B-A	194	48	443	0.438	196	1.4	0.8	15.055	C
C-AB	62	16	616	0.101	63	0.1	0.1	6.559	A
C-A	324	81			324				
A-B	171	43			171				
A-C	233	58			233				

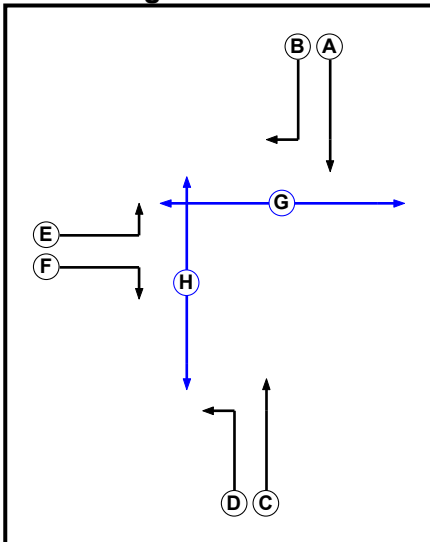
Appendix E

User and Project Details

Project:	Northfleet
Title:	A226 / B2175 - Proposed Junction Layout
Design Layout Ref:	Based on Layout on Drg. No: 226728 / PD101 Rev A
File name:	J2A - A226_B2175 (PD101 Rev A) v2.2.lsg3x
Author:	David Noyce
Company:	Vectos / SLR
Address:	The Cursitor, 38 Chancery Lane, London WC2A 1EN

Junction Layout Diagram



Phase Diagram**Phase Input Data**

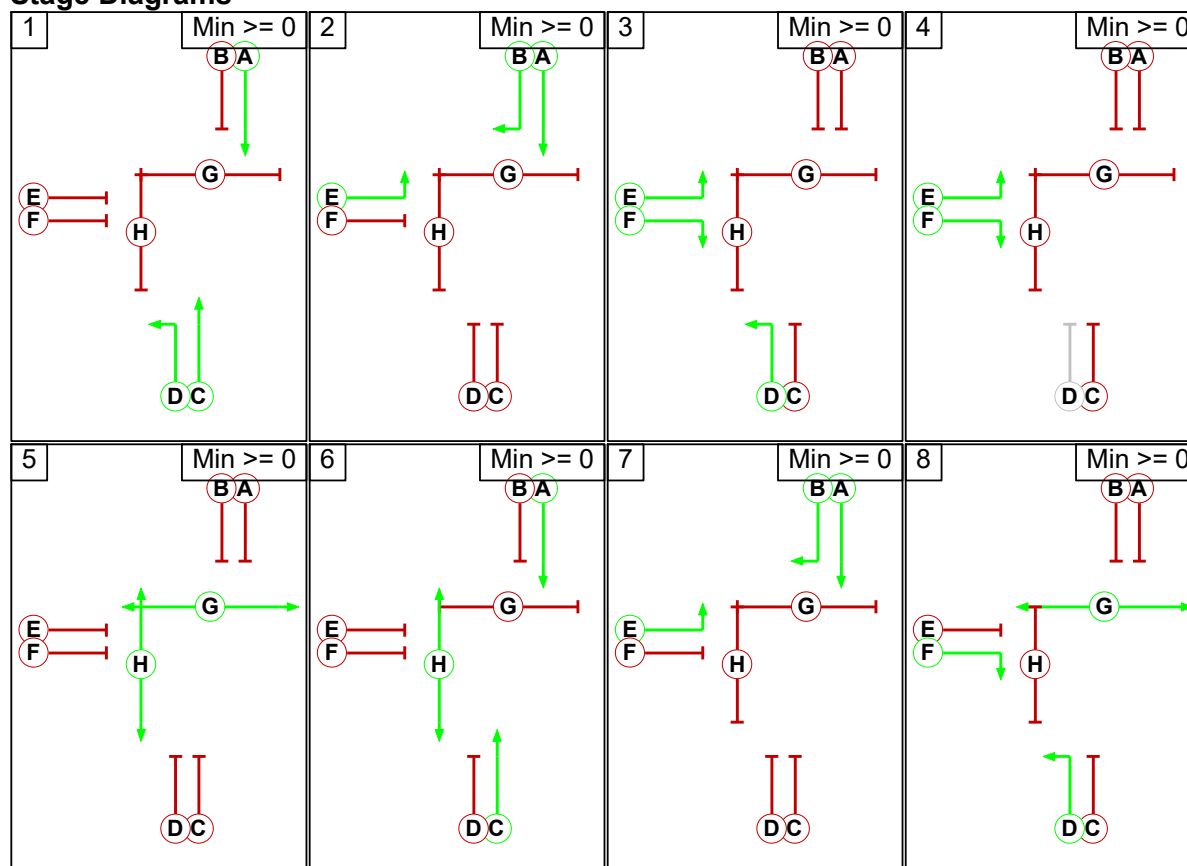
Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Traffic		-9999	7
D	Traffic		-9999	7
E	Traffic		-9999	7
F	Traffic		-9999	7
G	Pedestrian		-9999	6
H	Pedestrian		-9999	6

