

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.1.0.2307
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

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Filename: Junction 7 - Wrotham Road_A2 Linked Rbt - Lane Sim - PM.j11
Path: C:\Users\mattjohnson\Ridge and Partners LLP\Hub Transport Planning - General\Projects\T25526 Longfield Road, Meopham\Modelling\Arcady\Rose Farm
Report generation date: 11/08/2026 08:09:44

»D2 - 2030 | RF Do Minimum | PM
»D4 - 2030 | RF Do Minimum + Development | PM

Summary of junction performance

	PM			
	Set ID	Queue (PCU)	Delay (s)	RFC
	[Lane Simulation] - 2030 - RF Do Minimum			
Arm 1	D2	37.3	154.01	
Arm 2		4.0	13.85	
Arm 4		3.4	7.47	
	[Lane Simulation] - 2030 - RF Do Minimum + Development			
Arm 1	D4	42.4	175.49	
Arm 2		3.8	14.83	
Arm 4		3.4	7.72	

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

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

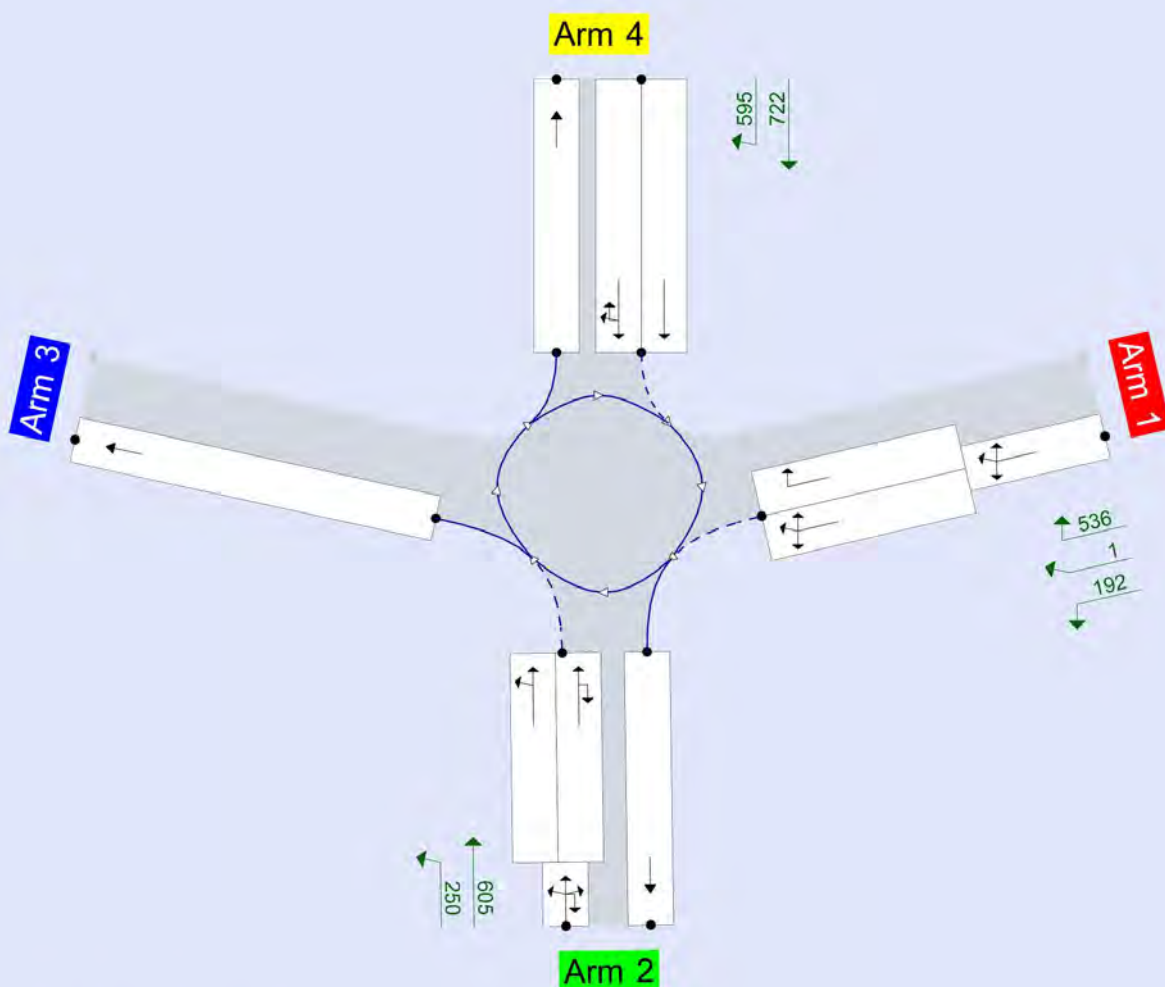
File summary

File Description

Title	
Location	Wrotham Road/A2 Southern Roundabout
Site number	7
Date	09/04/2026
Version	
Status	(new file)
Identifier	MJ
Client	Richborough
Jobnumber	T25512
Enumerator	AzureAD\MatthewJohnson
Description	

Units

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



Flows show original traffic demand (PCU/hr)

Lane simulation visualisation time: 16:45:00

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Lane Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Calculate RFCs	Random seed	Results refresh speed (s)	Individual vehicle animation number of trials	Average animation capture interval (s)	Use quick response	Do flow sampling	Suppress automatic lane creation	Last run random seed	Last run number of trials	Last run time taken (s)
Delay	1.00	100000	100000	Do not calculate	-1	3	1	60	✓			2116432520	306	10.63

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2030	RF Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓
D4	2030	RF Do Minimum + Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Use Lane Simulation	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	✓	D2,D4	100.000	100.000

D2 - 2030 | RF Do Minimum | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Southern Rbt	Standard Roundabout		1, 2, 3, 4	46.21	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	46.21	E

Arms

Arms

Arm	Name	Description	No give-way line
1	A2 (E) Off-Slip		
2	Wrotham Road S		
3	A2 (W) On-Slip		
4	Wrotham Road N - Internal Link		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1	3.70	8.50	10.2	19.1	59.9	60.0	✓	
2	4.90	9.20	22.2	24.1	59.9	49.0		
3								✓
4	7.60	8.10	6.9	20.8	59.9	36.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.499	1520
2	0.622	2157
3		
4	0.671	2380

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

Lane Simulation: Arm options

Arm	Lane capacity source	Traffic considering secondary lanes (%)
1	Evenly split	10.00
2	Evenly split	10.00
3	Evenly split	10.00
4	Evenly split	10.00

Lanes

Arm	Side	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Has bottleneck	Has obstruction	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)	Signalised
1	Entry	1	1	2, 3, 4	✓	4.00			0	99999	
			2	4	✓	4.00			0	99999	
		2	1	(2, 3, 4)		Infinity					
2	Entry	1	1	3, 4	✓	4.00			0	99999	
			2	2, 4	✓	4.00			0	99999	
		2	1	(1, 2, 3, 4)		Infinity					
	Exit	1	1			Infinity					
3	Exit	1	1			Infinity					
4	Entry	1	1	2		Infinity			0	99999	
			2	2, 3, 4		Infinity			0	99999	
	Exit	1	1			Infinity					

Entry Lane slope and intercept

Arm	Side	Lane level	Lane	Final slope	Final intercept (PCU/hr)
1	Entry	1	1	0.249	760
			2	0.249	760
2	Entry	1	1	0.311	1079
			2	0.311	1079
4	Entry	1	1	0.335	1190
			2	0.335	1190

Summary of Entry Lane allowed movements

Arm	Lane Level	Lane	Destination arm			
			1	2	3	4
1	1	1		✓	✓	✓
		2				✓
	2	1		✓	✓	✓
2	1	1			✓	✓
		2		✓		✓
	2	1	✓	✓	✓	✓
4	1	1		✓		
		2		✓	✓	✓

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2030	RF Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	723	100.000
2		ONE HOUR	✓	841	100.000
3					
4		ONE HOUR	✓	1296	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1	2	3	4
From	1	0	186	1	536
	2	0	2	241	598
	3	0	0	0	0
	4	0	701	595	0

Vehicle Mix

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

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

Heavy Vehicle %

	To				
		1	2	3	4
	1	0	10	10	10
	2	0	10	10	10
	3	0	0	0	0
	4	0	10	10	10

Cyclist %

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

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	154.01	37.3	84.8	F	660	991
2	13.85	4.0	11.9	B	774	1161
3						
4	7.47	3.4	9.8	A	1191	1787

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	537	134	980	537	534	0	0.0	2.3	11.935	B
2	634	159	852	632	631	665	0.0	1.3	6.288	A
3			0			636				
4	979	245	1	979	972	846	0.0	1.6	5.174	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	646	162	1182	651	656	0	2.3	4.1	22.179	C
2	762	190	1033	758	764	800	1.3	2.0	8.360	A
3			0			765				
4	1180	295	2	1180	1175	1025	1.6	2.1	6.054	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	800	200	1423	734	729	0	4.1	22.7	72.819	F
2	922	230	1199	916	923	958	2.0	4.0	12.909	B
3			0			921				
4	1425	356	2	1422	1427	1192	2.1	3.3	7.462	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	789	197	1420	760	743	0	22.7	37.3	154.011	F
2	928	232	1209	930	933	971	4.0	3.4	13.853	B
3			0			920				
4	1424	356	2	1418	1432	1217	3.3	3.4	7.471	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	647	162	1158	728	762	0	37.3	9.9	100.024	F
2	757	189	1075	755	766	810	3.4	1.9	9.894	A
3			0			755				
4	1157	289	1	1157	1173	1074	3.4	2.0	6.121	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	543	136	982	545	583	0	9.9	2.0	19.692	C
2	643	161	859	643	645	668	1.9	1.3	7.038	A
3			0			635				
4	982	246	2	980	985	866	2.0	1.7	5.284	A

Queue Variation Results for each time segment**16:45 - 17:00**

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	2.26	0.00	1.04	5.28	7.27
2	1.34	0.00	0.29	3.28	4.46
3					
4	1.56	0.00	0.46	3.76	5.09

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	4.10	0.00	2.21	9.47	12.39
2	2.00	0.00	0.97	4.40	6.23
3					
4	2.11	0.00	0.98	4.63	5.81

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	22.73	0.81	19.70	45.70	57.27
2	3.99	0.00	2.26	8.43	11.94
3					
4	3.31	0.00	2.12	6.85	8.12

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	37.28	2.33	33.80	72.60	84.80
2	3.41	0.00	2.02	7.63	10.45
3					
4	3.39	0.00	1.95	7.70	9.84

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	9.93	0.00	3.79	28.47	35.40
2	1.92	0.00	0.83	4.45	6.12
3					
4	2.00	0.00	0.94	4.30	6.46

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	2.00	0.00	0.76	4.46	6.14
2	1.32	0.00	0.28	3.03	3.96
3					
4	1.66	0.00	0.81	3.40	4.34

