

Appendix J-24

Junctions 10 Output - B6131 Blacker Road / B6428 Spark Lane / B6428 Greenside
Staggered Junction

<h1>Junctions 10</h1>
<h2>PICADY 10 - Priority Intersection Module</h2>
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Report generation date: 09/11/2023 16:02:09

-
- »2022 Base, AM
 - »2022 Base, PM
 - »2026 Do Minimum, AM
 - »2026 Do Minimum, PM
 - »2033 Do Minimum, AM
 - »2033 Do Minimum, PM
 - »2026 Residential Phase 1a , AM
 - »2026 Residential Phase 1a , PM
 - »2033 Full Residential, AM
 - »2033 Full Residential, PM
 - »2026 Employment , AM
 - »2026 Employment , PM
 - »2026 Phase 1 , AM
 - »2026 Phase 1 , PM
 - »2033 Full Development, AM
 - »2033 Full Development, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2022 Base						
Stream B-ACD	2.4	33.11	0.71	5.0	62.15	0.86
Stream A-BCD	0.8	7.16	0.32	0.6	5.75	0.23
Stream D-A	0.2	11.90	0.15	0.6	22.75	0.38
Stream D-BC	1.3	24.71	0.56	2.7	43.48	0.75
Stream C-ABD	0.5	5.42	0.19	0.4	5.41	0.17
2026 Do Minimum						
Stream B-ACD	2.5	33.48	0.72	5.3	64.97	0.87
Stream A-BCD	0.8	7.16	0.32	0.6	5.75	0.24
Stream D-A	0.2	12.03	0.15	0.7	23.90	0.39
Stream D-BC	1.3	25.11	0.57	2.8	45.34	0.76
Stream C-ABD	0.5	5.42	0.19	0.4	5.41	0.17
2033 Do Minimum						
Stream B-ACD	3.5	45.30	0.79	9.4	107.47	0.96
Stream A-BCD	1.0	7.49	0.36	0.8	5.89	0.27
Stream D-A	0.2	14.28	0.19	1.6	54.99	0.62
Stream D-BC	1.7	31.27	0.64	4.8	74.66	0.86
Stream C-ABD	0.6	5.45	0.21	0.5	5.42	0.19
2026 Residential Phase 1a						
Stream B-ACD	2.7	35.91	0.74	5.7	69.40	0.88
Stream A-BCD	0.8	7.18	0.32	0.6	5.75	0.24
Stream D-A	0.2	12.18	0.15	0.7	26.10	0.41
Stream D-BC	1.3	25.52	0.57	3.1	48.55	0.77
Stream C-ABD	0.5	5.42	0.19	0.5	5.43	0.17
2033 Full Residential						
Stream B-ACD	7.8	88.09	0.92	19.1	187.43	1.06
Stream A-BCD	1.1	7.69	0.37	0.8	5.94	0.28
Stream D-A	0.3	16.40	0.21	6.3	213.04	0.99
Stream D-BC	2.0	36.55	0.68	11.6	150.44	1.01
Stream C-ABD	0.6	5.50	0.22	0.6	5.58	0.20
2026 Employment						
Stream B-ACD	2.8	37.37	0.74	7.0	82.23	0.91
Stream A-BCD	0.9	7.18	0.32	0.6	5.78	0.24
Stream D-A	0.2	12.87	0.16	0.7	27.08	0.42
Stream D-BC	1.5	27.59	0.60	3.2	50.21	0.78
Stream C-ABD	0.5	5.48	0.20	0.5	5.43	0.17
2026 Phase 1						
Stream B-ACD	3.1	39.93	0.76	7.5	87.31	0.92
Stream A-BCD	0.9	7.20	0.33	0.7	5.77	0.24
Stream D-A	0.2	13.05	0.16	0.8	29.42	0.44
Stream D-BC	1.5	28.06	0.61	3.4	53.24	0.79
Stream C-ABD	0.5	5.48	0.20	0.5	5.44	0.17
2033 Full Development						
Stream B-ACD	9.4	102.67	0.95	24.8	231.40	1.10
Stream A-BCD	1.1	7.71	0.37	0.8	5.98	0.28
Stream D-A	0.3	18.69	0.23	6.9	233.34	1.01
Stream D-BC	2.4	41.74	0.72	13.5	169.73	1.04
Stream C-ABD	0.6	5.55	0.22	0.6	5.62	0.21