Intergreens

	Starting Phase							
	A	B	C	D	E	F	G	H
Terminating Phase	A	-	-	-	-	5	5	-
	B	-	5	7	-	5	5	9
	C	-	5	-	6	5	9	-
	D	-	5	-	-	-	-	7
	E	-	-	5	-	-	7	5
	F	5	5	5	-	-	-	5
	G	16	16	16	-	16	-	-
	H	-	17	-	17	17	-	-

Stage Data

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

Stage Diagrams**Phase Delays**

Term. Stage	Start Stage	Phase	Type	Value	Cont value
6	7	C	Losing	11	11
8	1	F	Losing	11	11
8	6	D	Losing	9	9
8	6	F	Losing	11	11

Lane Input Data

Junction: A226 / B2175												
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)
1/1 (A226 (SW))	U	D	2	3	11.0	Geom	-	3.20	0.00	Y	Arm 5 Left	13.50
1/2 (A226 (SW))	U	C	2	3	60.0	Geom	-	3.20	0.00	Y	Arm 6 Ahead	180.00
2/1 (A226 (NW))	U	E	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Left	13.50
2/2 (A226 (NW))	U	F	2	3	14.6	Geom	-	3.50	0.00	Y	Arm 4 Right	18.00
3/1 (B2175 (NE))	U	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Ahead	Inf
3/2 (B2175 (NE))	U	B	2	3	8.8	Geom	-	3.20	0.00	Y	Arm 5 Right	14.00

Give-Way Lane Input Data

Junction: A226 / B2175
There are no Opposed Lanes in this Junction

Scenario 1: '2030 Adjusted Flows (Without LTC), AM'
(FG1: '2030 Adjusted Flows (Without LTC), AM', Plan 4: 'Peds Every Cycle (2)')

Traffic Flows, Desired

Desired Flow :

		Destination			
Origin		A	B	C	Tot.
	A	0	333	354	687
	B	617	0	246	863
	C	339	129	0	468
	Tot.	956	462	600	2018

Stage Timings

Stage	6	7	8
Duration	7	55	18
Change Point	0	23	95

Link Results

Item	Lane Description	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A226 / B2175 - Proposed Junction Layout	-	-	-	-	-	-	89.9%	-	-
A226 / B2175	-	-	-	-	-	-	89.9%	-	-
1/2+1/1	A226 (SW) Left Ahead	C D	18:27	468	1919:1742	146+384	88.3 : 88.3%	70.4	14.1
2/1+2/2	A226 (NW) Right Left	E F	55:31	687	1769:1814	438+465	76.1 : 76.1%	39.1	12.3
3/1+3/2	B2175 (NE) Ahead Right	A B	79:55	863	1965:1748	274+686	89.9 : 89.9%	40.8	26.3
C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%):	0.1 0.1	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		26.39 26.39	Cycle Time (s): 120			

(FG2: '2030 Adjusted Flows (Without LTC), PM', Plan 4: 'Peds Every Cycle (2)')

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	493	465	958
	B	468	0	198	666
	C	466	195	0	661
	Tot.	934	688	663	2285

Stage	6	7	8
Duration	7	37	28
Change Point	0	23	77

Item	Lane Description	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A226 / B2175 - Proposed Junction Layout	-	-	-	-	-	-	90.0%	-	-
A226 / B2175	-	-	-	-	-	-	90.0%	-	-
1/2+1/1	A226 (SW) Left Ahead	C D	18:37	661	1919:1742	219+523	89.2 : 89.2%	56.8	18.3
2/1+2/2	A226 (NW) Right Left	E F	37:41	958	1769:1814	548+575	90.0 : 80.9%	42.3	16.8
3/1+3/2	B2175 (NE) Ahead Right	A B	61:37	666	1965:1748	222+524	89.3 : 89.3%	49.1	19.5
C1	PRC for Signalled Lanes (%):		0.0	Total Delay for Signalled Lanes (pcuHr):		30.76	Cycle Time (s): 112		
	PRC Over All Lanes (%):		0.0	Total Delay Over All Lanes(pcuHr):		30.76			

Scenario 3: '2030 With Dev Flows (Without LTC), SAT'
(FG3: '2030 With Dev Flows (Without LTC), SAT', Plan 4: 'Peds Every Cycle (2)')

Traffic Flows, Desired
Desired Flow :

		Destination			
Origin		A	B	C	Tot.
	A	0	291	324	615
	B	412	0	220	632
	C	458	196	0	654
	Tot.	870	487	544	1901