Lane Results

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

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3, 4	303	516	0.586	303	302	0.0	1.2	11.868	B
			2	4	235	516	0.455	234	232	0.0	0.9	10.211	B
		2	1	(2, 3, 4)	537			537	542	0.0	0.2	0.774	A
2	Entry	1	1	3, 4	369	814	0.454	368	370	0.0	0.8	6.584	A
			2	2, 4	265	814	0.325	264	261	0.0	0.5	5.513	A
		2	1	(1, 2, 3, 4)	634			634	636	0.0	0.0	0.145	A
	Exit	1	1		665			665	662	0.0	0.0	0.000	A
3	Exit	1	1		636			636	627	0.0	0.0	0.000	A
4	Entry	1	1	2	342	1189	0.288	342	340	0.0	0.5	4.060	A
			2	2, 3, 4	636	1189	0.535	637	632	0.0	1.1	5.771	A
	Exit	1	1		846			846	847	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3, 4	353	466	0.759	354	358	1.2	1.9	18.696	C
			2	4	295	466	0.633	297	298	0.9	1.3	15.865	C
		2	1	(2, 3, 4)	646			648	660	0.2	0.9	4.721	A
2	Entry	1	1	3, 4	435	757	0.575	433	437	0.8	1.2	8.453	A
			2	2, 4	326	757	0.430	325	327	0.5	0.7	7.072	A
		2	1	(1, 2, 3, 4)	762			761	766	0.0	0.1	0.493	A
	Exit	1	1		800			800	805	0.0	0.0	0.000	A
3	Exit	1	1		765			765	758	0.0	0.0	0.000	A
4	Entry	1	1	2	429	1189	0.361	431	430	0.5	0.5	4.599	A
			2	2, 3, 4	752	1189	0.632	750	744	1.1	1.6	6.892	A
	Exit	1	1		1025			1025	1031	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3, 4	387	405	0.955	385	388	1.9	3.7	29.502	D
			2	4	351	405	0.865	349	341	1.3	2.7	24.770	C
		2	1	(2, 3, 4)	800			738	742	0.9	16.4	44.977	E
2	Entry	1	1	3, 4	516	706	0.732	515	515	1.2	1.9	11.507	B
			2	2, 4	403	706	0.572	401	408	0.7	1.3	9.526	A
		2	1	(1, 2, 3, 4)	922			920	928	0.1	0.8	2.260	A
	Exit	1	1		958			958	959	0.0	0.0	0.000	A
3	Exit	1	1		921			921	925	0.0	0.0	0.000	A
4	Entry	1	1	2	547	1189	0.460	546	550	0.5	0.9	5.384	A
			2	2, 3, 4	879	1189	0.739	875	876	1.6	2.4	8.764	A
	Exit	1	1		1192			1192	1195	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3, 4	403	406	0.992	405	393	3.7	3.7	33.532	D
			2	4	355	406	0.874	355	350	2.7	2.9	28.395	D
		2	1	(2, 3, 4)	789			758	744	16.4	30.6	123.210	F
2	Entry	1	1	3, 4	514	703	0.732	515	519	1.9	1.7	12.013	B
			2	2, 4	414	703	0.589	415	415	1.3	1.0	9.806	A
		2	1	(1, 2, 3, 4)	928			928	932	0.8	0.7	2.827	A
	Exit	1	1		971			971	969	0.0	0.0	0.000	A
3	Exit	1	1		920			920	926	0.0	0.0	0.000	A
4	Entry	1	1	2	553	1189	0.465	552	557	0.9	1.0	5.425	A
			2	2, 3, 4	870	1189	0.732	866	875	2.4	2.4	8.775	A
	Exit	1	1		1217			1217	1213	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3, 4	390	472	0.827	395	411	3.7	2.3	26.218	D
			2	4	331	472	0.702	333	351	2.9	1.8	22.535	C
		2	1	(2, 3, 4)	647			721	752	30.6	5.8	76.582	F
2	Entry	1	1	3, 4	435	744	0.584	434	438	1.7	1.1	9.584	A
			2	2, 4	322	744	0.432	321	328	1.0	0.7	7.993	A
		2	1	(1, 2, 3, 4)	757			757	763	0.7	0.1	1.012	A
	Exit	1	1		810			810	832	0.0	0.0	0.000	A
3	Exit	1	1		755			755	762	0.0	0.0	0.000	A
4	Entry	1	1	2	419	1190	0.353	421	430	1.0	0.5	4.680	A
			2	2, 3, 4	737	1190	0.620	736	743	2.4	1.5	6.955	A
	Exit	1	1		1074			1074	1107	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3, 4	304	515	0.589	304	325	2.3	1.1	15.130	C
			2	4	241	515	0.467	242	257	1.8	0.7	13.173	B
		2	1	(2, 3, 4)	543			544	574	5.8	0.1	5.903	A
2	Entry	1	1	3, 4	374	811	0.461	376	375	1.1	0.7	7.341	A
			2	2, 4	269	811	0.331	268	270	0.7	0.5	6.216	A
		2	1	(1, 2, 3, 4)	643			643	643	0.1	0.1	0.176	A
	Exit	1	1		668			668	684	0.0	0.0	0.000	A
3	Exit	1	1		635			635	638	0.0	0.0	0.000	A
4	Entry	1	1	2	346	1189	0.291	345	346	0.5	0.5	4.155	A
			2	2, 3, 4	636	1189	0.535	635	638	1.5	1.2	5.898	A
	Exit	1	1		866			866	891	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	1.19	0.00	0.25	3.01	3.56
			2	0.89	0.00	0.03	1.97	2.91
		2	1	0.17	0.00	0.00	0.00	0.00
2	Entry	1	1	0.81	0.00	0.00	1.89	2.69
			2	0.49	0.00	0.00	1.39	1.87
		2	1	0.04	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.45	0.00	0.00	1.07	1.84
			2	1.10	0.00	0.11	2.59	3.67
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:00 - 17:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	1.90	0.00	1.16	3.61	3.84
			2	1.32	0.00	0.50	2.98	3.54
		2	1	0.88	0.00	0.00	2.63	5.18
2	Entry	1	1	1.17	0.00	0.30	2.72	3.37
			2	0.74	0.00	0.00	1.74	2.26
		2	1	0.09	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.50	0.00	0.00	1.31	1.88
			2	1.61	0.00	0.70	3.40	4.71
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:15 - 17:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	3.66	0.00	3.43	5.00	5.00
			2	2.69	0.00	2.65	3.83	3.95
	Exit	2	1	16.38	0.00	12.83	38.80	50.70
2	Entry	1	1	1.90	0.00	1.12	3.62	3.85
			2	1.28	0.00	0.54	2.76	3.37
		2	1	0.81	0.00	0.00	2.70	5.85
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.88	0.00	0.00	1.89	2.75
			2	2.43	0.00	1.38	4.93	6.61
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:30 - 17:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	3.75	1.21	3.44	3.96	5.00
			2	2.89	0.00	3.05	3.92	5.00
	Exit	2	1	30.64	0.00	26.40	65.27	75.10
2	Entry	1	1	1.70	0.00	1.00	3.40	3.74
			2	1.04	0.00	0.27	2.18	2.98
		2	1	0.67	0.00	0.00	2.30	4.28
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.97	0.00	0.00	2.44	3.47
			2	2.42	0.00	1.27	5.46	6.84
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:45 - 18:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	2.32	0.00	1.98	3.79	3.94
			2	1.81	0.00	1.11	3.64	3.90
	Exit	2	1	5.81	0.00	0.00	21.68	27.40
2	Entry	1	1	1.10	0.00	0.20	2.62	3.11
			2	0.72	0.00	0.00	1.83	2.54
		2	1	0.10	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.48	0.00	0.00	1.21	1.80
			2	1.52	0.00	0.49	3.56	4.95
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

18:00 - 18:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	1.14	0.00	0.22	2.86	3.49
			2	0.74	0.00	0.00	1.82	2.67
	Exit	2	1	0.12	0.00	0.00	0.00	0.00
2	Entry	1	1	0.72	0.00	0.00	1.89	2.59
			2	0.55	0.00	0.00	1.37	1.86
		2	1	0.06	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.48	0.00	0.00	1.27	1.76
			2	1.18	0.00	0.32	2.59	3.19
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

Lane movements: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	138	35	760	516	0.268	138	135	0.0	0.6	13.947	B
				3	0.67	0.17	124	93	0.007	0.63	0.84	0.0	0.0	16.007	C
				4	163	41	760	516	0.317	164	166	0.0	0.6	10.132	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	235	59	760	517	0.454	234	232	0.0	0.9	10.211	B
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	138	35	-	-	-	138	138	0.0	0.1	1.168	A
				3	0.67	0.17	-	-	-	0.67	0.85	0.0	0.0	0.542	A
				4	398	99	-	-	-	398	403	0.0	0.1	0.639	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	183	46	1079	813	0.225	182	180	0.0	0.5	7.624	A
				4	186	47	1079	815	0.229	186	190	0.0	0.3	5.599	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	1	0.37	310	244	0.006	1	2	0.0	0.0	6.104	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	263	66	1079	814	0.324	262	259	0.0	0.5	5.510	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	1	0.37	-	-	-	1	2	0.0	0.0	0.110	A
				3	183	46	-	-	-	183	181	0.0	0.0	0.225	A
				4	450	112	-	-	-	449	453	0.0	0.0	0.113	A
4	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	342	86	1190	1189	0.288	342	340	0.0	0.5	4.060	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	183	46	1190	1189	0.154	183	185	0.0	0.2	4.076	A
				3	453	113	1190	1189	0.381	453	447	0.0	0.9	6.471	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	166	42	760	465	0.358	165	168	0.6	1.0	20.802	C
				3	0.55	0.14	119	75	0.007	0.55	0.72	0.0	0.0	15.972	C
				4	186	47	760	466	0.399	188	189	0.6	0.9	16.823	C
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	295	74	760	465	0.634	297	298	0.9	1.3	15.865	C
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	166	42	-	-	-	166	169	0.1	0.3	5.715	A
				3	0.55	0.14	-	-	-	0.55	0.71	0.0	0.0	5.991	A
				4	480	120	-	-	-	481	490	0.1	0.6	4.373	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	218	55	1079	758	0.288	217	218	0.5	0.6	9.829	A
				4	217	54	1079	757	0.287	217	219	0.3	0.5	7.081	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	2	0.45	381	272	0.007	2	2	0.0	0.0	7.884	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	324	81	1079	758	0.427	323	325	0.5	0.7	7.068	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	2	0.45	-	-	-	2	2	0.0	0.0	0.714	A
				3	218	55	-	-	-	218	219	0.0	0.0	0.751	A
				4	541	135	-	-	-	541	546	0.0	0.0	0.389	A
4	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	429	107	1190	1189	0.361	431	430	0.5	0.5	4.599	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	202	51	1190	1189	0.170	202	205	0.2	0.3	4.541	A
				3	549	137	1190	1189	0.462	547	539	0.9	1.3	7.779	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	190	47	760	404	0.470	188	188	1.0	1.9	30.697	D
				3	1	0.28	159	88	0.013	1	1	0.0	0.0	24.704	C
				4	196	49	760	405	0.485	196	199	0.9	1.8	28.397	D
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	351	88	760	404	0.867	349	341	1.3	2.7	24.770	C
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	205	51	-	-	-	190	192	0.3	4.3	47.667	E
				3	1	0.36	-	-	-	1	1	0.0	0.0	46.666	E
				4	594	148	-	-	-	547	549	0.6	12.0	44.032	E
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	266	66	1079	705	0.377	266	266	0.6	1.0	13.021	B
				4	251	63	1079	705	0.356	248	249	0.5	0.9	9.901	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	2	0.42	412	273	0.006	2	2	0.0	0.0	9.512	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	402	100	1079	706	0.569	399	406	0.7	1.3	9.526	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	2	0.41	-	-	-	2	2	0.0	0.0	2.026	A
				3	267	67	-	-	-	266	267	0.0	0.3	2.752	A
				4	653	163	-	-	-	652	659	0.0	0.5	2.062	A
4	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	547	137	1190	1189	0.460	546	550	0.5	0.9	5.384	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	223	56	1190	1189	0.187	222	218	0.3	0.4	5.377	A
				3	656	164	1190	1189	0.552	653	658	1.3	2.0	9.890	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	195	49	760	406	0.481	197	191	1.9	1.8	34.250	D
				3	1	0.28	179	96	0.012	1	1	0.0	0.0	35.492	E
				4	207	52	760	406	0.509	207	201	1.8	1.9	32.839	D
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	355	89	760	406	0.875	355	350	2.7	2.9	28.395	D
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	201	50	-	-	-	195	191	4.3	8.0	126.990	F
				3	1	0.30	-	-	-	1	1	0.0	0.1	129.617	F
				4	587	147	-	-	-	562	552	12.0	22.6	121.889	F
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	273	68	1079	702	0.389	273	269	1.0	1.0	13.508	B
				4	241	60	1079	703	0.343	242	249	0.9	0.7	10.392	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	2	0.52	419	271	0.008	2	2	0.0	0.0	10.408	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	412	103	1079	702	0.587	413	412	1.3	1.0	9.803	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	2	0.52	-	-	-	2	2	0.0	0.0	3.332	A
				3	273	68	-	-	-	273	270	0.3	0.2	3.290	A
				4	653	163	-	-	-	653	660	0.5	0.4	2.637	A
4	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	553	138	1190	1189	0.465	552	557	0.9	1.0	5.425	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	221	55	1190	1189	0.186	220	219	0.4	0.4	5.428	A
				3	650	162	1190	1189	0.546	646	655	2.0	2.0	9.889	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	185	46	760	472	0.391	187	197	1.8	1.1	27.349	D
				3	0.98	0.25	204	123	0.008	1	1	0.0	0.0	27.001	D
				4	204	51	760	471	0.434	207	212	1.9	1.2	25.168	D
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	331	83	760	471	0.703	333	351	2.9	1.8	22.535	C
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	166	42	-	-	-	185	194	8.0	1.6	77.700	F
				3	1	0.26	-	-	-	0.98	1	0.1	0.0	79.166	F
				4	480	120	-	-	-	535	557	22.6	4.2	76.188	F
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	219	55	1079	745	0.295	219	222	1.0	0.6	11.095	B
				4	216	54	1079	743	0.290	215	217	0.7	0.5	8.045	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	1	0.28	293	199	0.006	1	1	0.0	0.0	7.509	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	320	80	1079	743	0.431	320	327	1.0	0.7	7.995	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	1	0.28	-	-	-	1	1	0.0	0.0	1.364	A
				3	220	55	-	-	-	219	220	0.2	0.0	1.244	A
				4	536	134	-	-	-	536	541	0.4	0.1	0.916	A
4	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	419	105	1190	1190	0.353	421	430	1.0	0.5	4.680	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	201	50	1190	1190	0.169	201	204	0.4	0.3	4.571	A
				3	536	134	1190	1190	0.451	535	539	2.0	1.2	7.861	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	136	34	760	515	0.265	136	151	1.1	0.6	17.072	C
				3	0.78	0.20	129	86	0.009	0.82	0.77	0.0	0.0	20.001	C
				4	166	42	760	515	0.323	167	174	1.2	0.5	13.420	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	241	60	760	515	0.467	242	257	1.8	0.7	13.173	B
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	136	34	-	-	-	136	149	1.6	0.0	6.529	A
				3	0.78	0.20	-	-	-	0.78	0.78	0.0	0.0	4.981	A
				4	406	102	-	-	-	407	424	4.2	0.1	5.685	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	184	46	1079	813	0.226	184	184	0.6	0.4	8.397	A
				4	190	48	1079	811	0.235	192	190	0.5	0.3	6.318	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	2	0.47	324	240	0.008	2	1	0.0	0.0	6.824	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	267	67	1079	811	0.329	266	269	0.7	0.5	6.212	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	2	0.47	-	-	-	2	1	0.0	0.0	0.000	A
				3	184	46	-	-	-	184	184	0.0	0.0	0.279	A
				4	458	114	-	-	-	457	458	0.1	0.0	0.135	A
4	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	346	86	1190	1189	0.291	345	346	0.5	0.5	4.155	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	185	46	1190	1189	0.155	185	186	0.3	0.2	4.096	A
				3	452	113	1190	1189	0.380	450	453	1.2	1.0	6.638	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