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	B6131/B6428 Staggered Junction
Location	
Site number	
Date	25/09/2023
Version	
Status	Existing
Identifier	
Client	Strata Sterling Barnsley West Ltd
Jobnumber	3062
Enumerator	Fore Consulting Ltd
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 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2022 Base	PM	ONE HOUR	16:15	17:45	15	✓
D3	2026 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓
D4	2026 Do Minimum	PM	ONE HOUR	16:15	17:45	15	✓
D5	2033 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓
D6	2033 Do Minimum	PM	ONE HOUR	16:15	17:45	15	✓
D7	2026 Residential Phase 1a	AM	ONE HOUR	07:45	09:15	15	✓
D8	2026 Residential Phase 1a	PM	ONE HOUR	16:15	17:45	15	✓
D9	2033 Full Residential	AM	ONE HOUR	07:45	09:15	15	✓
D10	2033 Full Residential	PM	ONE HOUR	16:15	17:45	15	✓
D11	2026 Employment	AM	ONE HOUR	07:45	09:15	15	✓
D12	2026 Employment	PM	ONE HOUR	16:15	17:45	15	✓
D13	2026 Phase 1	AM	ONE HOUR	07:45	09:15	15	✓
D14	2026 Phase 1	PM	ONE HOUR	16:15	17:45	15	✓
D17	2033 Full Development	AM	ONE HOUR	07:45	09:15	15	✓
D18	2033 Full Development	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

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

2022 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		10.49	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.49	B

Arms

Arms

Arm	Name	Description	Arm type
A	B6131/Blacker Road East		Major
B	B6428 Spark Lane		Minor
C	B6131/Blacker Lane West		Major
D	B6428 Greenside		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	7.70			100.0	✓	0.00
C	7.85			65.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	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	One lane	4.16								18	45
D	One lane plus flare		10.00	8.00	4.80	3.20	3.20		1.00	60	65

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
A-D	632	-	-	-	0.227	0.227	0.227	-	0.227	-	-
B-AD	564	0.094	0.239	-	-	-	0.150	0.341	0.150	0.094	0.239
B-C	728	0.103	0.259	-	-	-	-	-	-	0.103	0.259
C-B	612	0.218	0.218	-	-	-	-	-	-	0.218	0.218
D-A	668	-	-	-	0.240	0.095	0.240	-	0.095	-	-
D-BC	583	0.156	0.156	0.355	0.249	0.098	0.249	-	0.098	-	-

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	2022 Base	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		ONE HOUR	✓	470	100.000
B		ONE HOUR	✓	251	100.000
C		ONE HOUR	✓	511	100.000
D		ONE HOUR	✓	223	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	144	222	104
	B	105	0	37	109
	C	299	60	0	152
	D	52	106	65	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	4	5	1
	B	5	0	6	2
	C	3	2	0	3
	D	6	2	0	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-ACD	0.71	33.11	2.4	D	230	345
A-BCD	0.32	7.16	0.8	A	181	271
A-B					99	148
A-C					152	228
D-A	0.15	11.90	0.2	B	48	72
D-BC	0.56	24.71	1.3	C	157	235
C-ABD	0.19	5.42	0.5	A	118	177
C-D					118	178
C-A					233	349

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-ACD	189	47	451	0.419	186	0.0	0.7	13.949	B
A-BCD	127	32	715	0.178	126	0.0	0.3	6.258	A
A-B	89	22			89				
A-C	137	34			137				
D-A	39	10	517	0.076	39	0.0	0.1	7.979	A
D-BC	129	32	417	0.309	127	0.0	0.4	12.507	B
C-ABD	81	20	764	0.106	80	0.0	0.2	5.392	A
C-D	102	26			102				
C-A	201	50			201				