Stage Timings

Stage	6	7	8
Duration	7	23	18
Change Point	0	23	63

Link Results

Item	Lane Description	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A226 / B2175 - Proposed Junction Layout	-	-	-	-	-	-	90.0%	-	-
A226 / B2175	-	-	-	-	-	-	90.0%	-	-
1/2+1/1	A226 (SW) Left Ahead	C D	18:27	654	1919:1742	223+521	87.9 : 87.9%	47.0	13.7
2/1+2/2	A226 (NW) Right Left	E F	23:31	615	1769:1814	482+635	60.3 : 51.0%	28.2	6.8
3/1+3/2	B2175 (NE) Ahead Right	A B	47:23	632	1965:1748	245+458	90.0 : 90.0%	46.4	13.9
C1		PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):		21.50	Cycle Time (s): 88		
		PRC Over All Lanes (%):	0.0	Total Delay Over All Lanes(pcuHr):		21.50			

Scenario 5: '2030 With Dev, AM + Other Dev'
(FG8: '2030 With Dev, AM + Other Dev', Plan 4: 'Peds Every Cycle (2)')

Traffic Flows, Desired
Desired Flow :

		Destination			
Origin		A	B	C	Tot.
	A	0	343	354	697
	B	677	0	259	936
	C	339	134	0	473
	Tot.	1016	477	613	2106

Stage Timings

Stage	6	7	8
Duration	7	57	16
Change Point	0	23	97

Link Results

Item	Lane Description	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A226 / B2175 - Proposed Junction Layout	-	-	-	-	-	-	95.0%	-	-
A226 / B2175	-	-	-	-	-	-	95.0%	-	-
1/2+1/1	A226 (SW) Left Ahead	C D	18:25	473	1919:1742	143+362	93.6 : 93.6%	87.4	16.4
2/1+2/2	A226 (NW) Right Left	E F	57:29	697	1769:1814	436+450	78.7 : 78.7%	40.4	12.7
3/1+3/2	B2175 (NE) Ahead Right	A B	81:57	936	1965:1748	273+712	95.0 : 95.0%	52.6	33.6
C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%):	-5.6 -5.6	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		32.99 32.99	Cycle Time (s): 120			

Scenario 6: '2030 With Dev, PM + Other Dev'
(FG9: '2030 With Dev, PM + Other Dev', Plan 4: 'Peds Every Cycle (2)')

Traffic Flows, Desired
Desired Flow :

		Destination			
Origin		A	B	C	Tot.
	A	0	502	465	967
	B	497	0	209	706
	C	466	272	0	738
	Tot.	963	774	674	2411

Stage Timings

Stage	6	7	8
Duration	7	42	31
Change Point	0	23	82

Link Results

Item	Lane Description	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A226 / B2175 - Proposed Junction Layout	-	-	-	-	-	-	93.1%	-	-
A226 / B2175	-	-	-	-	-	-	93.1%	-	-
1/2+1/1	A226 (SW) Left Ahead	C D	18:40	738	1919:1742	292+501	93.1 : 93.1%	68.1	22.3
2/1+2/2	A226 (NW) Right Left	E F	42:44	967	1769:1814	551+557	91.1 : 83.5%	45.3	18.4
3/1+3/2	B2175 (NE) Ahead Right	A B	66:42	706	1965:1748	228+542	91.6 : 91.6%	54.7	23.2
C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%):	-3.4 -3.4	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		36.85 36.85	Cycle Time (s): 120			

Scenario 7: '2030 With Dev, SAT + Other Dev'
(FG10: '2030 With Dev, SAT + Other Dev', Plan 4: 'Peds Every Cycle (2)')

Traffic Flows, Desired
Desired Flow :

		Destination			
Origin		A	B	C	Tot.
	A	0	301	324	625
	B	457	0	232	689
	C	458	237	0	695
	Tot.	915	538	556	2009

Stage Timings

Stage	6	7	8
Duration	7	37	28
Change Point	0	23	77

Link Results

Item	Lane Description	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A226 / B2175 - Proposed Junction Layout	-	-	-	-	-	-	89.4%	-	-
A226 / B2175	-	-	-	-	-	-	89.4%	-	-
1/2+1/1	A226 (SW) Left Ahead	C D	18:37	695	1919:1742	265+512	89.4 : 89.4%	57.0	18.1
2/1+2/2	A226 (NW) Right Left	E F	37:41	625	1769:1814	540+582	55.7 : 55.7%	31.6	8.3
3/1+3/2	B2175 (NE) Ahead Right	A B	61:37	689	1965:1748	260+512	89.3 : 89.3%	47.5	19.1
C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%):	0.7 0.7	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		25.58 25.58	Cycle Time (s): 112			

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