D4 - 2030 | RF Do Minimum + Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Southern Rbt	Standard Roundabout		1, 2, 3, 4	52.19	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	52.19	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030	RF Do Minimum + Development	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	729	100.000
2		ONE HOUR	✓	857	100.000
3					
4		ONE HOUR	✓	1317	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1	2	3	4
	1	0	192	1	536
	2	0	2	250	605
	3	0	0	0	0
	4	0	722	595	0

Vehicle Mix

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

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

Heavy Vehicle %

	To				
		1	2	3	4
	1	10	10	10	10
	2	10	10	10	10
	3	10	10	10	10
	4	10	10	10	10

Cyclist %

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

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	175.49	42.4	95.4	F	674	1010
2	14.83	3.8	11.4	B	789	1183
3						
4	7.72	3.4	9.5	A	1205	1807

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	549	137	997	547	542	0	0.0	2.1	11.696	B
2	654	163	856	653	643	688	0.0	1.3	6.310	A
3			0			650				
4	996	249	1	996	983	858	0.0	1.7	5.315	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	666	167	1181	661	658	0	2.1	4.9	22.956	C
2	772	193	1014	771	774	828	1.3	1.9	8.687	A
3			0			759				
4	1183	296	1	1180	1186	1025	1.7	2.4	5.948	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	800	200	1459	721	714	0	4.9	27.2	84.515	F
2	944	236	1193	947	948	987	1.9	3.8	13.945	B
3			0			942				
4	1457	364	2	1457	1454	1195	2.4	3.1	7.674	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	814	204	1444	751	746	0	27.2	42.4	175.485	F
2	954	239	1198	958	956	997	3.8	3.6	14.826	B
3			0			920				
4	1446	361	2	1442	1445	1234	3.1	3.4	7.717	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	663	166	1169	760	778	0	42.4	13.9	123.992	F
2	762	191	1085	760	785	844	3.6	2.2	10.366	B
3			0			751				
4	1170	292	2	1168	1189	1093	3.4	2.2	6.130	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	549	137	978	556	602	0	13.9	2.4	27.221	D
2	645	161	854	646	655	679	2.2	1.3	7.284	A
3			0			634				
4	978	245	2	976	991	864	2.2	1.7	5.300	A

Queue Variation Results for each time segment**16:45 - 17:00**

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	2.13	0.00	1.14	4.58	6.14
2	1.29	0.00	0.47	2.86	3.87
3					
4	1.66	0.00	0.77	3.63	4.59

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	4.90	0.00	2.83	10.47	14.70
2	1.95	0.00	0.79	4.22	5.45
3					
4	2.36	0.00	1.21	4.83	6.43

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	27.25	3.38	23.50	51.20	56.85
2	3.80	0.00	2.32	8.30	9.85
3					
4	3.12	0.00	1.76	7.49	9.39

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	42.41	3.15	40.00	78.20	95.35
2	3.55	0.00	1.95	7.80	11.35
3					
4	3.39	0.00	2.00	7.06	9.45

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	13.88	0.00	4.82	38.70	62.70
2	2.24	0.00	1.07	5.18	6.59
3					
4	2.17	0.00	0.95	4.71	5.93

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	2.36	0.00	1.11	4.78	7.35
2	1.26	0.00	0.53	2.47	3.14
3					
4	1.68	0.00	0.78	3.67	4.67

Lane Results

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

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3, 4	307	512	0.599	306	307	0.0	1.2	11.867	B
			2	4	242	512	0.472	241	235	0.0	0.8	10.114	B
		2	1	(2, 3, 4)	549			548	550	0.0	0.1	0.576	A
2	Entry	1	1	3, 4	383	812	0.471	383	377	0.0	0.7	6.622	A
			2	2, 4	271	812	0.333	269	266	0.0	0.5	5.586	A
		2	1	(1, 2, 3, 4)	654			654	648	0.0	0.0	0.117	A
	Exit	1	1		688			688	683	0.0	0.0	0.000	A
3	Exit	1	1		650			650	634	0.0	0.0	0.000	A
4	Entry	1	1	2	356	1190	0.299	356	350	0.0	0.4	4.120	A
			2	2, 3, 4	640	1190	0.538	641	633	0.0	1.2	5.972	A
	Exit	1	1		858			858	850	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3, 4	362	466	0.778	359	361	1.2	2.2	19.088	C
			2	4	304	466	0.652	301	297	0.8	1.6	16.125	C
		2	1	(2, 3, 4)	666			666	665	0.1	1.1	5.157	A
2	Entry	1	1	3, 4	438	763	0.573	438	442	0.7	1.1	8.845	A
			2	2, 4	334	763	0.437	333	332	0.5	0.7	7.204	A
		2	1	(1, 2, 3, 4)	772			771	776	0.0	0.1	0.544	A
	Exit	1	1		828			828	830	0.0	0.0	0.000	A
3	Exit	1	1		759			759	765	0.0	0.0	0.000	A
4	Entry	1	1	2	440	1189	0.370	439	441	0.4	0.7	4.562	A
			2	2, 3, 4	743	1189	0.624	741	745	1.2	1.7	6.766	A
	Exit	1	1		1025			1025	1023	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3, 4	387	397	0.976	386	382	2.2	3.8	30.755	D
			2	4	338	397	0.851	335	332	1.6	2.9	26.065	D
		2	1	(2, 3, 4)	800			725	726	1.1	20.5	55.489	F
2	Entry	1	1	3, 4	528	708	0.747	527	528	1.1	2.0	11.878	B
			2	2, 4	420	708	0.594	419	420	0.7	1.2	9.632	A
		2	1	(1, 2, 3, 4)	944			948	953	0.1	0.6	3.047	A
	Exit	1	1		987			987	987	0.0	0.0	0.000	A
3	Exit	1	1		942			942	938	0.0	0.0	0.000	A
4	Entry	1	1	2	568	1189	0.478	569	570	0.7	0.9	5.547	A
			2	2, 3, 4	889	1189	0.747	888	884	1.7	2.3	9.043	A
	Exit	1	1		1195			1195	1191	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3, 4	394	400	0.984	394	394	3.8	3.8	34.379	D
			2	4	359	400	0.898	357	353	2.9	2.8	28.689	D
		2	1	(2, 3, 4)	814			753	746	20.5	35.8	144.093	F
2	Entry	1	1	3, 4	530	706	0.751	530	533	2.0	1.8	12.431	B
			2	2, 4	430	706	0.609	428	423	1.2	1.2	10.142	B
		2	1	(1, 2, 3, 4)	954			960	955	0.6	0.6	3.414	A
	Exit	1	1		997			997	991	0.0	0.0	0.000	A
3	Exit	1	1		920			920	928	0.0	0.0	0.000	A
4	Entry	1	1	2	574	1189	0.483	573	569	0.9	1.0	5.536	A
			2	2, 3, 4	872	1189	0.733	869	876	2.3	2.4	9.130	A
	Exit	1	1		1234			1234	1228	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3, 4	403	469	0.860	409	416	3.8	2.6	27.734	D
			2	4	346	469		351	362	2.8	1.8	23.223	C
		2	1	(2, 3, 4)	663			749	770	35.8	9.5	99.363	F
2	Entry	1	1	3, 4	435	741	0.587	435	445	1.8	1.3	10.163	B
			2	2, 4	326	741	0.440	326	340	1.2	0.8	8.211	A
		2	1	(1, 2, 3, 4)	762			762	781	0.6	0.2	1.062	A
	Exit	1	1		844			844	853	0.0	0.0	0.000	A
3	Exit	1	1		751			751	772	0.0	0.0	0.000	A
4	Entry	1	1	2	430	1189	0.361	430	439	1.0	0.6	4.685	A
			2	2, 3, 4	740	1189	0.623	737	750	2.4	1.6	6.975	A
	Exit	1	1		1093			1093	1127	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2, 3, 4	312	516	0.603	311	335	2.6	1.3	16.319	C
			2	4	244	516	0.472	244	267	1.8	0.8	14.102	B
		2	1	(2, 3, 4)	549			555	592	9.5	0.3	12.577	B
2	Entry	1	1	3, 4	384	813	0.472	382	384	1.3	0.9	7.474	A
			2	2, 4	261	813	0.321	263	270	0.8	0.4	6.501	A
		2	1	(1, 2, 3, 4)	645			645	651	0.2	0.0	0.224	A
	Exit	1	1		679			679	703	0.0	0.0	0.000	A
3	Exit	1	1		634			634	637	0.0	0.0	0.000	A
4	Entry	1	1	2	347	1189	0.292	346	354	0.6	0.5	4.139	A
			2	2, 3, 4	631	1189	0.531	630	637	1.6	1.2	5.948	A
	Exit	1	1		864			864	907	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	1.24	0.00	0.47	2.72	4.00
			2	0.77	0.00	0.00	1.81	2.48
		2	1	0.12	0.00	0.00	0.00	0.00
2	Entry	1	1	0.73	0.00	0.00	1.69	2.24
			2	0.55	0.00	0.00	1.26	1.71
		2	1	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.44	0.00	0.00	1.16	1.70
			2	1.22	0.00	0.41	2.65	3.37
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:00 - 17:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	2.17	0.00	1.65	3.69	3.90
			2	1.59	0.00	0.85	3.30	3.67
		2	1	1.12	0.00	0.00	3.90	6.10
2	Entry	1	1	1.09	0.00	0.31	2.47	4.00
			2	0.72	0.00	0.00	1.72	2.31
		2	1	0.13	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.70	0.00	0.00	1.65	2.62
			2	1.65	0.00	0.74	3.49	4.61
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:15 - 17:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	3.81	1.29	3.46	3.96	5.00
			2	2.92	0.00	3.05	3.87	3.97
	Exit	2	1	20.51	0.00	16.67	44.48	49.23
2	Entry	1	1	1.97	0.00	1.33	3.63	3.83
			2	1.19	0.00	0.42	2.64	3.21
		2	1	0.64	0.00	0.00	2.10	3.86
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.87	0.00	0.00	2.13	3.21
			2	2.25	0.00	1.13	5.20	6.57
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:30 - 17:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	3.77	1.29	3.44	3.94	5.00
			2	2.81	0.00	2.97	3.84	3.95
	Exit	2	1	35.83	0.00	32.71	70.40	88.70
2	Entry	1	1	1.78	0.00	1.00	3.54	3.83
			2	1.20	0.00	0.38	2.85	3.48
		2	1	0.58	0.00	0.00	0.85	4.18
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.96	0.00	0.05	2.30	2.93
			2	2.43	0.00	1.19	5.34	6.78
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:45 - 18:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	2.59	0.00	2.41	3.91	5.00
			2	1.82	0.00	1.12	3.65	3.89
	Exit	2	1	9.47	0.00	0.00	32.20	56.70
2	Entry	1	1	1.27	0.00	0.52	2.72	3.28
			2	0.79	0.00	0.00	1.90	2.67
		2	1	0.18	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.61	0.00	0.00	1.55	1.95
			2	1.56	0.00	0.63	3.41	4.14
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

18:00 - 18:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
1	Entry	1	1	1.27	0.00	0.46	2.86	3.45
			2	0.76	0.00	0.00	1.69	2.18
	Exit	2	1	0.33	0.00	0.00	0.00	-0.15
2	Entry	1	1	0.86	0.00	0.15	1.80	2.43
			2	0.38	0.00	0.00	0.89	1.38
		2	1	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
3	Exit	1	1	0.00	0.00	0.00	0.00	0.00
4	Entry	1	1	0.49	0.00	0.00	1.32	1.76
			2	1.19	0.00	0.36	2.63	3.71
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

Lane movements: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	146	36	760	512	0.285	145	144	0.0	0.7	13.699	B
				3	0.64	0.16	128	94	0.007	0.58	0.71	0.0	0.0	12.316	B
				4	160	40	760	511	0.314	160	162	0.0	0.6	10.240	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	242	60	760	512	0.472	241	235	0.0	0.8	10.114	B
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	146	36	-	-	-	146	147	0.0	0.1	0.898	A
				3	0.64	0.16	-	-	-	0.64	0.74	0.0	0.0	1.466	A
				4	402	101	-	-	-	402	402	0.0	0.1	0.457	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	195	49	1079	813	0.239	194	188	0.0	0.5	7.610	A
				4	188	47	1079	812	0.232	189	189	0.0	0.3	5.635	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	1	0.27	277	220	0.005	1	1	0.0	0.0	6.894	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	270	67	1079	813	0.332	268	264	0.0	0.5	5.580	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	1	0.27	-	-	-	1	1	0.0	0.0	0.000	A
				3	195	49	-	-	-	195	190	0.0	0.0	0.199	A
				4	458	115	-	-	-	458	456	0.0	0.0	0.082	A
4	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	356	89	1190	1190	0.299	356	350	0.0	0.4	4.120	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	187	47	1190	1189	0.157	186	188	0.0	0.3	4.187	A
				3	453	113	1190	1190	0.381	455	445	0.0	0.9	6.725	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	179	45	760	466	0.384	177	177	0.7	1.2	21.176	C
				3	0.48	0.12	128	79	0.006	0.42	0.96	0.0	0.0	24.235	C
				4	183	46	760	466	0.392	182	183	0.6	1.0	17.048	C
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	304	76	760	466	0.652	301	297	0.8	1.6	16.125	C
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	178	45	-	-	-	179	179	0.1	0.3	6.483	A
				3	0.48	0.12	-	-	-	0.48	0.94	0.0	0.0	6.155	A
				4	487	122	-	-	-	487	485	0.1	0.8	4.667	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	227	57	1079	764	0.298	228	229	0.5	0.6	10.206	B
				4	210	53	1079	765	0.275	210	213	0.3	0.5	7.397	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	1	0.33	358	256	0.005	1	2	0.0	0.0	9.229	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	332	83	1079	764	0.435	332	330	0.5	0.7	7.192	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	1	0.33	-	-	-	1	2	0.0	0.0	0.215	A
				3	227	57	-	-	-	227	229	0.0	0.1	0.787	A
				4	543	136	-	-	-	542	545	0.0	0.1	0.444	A
4	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	440	110	1190	1189	0.370	439	441	0.4	0.7	4.562	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	211	53	1190	1189	0.177	211	210	0.3	0.3	4.552	A
				3	532	133	1190	1189	0.447	530	535	0.9	1.3	7.634	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	187	47	760	397	0.471	188	187	1.2	1.8	32.247	D
				3	0.90	0.23	165	89	0.010	1	1	0.0	0.0	31.462	D
				4	200	50	760	398	0.502	196	195	1.0	2.0	29.338	D
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	338	84	760	397	0.851	335	332	1.6	2.9	26.065	D
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	207	52	-	-	-	187	189	0.3	5.6	59.170	F
				3	1	0.31	-	-	-	0.90	1	0.0	0.0	54.283	F
				4	592	148	-	-	-	537	536	0.8	14.9	54.183	F
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	279	70	1079	708	0.394	281	281	0.6	1.1	13.423	B
				4	249	62	1079	708	0.352	247	248	0.5	0.9	10.129	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	2	0.53	434	290	0.007	2	2	0.0	0.0	11.496	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	418	104	1079	708	0.590	417	417	0.7	1.2	9.622	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	2	0.53	-	-	-	2	2	0.0	0.0	4.269	A
				3	278	70	-	-	-	279	283	0.1	0.3	3.526	A
				4	664	166	-	-	-	667	668	0.1	0.4	2.840	A
4	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	568	142	1190	1189	0.478	569	570	0.7	0.9	5.547	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	229	57	1190	1189	0.192	228	228	0.3	0.4	5.467	A
				3	660	165	1190	1189	0.555	661	656	1.3	1.9	10.281	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	195	49	760	401	0.488	197	194	1.8	1.9	34.802	D
				3	0.85	0.21	131	70	0.012	0.96	0.94	0.0	0.0	34.510	D
				4	197	49	760	402	0.492	197	199	2.0	1.8	33.963	D
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	359	90	760	400	0.899	357	353	2.9	2.8	28.689	D
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	208	52	-	-	-	195	194	5.6	9.1	146.969	F
				3	0.96	0.24	-	-	-	0.85	0.90	0.0	0.1	149.686	F
				4	605	151	-	-	-	557	551	14.9	26.6	143.080	F
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	273	68	1079	706	0.387	274	277	1.1	1.0	13.968	B
				4	257	64	1079	706	0.364	255	256	0.9	0.8	10.773	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	2	0.61	425	277	0.009	2	2	0.0	0.0	11.463	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	427	107	1079	707	0.605	425	421	1.2	1.2	10.135	B
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	2	0.61	-	-	-	2	2	0.0	0.0	4.550	A
				3	271	68	-	-	-	273	277	0.3	0.2	4.042	A
				4	680	170	-	-	-	684	676	0.4	0.4	3.154	A
4	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	574	144	1190	1189	0.483	573	569	0.9	1.0	5.536	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	226	57	1190	1189	0.190	225	226	0.4	0.5	5.481	A
				3	646	161	1190	1189	0.543	644	650	1.9	2.0	10.403	B
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	195	49	760	467	0.418	200	203	1.9	1.2	28.678	D
				3	1	0.27	168	101	0.011	1	1	0.0	0.0	28.708	D
				4	207	52	760	469	0.441	208	211	1.8	1.4	26.826	D
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	346	87	760	469	0.738	351	362	2.8	1.8	23.223	C
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	169	42	-	-	-	195	200	9.1	2.5	102.627	F
				3	0.74	0.19	-	-	-	1	1	0.1	0.0	114.985	F
				4	493	123	-	-	-	553	568	26.6	7.0	98.179	F
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	225	56	1079	741	0.303	225	230	1.0	0.7	11.599	B
				4	211	53	1079	741	0.284	210	215	0.8	0.5	8.624	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	2	0.44	387	265	0.007	2	2	0.0	0.0	9.331	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	325	81	1079	741	0.438	324	338	1.2	0.8	8.204	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	2	0.44	-	-	-	2	2	0.0	0.0	0.254	A
				3	224	56	-	-	-	225	229	0.2	0.0	1.434	A
				4	536	134	-	-	-	535	550	0.4	0.1	0.910	A
4	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	430	107	1190	1189	0.361	430	439	1.0	0.6	4.685	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	213	53	1190	1189	0.179	212	209	0.5	0.3	4.595	A
				3	528	132	1190	1189	0.444	525	541	2.0	1.3	7.898	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	143	36	760	517	0.276	143	157	1.2	0.6	18.349	C
				3	0.74	0.19	158	105	0.007	0.69	1	0.0	0.0	20.251	C
				4	168	42	760	517	0.325	168	176	1.4	0.6	14.483	B
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	244	61	760	517	0.472	244	267	1.8	0.8	14.102	B
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	141	35	-	-	-	143	155	2.5	0.1	13.993	B
				3	0.74	0.19	-	-	-	0.74	1	0.0	0.0	16.848	C
				4	407	102	-	-	-	412	436	7.0	0.2	12.063	B
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	193	48	1079	813	0.238	192	189	0.7	0.5	8.606	A
				4	191	48	1079	813	0.235	190	195	0.5	0.4	6.379	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	2	0.46	310	226	0.008	2	1	0.0	0.0	7.213	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	259	65	1079	813	0.319	262	269	0.8	0.4	6.497	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	2	0.46	-	-	-	2	1	0.0	0.0	0.508	A
				3	193	48	-	-	-	193	189	0.0	0.0	0.306	A
				4	450	112	-	-	-	450	461	0.1	0.0	0.190	A
4	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	347	87	1190	1189	0.292	346	354	0.6	0.5	4.139	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	189	47	1190	1189	0.159	189	190	0.3	0.3	4.125	A
				3	442	111	1190	1189	0.372	441	447	1.3	0.9	6.728	A
				4	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

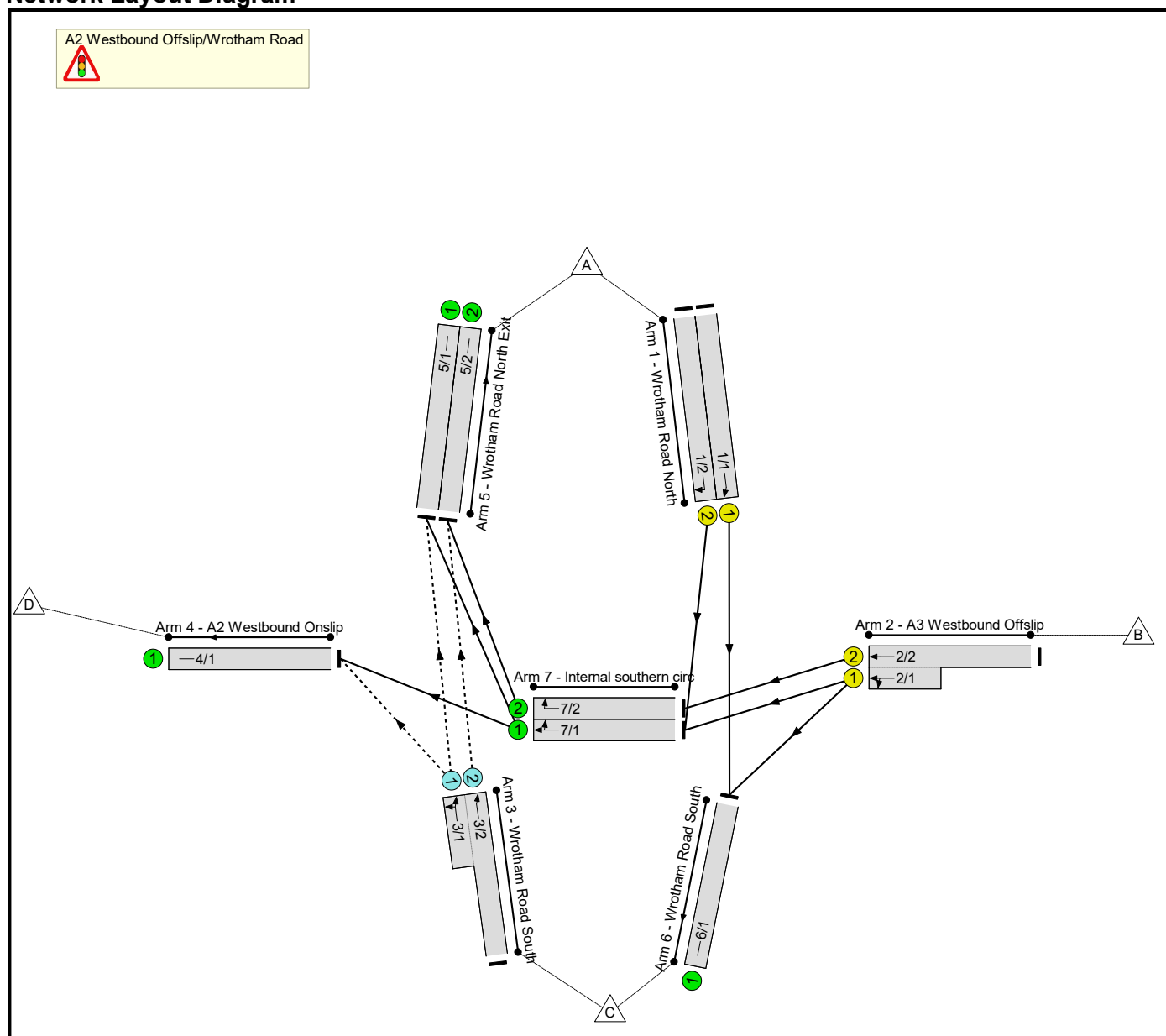
Appendix D

A2/Wrotham Road 'Final' Mitigation Scheme (LINSIG) Model Outputs

Detailed Input Data And Results**User and Project Details**

Project:	Land south of Longfield Road
Title:	A2/Wrotham Road Southern Rbt Signalisation
Location:	
Client:	Richborough
Design Layout Ref:	Mayer Brown Drawing PHCOLDHARBOURRD.1/01
Additional detail:	
File name:	T25526 A2_Wrotham Road - Southern Rbt Signalisation NH tech note.lsg3x
Author:	
Company:	
Address:	
Linsig Version:	3, 3, 2, 0

Network Layout Diagram



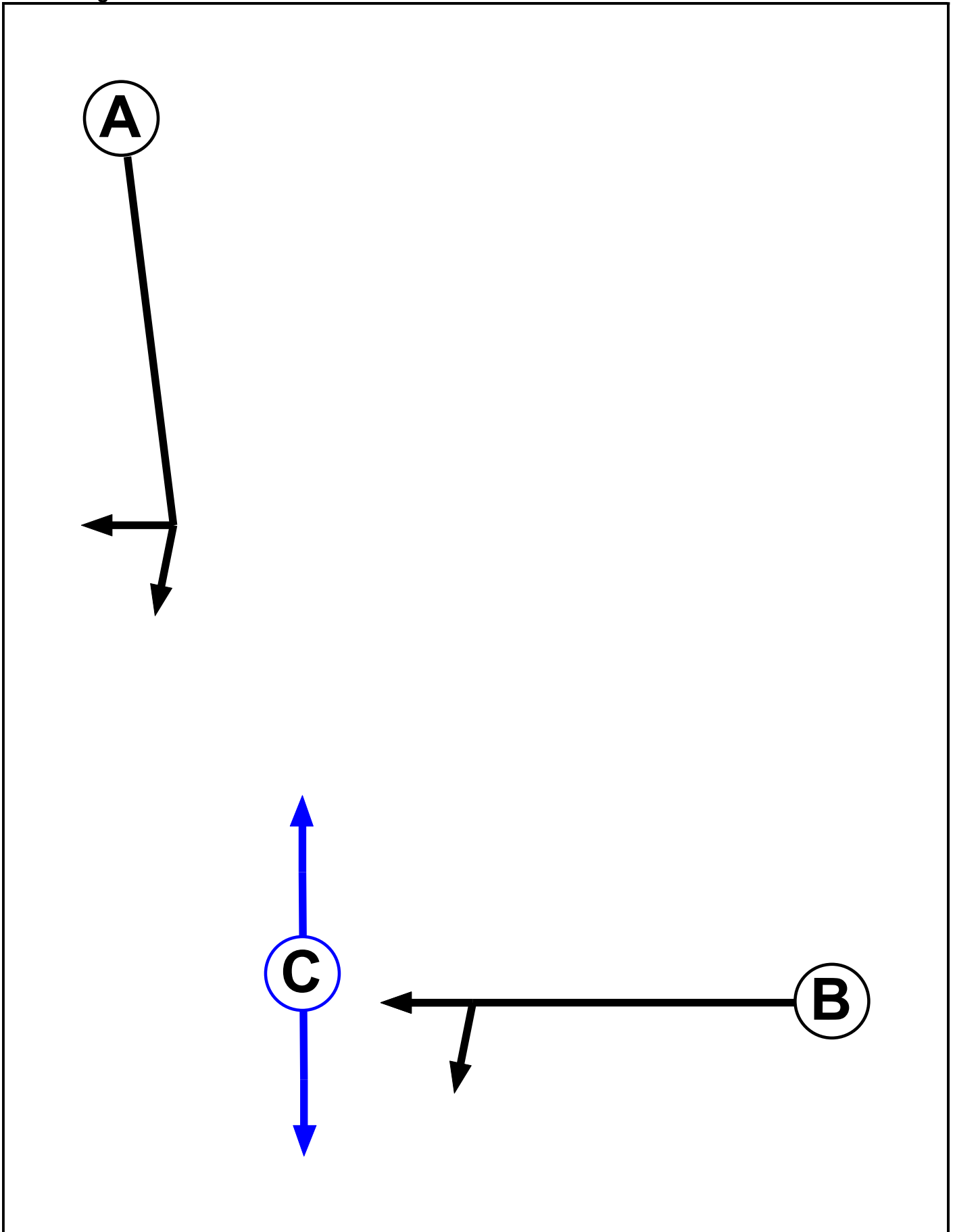
Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2030 RF Do Minimum AM	2030 RF Do Minimum AM	Network Control Plan 1	08:00 - 09:00	55	0.5	17.87
2	2030 RF Do Minimum PM	2030 RF Do Minimum PM	Network Control Plan 1	17:00 - 18:00	45	7.1	13.12
3	2030 RF Do Minimum + Development AM	2030 RF Do Minimum + Development AM	Network Control Plan 1	08:00 - 09:00	55	0.5	18.15
4	2030 RF Do Minimum + Development PM	2030 RF Do Minimum + Development PM	Network Control Plan 1	17:00 - 18:00	45	6.5	13.66

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1	Gen		Stage Stream 1	3	2	A2 Westbound Offslip/Wrotham Road	

Phase Diagram



Phase Input Data

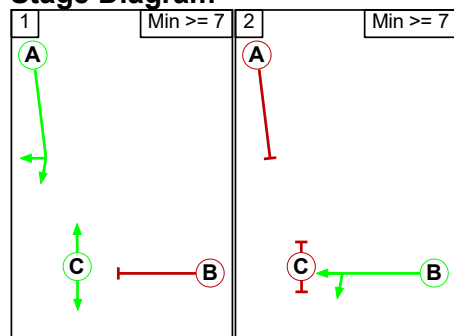
Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Pedestrian		5	5

Phase Intergreens Matrix

	Starting Phase		
Terminating Phase	A	B	C
	A	6	-
	B	6	6
	C	-	10

Phases in Stage

Stage No.	Phases in Stage
1	A C
2	B

Stage Diagram**Phase Delays**

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

Prohibited Stage Change

	To Stage	
From Stage	1	2
	1	10
	2	6

Lane Input Data

Junction: A2 Westbound Offslip/Wrotham Road												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (Wrotham Road North)	U	A	2	3	40.0	Geom	-	3.90	0.00	Y	Arm 6 Ahead	Inf
1/2 (Wrotham Road North)	U	A	2	3	40.0	Geom	-	3.90	0.00	N	Arm 7 Right	25.00
2/1 (A3 Westbound Offslip)	U	B	2	3	5.0	Geom	-	3.90	0.00	Y	Arm 6 Left	25.00
											Arm 7 Ahead	25.00
2/2 (A3 Westbound Offslip)	U	B	2	3	60.0	Geom	-	3.90	0.00	N	Arm 7 Ahead	25.00
3/1 (Wrotham Road South)	O		2	3	5.0	Geom	-	4.25	0.00	Y	Arm 4 Left	25.00
											Arm 5 Ahead	Inf
3/2 (Wrotham Road South)	O		2	3	60.0	Geom	-	4.25	0.00	Y	Arm 5 Ahead	Inf
4/1 (A2 Westbound Onslip)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Wrotham Road North Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2 (Wrotham Road North Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Wrotham Road South)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Internal southern circ)	U		2	3	10.4	Inf	-	-	-	-	-	-
7/2 (Internal southern circ)	U		2	3	10.4	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: A2 Westbound Offslip/Wrotham Road											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
3/1 (Wrotham Road South)	4/1 (Left)	1079	0	7/1	0.31	All	-	-	-	-	-
	5/1 (Ahead)	1079	0	7/1	0.31	All					
				7/2	0.31	All					
3/2 (Wrotham Road South)	5/2 (Ahead)	1079	0	7/1	0.31	All	-	-	-	-	-
				7/2	0.31	All					

Lane Connector Input Data

Junction: A2 Westbound Offslip/Wrotham Road				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
1/1	6/1	Internal	26	N/A
1/2	7/1	Internal	5	35
2/1	6/1	Internal	26	N/A
2/1	7/1	Internal	5	35
2/2	7/2	Internal	5	35
3/1	4/1	Internal	26	35
3/1	5/1	Internal	26	35
3/2	5/2	Internal	26	35
7/1	4/1	Internal	26	35
7/1	5/1	Internal	26	35
7/2	5/2	Internal	26	35

Scenario 1: '2030 RF Do Minimum AM' (FG1: '2030 RF Do Minimum AM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A2 Westbound Offslip/Wrotham Road								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Wrotham Road North)	3.90	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2005	2005
1/2 (Wrotham Road North)	3.90	0.00	N	Arm 7 Right	25.00	100.0 %	2024	2024
2/1 (A3 Westbound Offslip)	3.90	0.00	Y	Arm 6 Left	25.00	52.4 %	1892	1892
				Arm 7 Ahead	25.00	47.6 %		
2/2 (A3 Westbound Offslip)	3.90	0.00	N	Arm 7 Ahead	25.00	100.0 %	2024	2024
3/1 (Wrotham Road South)	4.25	0.00	Y	Arm 4 Left	25.00	59.8 %	1969	1969
				Arm 5 Ahead	Inf	40.2 %		
3/2 (Wrotham Road South)	4.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2040	2040
4/1 (A2 Westbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Wrotham Road North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Wrotham Road North Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Wrotham Road South Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Internal southern circ Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (Internal southern circ Lane 2)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 1

Scenario 2: '2030 RF Do Minimum PM' (FG2: '2030 RF Do Minimum PM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A2 Westbound Offslip/Wrotham Road								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Wrotham Road North)	3.90	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2005	2005
1/2 (Wrotham Road North)	3.90	0.00	N	Arm 7 Right	25.00	100.0 %	2024	2024
2/1 (A3 Westbound Offslip)	3.90	0.00	Y	Arm 6 Left	25.00	53.3 %	1892	1892
				Arm 7 Ahead	25.00	46.7 %		
2/2 (A3 Westbound Offslip)	3.90	0.00	N	Arm 7 Ahead	25.00	100.0 %	2024	2024
3/1 (Wrotham Road South)	4.25	0.00	Y	Arm 4 Left	25.00	49.2 %	1982	1982
				Arm 5 Ahead	Inf	50.8 %		
3/2 (Wrotham Road South)	4.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2040	2040
4/1 (A2 Westbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Wrotham Road North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Wrotham Road North Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Wrotham Road South Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Internal southern circ Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (Internal southern circ Lane 2)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 2

Scenario 3: '2030 RF Do Minimum + Development AM' (FG3: '2030 RF Do Minimum + Development AM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: A2 Westbound Offslip/Wrotham Road								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Wrotham Road North)	3.90	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2005	2005
1/2 (Wrotham Road North)	3.90	0.00	N	Arm 7 Right	25.00	100.0 %	2024	2024
2/1 (A3 Westbound Offslip)	3.90	0.00	Y	Arm 6 Left	25.00	53.1 %	1892	1892
				Arm 7 Ahead	25.00	46.9 %		
2/2 (A3 Westbound Offslip)	3.90	0.00	N	Arm 7 Ahead	25.00	100.0 %	2024	2024
3/1 (Wrotham Road South)	4.25	0.00	Y	Arm 4 Left	25.00	62.0 %	1967	1967
				Arm 5 Ahead	Inf	38.0 %		
3/2 (Wrotham Road South)	4.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2040	2040
4/1 (A2 Westbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Wrotham Road North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Wrotham Road North Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Wrotham Road South Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Internal southern circ Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (Internal southern circ Lane 2)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 3

Scenario 4: '2030 RF Do Minimum + Development PM' (FG4: '2030 RF Do Minimum + Development PM', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A2 Westbound Offslip/Wrotham Road								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Wrotham Road North)	3.90	0.00	Y	Arm 6 Ahead	Inf	100.0 %	2005	2005
1/2 (Wrotham Road North)	3.90	0.00	N	Arm 7 Right	25.00	100.0 %	2024	2024
2/1 (A3 Westbound Offslip)	3.90	0.00	Y	Arm 6 Left	25.00	54.5 %	1892	1892
				Arm 7 Ahead	25.00	45.5 %		
2/2 (A3 Westbound Offslip)	3.90	0.00	N	Arm 7 Ahead	25.00	100.0 %	2024	2024
3/1 (Wrotham Road South)	4.25	0.00	Y	Arm 4 Left	25.00	50.4 %	1980	1980
				Arm 5 Ahead	Inf	49.6 %		
3/2 (Wrotham Road South)	4.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2040	2040
4/1 (A2 Westbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Wrotham Road North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Wrotham Road North Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Wrotham Road South Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Internal southern circ Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (Internal southern circ Lane 2)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 4

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2030 RF Do Minimum AM'	08:00	09:00	01:00	
2: '2030 RF Do Minimum PM'	17:00	18:00	01:00	
3: '2030 RF Do Minimum + Development AM'	08:00	09:00	01:00	
4: '2030 RF Do Minimum + Development PM'	17:00	18:00	01:00	

Traffic Flows, Desired**FG1: '2030 RF Do Minimum AM'****Desired Flow :**

	Destination					
Origin		A	B	C	D	Tot.
	A	0	0	497	824	1321
	B	579	0	196	4	779
	C	563	0	0	291	854
	D	0	0	0	0	0
	Tot.	1142	0	693	1119	2954

FG2: '2030 RF Do Minimum PM'**Desired Flow :**

	Destination					
Origin		A	B	C	D	Tot.
	A	0	0	701	595	1296
	B	536	0	186	1	723
	C	598	0	0	241	839
	D	0	0	0	0	0
	Tot.	1134	0	887	837	2858

FG3: '2030 RF Do Minimum + Development AM'**Desired Flow :**

	Destination					
Origin		A	B	C	D	Tot.
	A	0	0	507	824	1331
	B	579	0	199	4	782
	C	575	0	0	307	882
	D	0	0	0	0	0
	Tot.	1154	0	706	1135	2995

FG4: '2030 RF Do Minimum + Development PM'**Desired Flow :**

	Destination					
Origin		A	B	C	D	Tot.
	A	0	0	723	595	1318
	B	536	0	192	0	728
	C	605	0	0	251	856
	D	0	0	0	0	0
	Tot.	1141	0	915	846	2902

Detailed Input Data And Results

Scenario 1: '2030 RF Do Minimum AM' (FG1: '2030 RF Do Minimum AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	0	497	824	1321
	B	579	0	196	4	779
	C	563	0	0	291	854
	D	0	0	0	0	0
	Tot.	1142	0	693	1119	2954

Traffic Flows, Difference

Difference :

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

Scenario 2: '2030 RF Do Minimum PM' (FG2: '2030 RF Do Minimum PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	0	701	595	1296
	B	536	0	186	1	723
	C	598	0	0	241	839
	D	0	0	0	0	0
	Tot.	1134	0	887	837	2858

Traffic Flows, Difference

Difference :

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

Detailed Input Data And Results

Scenario 3: '2030 RF Do Minimum + Development AM' (FG3: '2030 RF Do Minimum + Development AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	0	507	824	1331
	B	579	0	199	4	782
	C	575	0	0	307	882
	D	0	0	0	0	0
	Tot.	1154	0	706	1135	2995

Traffic Flows, Difference

Difference :

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

Scenario 4: '2030 RF Do Minimum + Development PM' (FG4: '2030 RF Do Minimum + Development PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	0	723	595	1318
	B	536	0	192	0	728
	C	605	0	0	251	856
	D	0	0	0	0	0
	Tot.	1141	0	915	846	2902

Traffic Flows, Difference

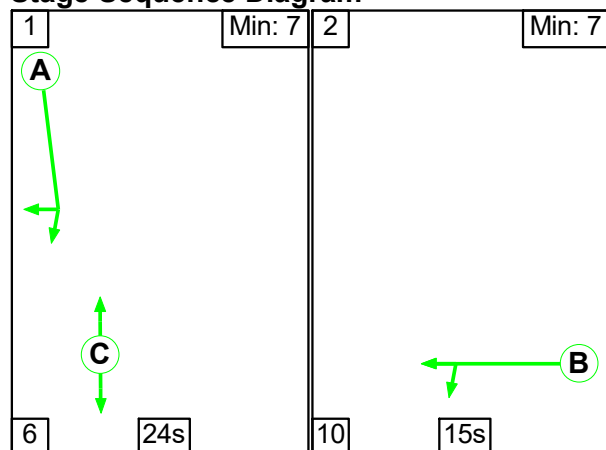
Difference :

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

Traffic Lane Flows

Lane	Scenario 1: 2030 RF Do Minimum AM	Scenario 2: 2030 RF Do Minimum PM	Scenario 3: 2030 RF Do Minimum + Development AM	Scenario 4: 2030 RF Do Minimum + Development PM
Junction: A2 Westbound Offslip/Wrotham Road				
1/1	497	701	507	723
1/2	824	595	824	595
2/1 (short)	374	349	375	352
2/2 (with short)	779(In) 405(Out)	723(In) 374(Out)	782(In) 407(Out)	728(In) 376(Out)
3/1 (short)	487	490	495	498
3/2 (with short)	854(In) 367(Out)	839(In) 349(Out)	882(In) 387(Out)	856(In) 358(Out)
4/1	1119	837	1135	846
5/1	370	411	360	407
5/2	772	723	794	734
6/1	693	887	706	915
7/1	1002	758	1000	755
7/2	405	374	407	376

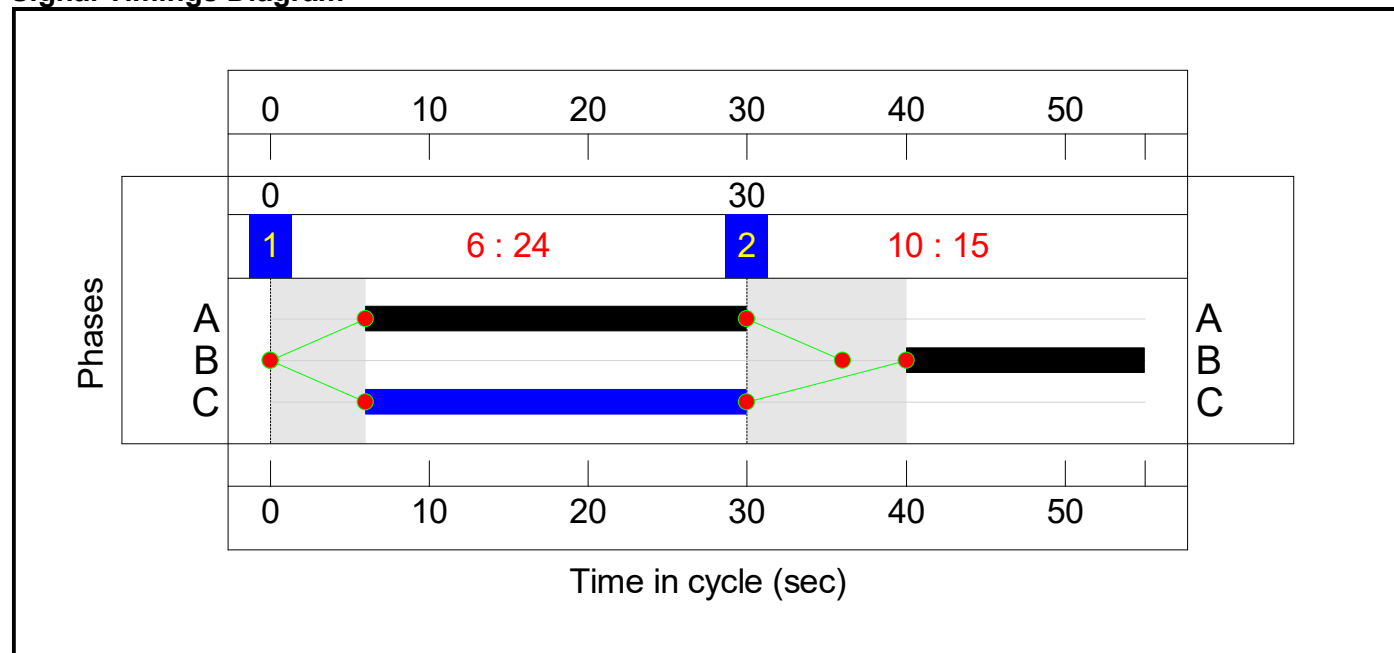
Scenario 1: '2030 RF Do Minimum AM' (FG1: '2030 RF Do Minimum AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram**Stage Timings**

Stage	1	2
Duration	24	15
Change Point	0	30

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Wrotham Road North Ahead Right	Traffic	24	6	30
B	A3 Westbound Offslip Left Ahead	Traffic	15	40	0
C	Pedestrians across	Pedestrian	24	6	30

Signal Timings Diagram**Lane Green Times**

Junction: A2 Westbound Offslip/Wrotham Road					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Wrotham Road North Ahead	U	A	6	30
1/2	Wrotham Road North Right	U	A	6	30
2/1	A3 Westbound Offslip Left Ahead	U	B	40	0
2/2	A3 Westbound Offslip Ahead	U	B	40	0

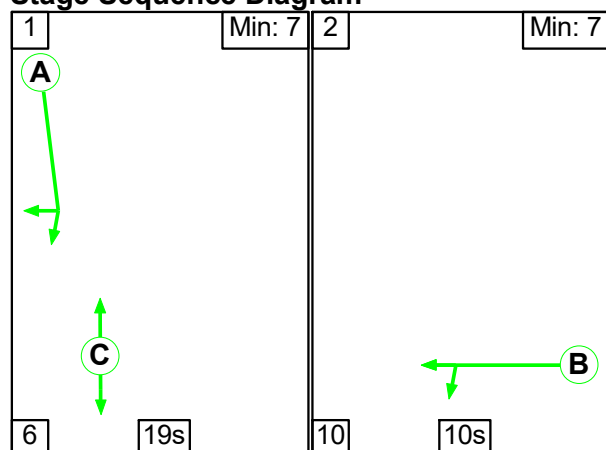
Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A2/Wrotham Road Southern Rbt Signalisation	-	-	N/A	-	-		-	-	-	-	-	-	-	89.6%
A2 Westbound Offslip/Wrotham Road	-	-	N/A	-	-		-	-	-	-	-	-	-	89.6%
1/1	Wrotham Road North Ahead	U	N/A	N/A	A		1	24	-	-	497	2005	911	54.5%
1/2	Wrotham Road North Right	U	N/A	N/A	A		1	24	-	-	824	2024	920	89.6%
2/2+2/1	A3 Westbound Offslip Left Ahead	U	N/A	N/A	B		1	15	-	-	779	2024:1892	457+422	88.6 : 88.6%
3/2+3/1	Wrotham Road South Left Ahead	O	N/A	N/A	-		-	-	-	-	854	2040:1969	520+690	70.6 : 70.6%
4/1	A2 Westbound Onslip	U	N/A	N/A	-		-	-	-	-	1119	Inf	Inf	0.0%
5/1	Wrotham Road North Exit	U	N/A	N/A	-		-	-	-	-	370	Inf	Inf	0.0%
5/2	Wrotham Road North Exit	U	N/A	N/A	-		-	-	-	-	772	Inf	Inf	0.0%
6/1	Wrotham Road South	U	N/A	N/A	-		-	-	-	-	693	Inf	Inf	0.0%
7/1	Internal southern circ Ahead Right	U	N/A	N/A	-		-	-	-	-	1002	Inf	Inf	0.0%
7/2	Internal southern circ Right	U	N/A	N/A	-		-	-	-	-	405	Inf	Inf	0.0%

Detailed Input Data And Results

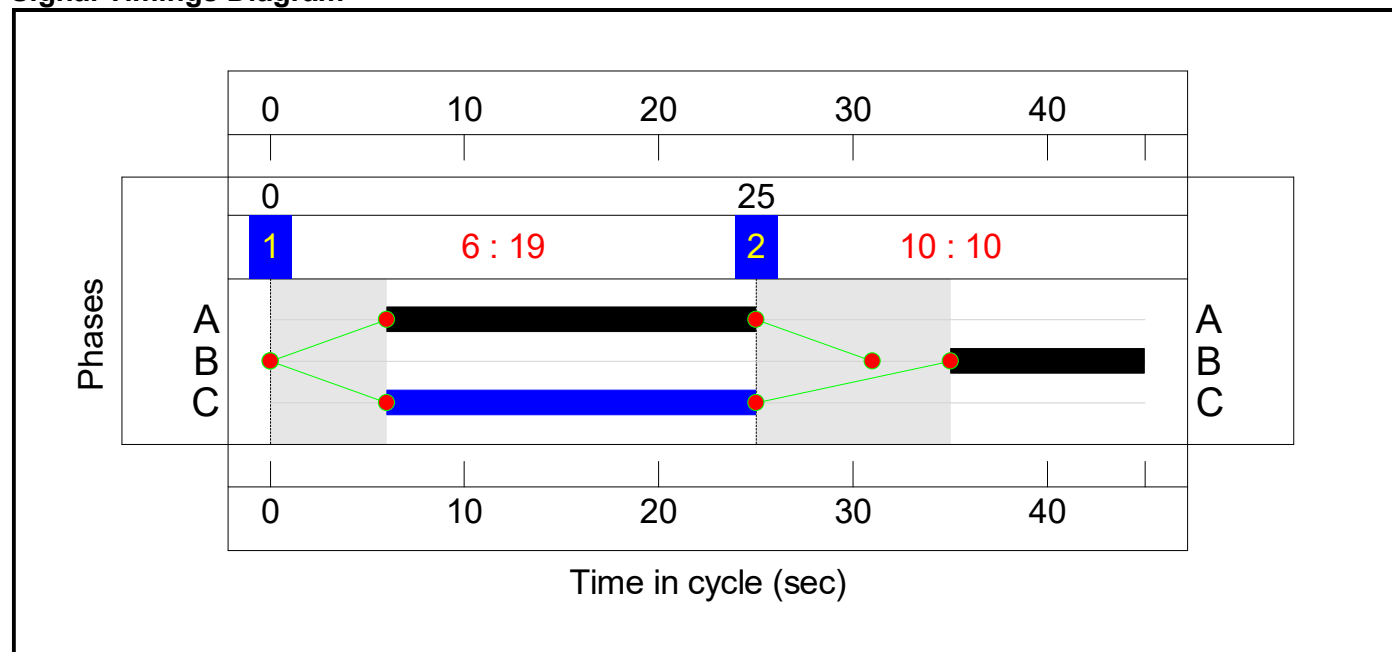
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A2/Wrotham Road Southern Rbt Signalisation	-	-	1708	0	0	8.5	9.4	0.0	17.9	-	-	-	-	
A2 Westbound Offslip/Wrotham Road	-	-	1708	0	0	8.5	9.4	0.0	17.9	-	-	-	-	
1/1	497	497	-	-	-	1.5	0.6	-	2.1	15.2	5.4	0.6	6.0	
1/2	824	824	-	-	-	3.2	4.0	-	7.1	31.1	11.4	4.0	15.4	
2/2+2/1	779	779	-	-	-	3.8	3.6	-	7.4	34.2	6.3	3.6	9.9	
3/2+3/1	854	854	1708	0	0	0.1	1.2	-	1.3	5.3	2.4	1.2	3.6	
4/1	1119	1119	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	370	370	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	772	772	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	693	693	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	1002	1002	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	405	405	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): 0.5 PRC Over All Lanes (%): 0.5 Total Delay for Signalled Lanes (pcuHr): 16.62 Total Delay Over All Lanes(pcuHr): 17.87 Cycle Time (s): 55														

Stage Sequence Diagram**Stage Timings**

Stage	1	2
Duration	19	10
Change Point	0	25

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Wrotham Road North Ahead Right	Traffic	19	6	25
B	A3 Westbound Offslip Left Ahead	Traffic	10	35	0
C	Pedestrians across	Pedestrian	19	6	25

Signal Timings Diagram

Lane Green Times

Junction: A2 Westbound Offslip/Wrotham Road					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Wrotham Road North Ahead	U	A	6	25
1/2	Wrotham Road North Right	U	A	6	25
2/1	A3 Westbound Offslip Left Ahead	U	B	35	0
2/2	A3 Westbound Offslip Ahead	U	B	35	0

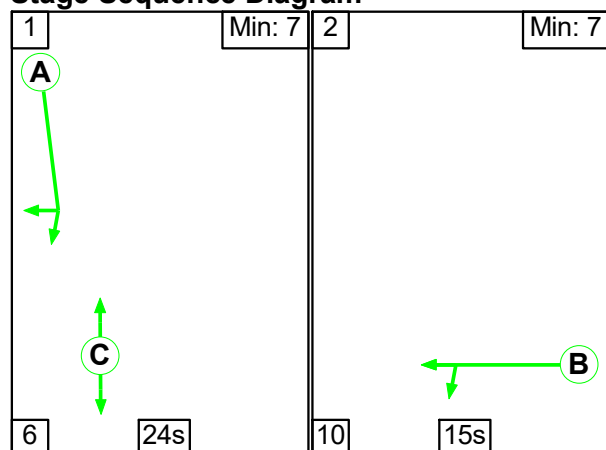
Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A2/Wrotham Road Southern Rbt Signalisation	-	-	N/A	-	-		-	-	-	-	-	-	-	84.0%
A2 Westbound Offslip/Wrotham Road	-	-	N/A	-	-		-	-	-	-	-	-	-	84.0%
1/1	Wrotham Road North Ahead	U	N/A	N/A	A		1	19	-	-	701	2005	891	78.7%
1/2	Wrotham Road North Right	U	N/A	N/A	A		1	19	-	-	595	2024	900	66.1%
2/2+2/1	A3 Westbound Offslip Left Ahead	U	N/A	N/A	B		1	10	-	-	723	2024:1892	445+415	84.0 : 84.0%
3/2+3/1	Wrotham Road South Left Ahead	O	N/A	N/A	-		-	-	-	-	839	2040:1982	542+761	64.4 : 64.4%
4/1	A2 Westbound Onslip	U	N/A	N/A	-		-	-	-	-	837	Inf	Inf	0.0%
5/1	Wrotham Road North Exit	U	N/A	N/A	-		-	-	-	-	411	Inf	Inf	0.0%
5/2	Wrotham Road North Exit	U	N/A	N/A	-		-	-	-	-	723	Inf	Inf	0.0%
6/1	Wrotham Road South	U	N/A	N/A	-		-	-	-	-	887	Inf	Inf	0.0%
7/1	Internal southern circ Ahead Right	U	N/A	N/A	-		-	-	-	-	758	Inf	Inf	0.0%
7/2	Internal southern circ Right	U	N/A	N/A	-		-	-	-	-	374	Inf	Inf	0.0%

Detailed Input Data And Results

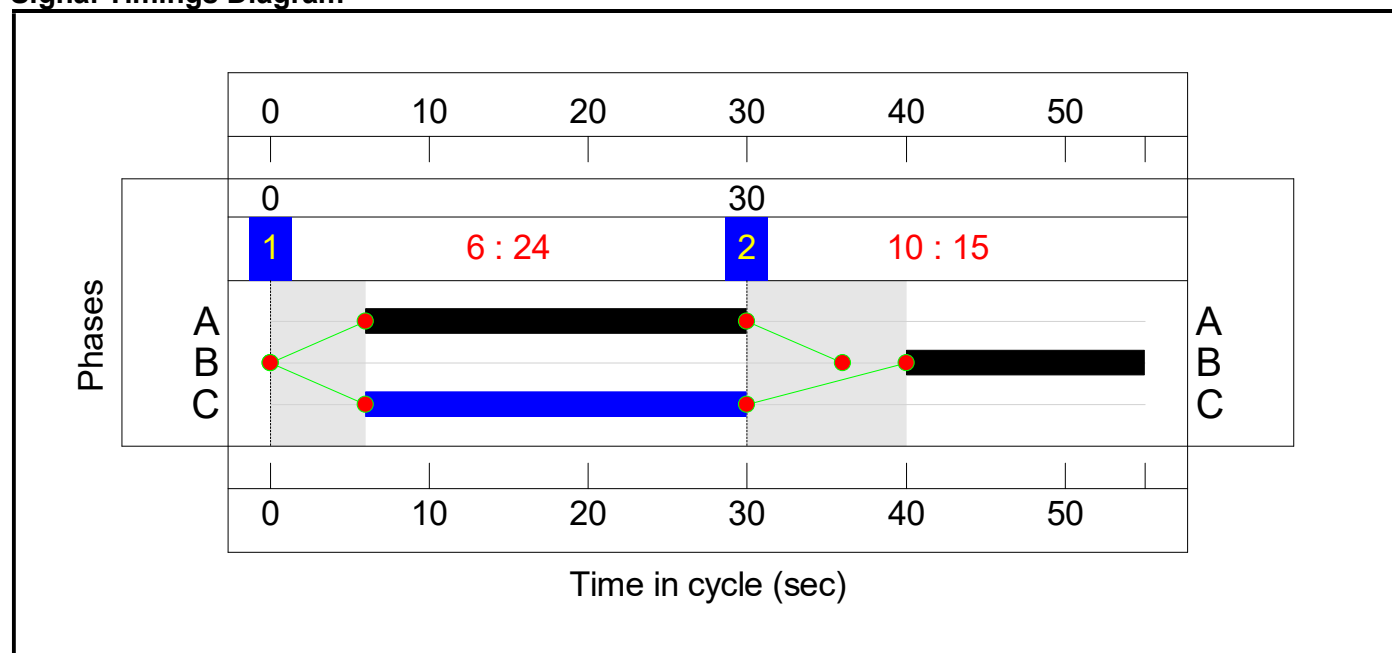
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A2/Wrotham Road Southern Rbt Signalisation	-	-	1678	0	0	6.9	6.2	0.0	13.1	-	-	-	-	
A2 Westbound Offslip/Wrotham Road	-	-	1678	0	0	6.9	6.2	0.0	13.1	-	-	-	-	
1/1	701	701	-	-	-	2.1	1.8	-	3.9	20.0	7.4	1.8	9.2	
1/2	595	595	-	-	-	1.6	1.0	-	2.6	15.7	5.8	1.0	6.8	
2/2+2/1	723	723	-	-	-	3.2	2.5	-	5.7	28.4	4.3	2.5	6.8	
3/2+3/1	839	839	1678	0	0	0.0	0.9	-	0.9	4.0	1.0	0.9	1.9	
4/1	837	837	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	411	411	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	723	723	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	887	887	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	758	758	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	374	374	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): 7.1 PRC Over All Lanes (%): 7.1 Total Delay for Signalled Lanes (pcuHr): 12.19 Total Delay Over All Lanes(pcuHr): 13.12 Cycle Time (s): 45														

Stage Sequence Diagram**Stage Timings**

Stage	1	2
Duration	24	15
Change Point	0	30

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Wrotham Road North Ahead Right	Traffic	24	6	30
B	A3 Westbound Offslip Left Ahead	Traffic	15	40	0
C	Pedestrians across	Pedestrian	24	6	30

Signal Timings Diagram

Lane Green Times

Junction: A2 Westbound Offslip/Wrotham Road					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Wrotham Road North Ahead	U	A	6	30
1/2	Wrotham Road North Right	U	A	6	30
2/1	A3 Westbound Offslip Left Ahead	U	B	40	0
2/2	A3 Westbound Offslip Ahead	U	B	40	0

Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A2/Wrotham Road Southern Rbt Signalisation	-	-	N/A	-	-		-	-	-	-	-	-	-	89.6%
A2 Westbound Offslip/Wrotham Road	-	-	N/A	-	-		-	-	-	-	-	-	-	89.6%
1/1	Wrotham Road North Ahead	U	N/A	N/A	A		1	24	-	-	507	2005	911	55.6%
1/2	Wrotham Road North Right	U	N/A	N/A	A		1	24	-	-	824	2024	920	89.6%
2/2+2/1	A3 Westbound Offslip Left Ahead	U	N/A	N/A	B		1	15	-	-	782	2024:1892	457+421	89.1 : 89.1%
3/2+3/1	Wrotham Road South Left Ahead	O	N/A	N/A	-		-	-	-	-	882	2040:1967	542+693	71.4 : 71.4%
4/1	A2 Westbound Onslip	U	N/A	N/A	-		-	-	-	-	1135	Inf	Inf	0.0%
5/1	Wrotham Road North Exit	U	N/A	N/A	-		-	-	-	-	360	Inf	Inf	0.0%
5/2	Wrotham Road North Exit	U	N/A	N/A	-		-	-	-	-	794	Inf	Inf	0.0%
6/1	Wrotham Road South	U	N/A	N/A	-		-	-	-	-	706	Inf	Inf	0.0%
7/1	Internal southern circ Ahead Right	U	N/A	N/A	-		-	-	-	-	1000	Inf	Inf	0.0%
7/2	Internal southern circ Right	U	N/A	N/A	-		-	-	-	-	407	Inf	Inf	0.0%

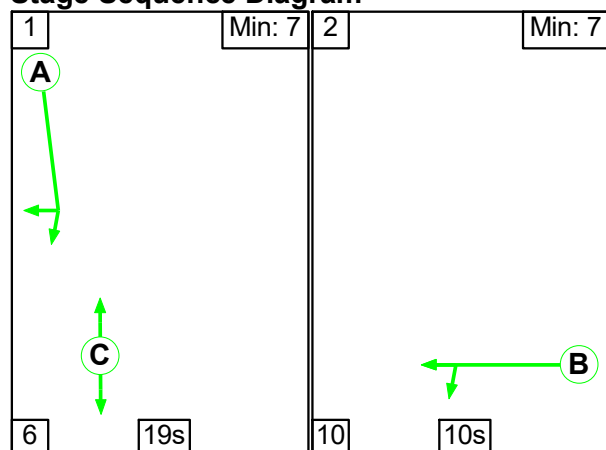
Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A2/Wrotham Road Southern Rbt Signalisation	-	-	1764	0	0	8.5	9.6	0.0	18.2	-	-	-	-	
A2 Westbound Offslip/Wrotham Road	-	-	1764	0	0	8.5	9.6	0.0	18.2	-	-	-	-	
1/1	507	507	-	-	-	1.5	0.6	-	2.2	15.4	5.6	0.6	6.3	
1/2	824	824	-	-	-	3.2	4.0	-	7.1	31.1	11.4	4.0	15.4	
2/2+2/1	782	782	-	-	-	3.8	3.8	-	7.5	34.7	6.5	3.8	10.3	
3/2+3/1	882	882	1764	0	0	0.1	1.2	-	1.3	5.4	2.6	1.2	3.9	
4/1	1135	1135	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	360	360	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	794	794	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	706	706	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	1000	1000	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	407	407	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): 0.5 PRC Over All Lanes (%): 0.5 Total Delay for Signalled Lanes (pcuHr): 16.84 Total Delay Over All Lanes(pcuHr): 18.15 Cycle Time (s): 55														

Detailed Input Data And Results

Scenario 4: '2030 RF Do Minimum + Development PM' (FG4: '2030 RF Do Minimum + Development PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



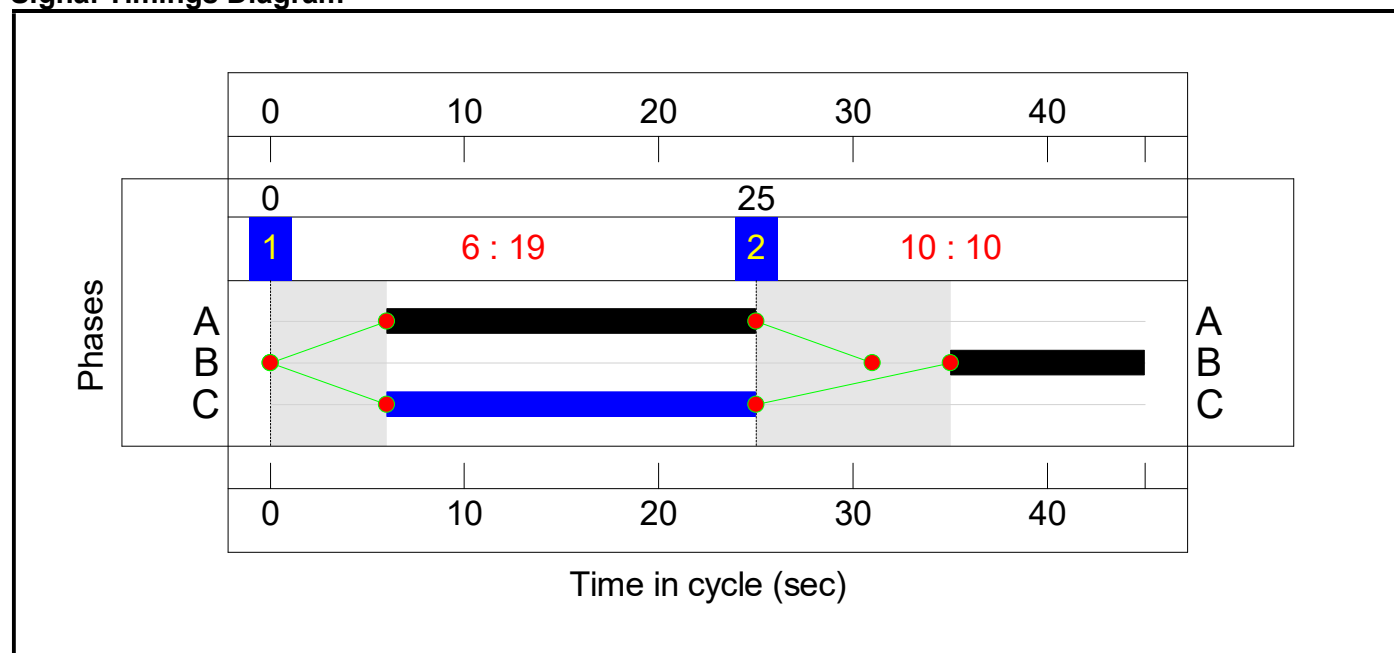
Stage Timings

Stage	1	2
Duration	19	10
Change Point	0	25

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Wrotham Road North Ahead Right	Traffic	19	6	25
B	A3 Westbound Offslip Left Ahead	Traffic	10	35	0
C	Pedestrians across	Pedestrian	19	6	25

Signal Timings Diagram



Lane Green Times

Junction: A2 Westbound Offslip/Wrotham Road					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Wrotham Road North Ahead	U	A	6	25
1/2	Wrotham Road North Right	U	A	6	25
2/1	A3 Westbound Offslip Left Ahead	U	B	35	0
2/2	A3 Westbound Offslip Ahead	U	B	35	0

Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A2/Wrotham Road Southern Rbt Signalisation	-	-	N/A	-	-		-	-	-	-	-	-	-	84.5%
A2 Westbound Offslip/Wrotham Road	-	-	N/A	-	-		-	-	-	-	-	-	-	84.5%
1/1	Wrotham Road North Ahead	U	N/A	N/A	A		1	19	-	-	723	2005	891	81.1%
1/2	Wrotham Road North Right	U	N/A	N/A	A		1	19	-	-	595	2024	900	66.1%
2/2+2/1	A3 Westbound Offslip Left Ahead	U	N/A	N/A	B		1	10	-	-	728	2024:1892	445+417	84.5 : 84.5%
3/2+3/1	Wrotham Road South Left Ahead	O	N/A	N/A	-		-	-	-	-	856	2040:1980	549+763	65.3 : 65.3%
4/1	A2 Westbound Onslip	U	N/A	N/A	-		-	-	-	-	846	Inf	Inf	0.0%
5/1	Wrotham Road North Exit	U	N/A	N/A	-		-	-	-	-	407	Inf	Inf	0.0%
5/2	Wrotham Road North Exit	U	N/A	N/A	-		-	-	-	-	734	Inf	Inf	0.0%
6/1	Wrotham Road South	U	N/A	N/A	-		-	-	-	-	915	Inf	Inf	0.0%
7/1	Internal southern circ Ahead Right	U	N/A	N/A	-		-	-	-	-	755	Inf	Inf	0.0%
7/2	Internal southern circ Right	U	N/A	N/A	-		-	-	-	-	376	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A2/Wrotham Road Southern Rbt Signalisation	-	-	1712	0	0	7.0	6.6	0.0	13.7	-	-	-	-	
A2 Westbound Offslip/Wrotham Road	-	-	1712	0	0	7.0	6.6	0.0	13.7	-	-	-	-	
1/1	723	723	-	-	-	2.2	2.1	-	4.3	21.3	7.8	2.1	9.9	
1/2	595	595	-	-	-	1.6	1.0	-	2.6	15.7	5.8	1.0	6.8	
2/2+2/1	728	728	-	-	-	3.2	2.6	-	5.8	28.8	4.3	2.6	6.9	
3/2+3/1	856	856	1712	0	0	0.0	0.9	-	1.0	4.1	1.0	0.9	1.9	
4/1	846	846	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	407	407	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	734	734	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	915	915	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	755	755	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2	376	376	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): 6.5 PRC Over All Lanes (%): 6.5 Total Delay for Signalled Lanes (pcuHr): 12.69 Total Delay Over All Lanes(pcuHr): 13.66 Cycle Time (s): 45														