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-ACD	226	56	425	0.531	224	0.7	1.1	18.477	C
A-BCD	170	43	734	0.232	170	0.3	0.5	6.538	A
A-B	99	25			99				
A-C	153	38			153				
D-A	47	12	470	0.099	47	0.1	0.1	9.009	A
D-BC	154	38	383	0.402	153	0.4	0.7	15.781	C
C-ABD	110	28	798	0.138	110	0.2	0.3	5.369	A
C-D	118	29			118				
C-A	231	58			231				

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-ACD	276	69	388	0.712	272	1.1	2.3	30.881	D
A-BCD	244	61	764	0.319	242	0.5	0.8	7.101	A
A-B	108	27			108				
A-C	166	42			166				
D-A	57	14	383	0.150	57	0.1	0.2	11.708	B
D-BC	188	47	336	0.560	186	0.7	1.2	23.897	C
C-ABD	161	40	846	0.190	160	0.3	0.5	5.394	A
C-D	135	34			135				
C-A	266	67			266				

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-ACD	276	69	387	0.713	276	2.3	2.4	33.115	D
A-BCD	245	61	764	0.320	245	0.8	0.8	7.161	A
A-B	107	27			107				
A-C	166	41			166				
D-A	57	14	378	0.152	57	0.2	0.2	11.905	B
D-BC	188	47	335	0.562	188	1.2	1.3	24.715	C
C-ABD	161	40	846	0.191	161	0.5	0.5	5.412	A
C-D	135	34			135				
C-A	266	66			266				

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-ACD	226	56	424	0.533	230	2.4	1.2	19.786	C
A-BCD	171	43	734	0.233	172	0.8	0.5	6.619	A
A-B	99	25			99				
A-C	153	38			153				
D-A	47	12	465	0.100	47	0.2	0.1	9.129	A
D-BC	154	38	381	0.403	156	1.3	0.7	16.325	C
C-ABD	111	28	797	0.139	111	0.5	0.3	5.398	A
C-D	118	29			118				
C-A	231	58			231				

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-ACD	189	47	450	0.420	191	1.2	0.8	14.502	B
A-BCD	128	32	714	0.180	129	0.5	0.4	6.323	A
A-B	89	22			89				
A-C	137	34			137				
D-A	39	10	514	0.076	39	0.1	0.1	8.047	A
D-BC	129	32	415	0.310	130	0.7	0.5	12.807	B
C-ABD	82	20	764	0.107	82	0.3	0.2	5.422	A
C-D	102	26			102				
C-A	201	50			201				

2022 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		19.11	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	19.11	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
D2	2022 Base	PM	ONE HOUR	16:15	17:45	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		ONE HOUR	✓	522	100.000
B		ONE HOUR	✓	284	100.000
C		ONE HOUR	✓	486	100.000
D		ONE HOUR	✓	308	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	174	278	70
	B	103	0	36	145
	C	305	50	0	131
	D	93	136	79	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	3	0
	B	1	0	0	2
	C	1	0	0	1
	D	7	1	0	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-ACD	0.86	62.15	5.0	F	261	391
A-BCD	0.23	5.75	0.6	A	140	211
A-B					130	195
A-C					208	312
D-A	0.38	22.75	0.6	C	85	128
D-BC	0.75	43.48	2.7	E	197	296
C-ABD	0.17	5.41	0.4	A	99	148
C-D					104	156
C-A					243	364

Main Results for each time segment

16:15 - 16:30

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-ACD	214	53	435	0.492	210	0.0	0.9	15.986	C
A-BCD	96	24	758	0.126	95	0.0	0.3	5.469	A
A-B	114	29			114				
A-C	183	46			183				
D-A	70	18	493	0.142	69	0.0	0.2	9.071	A
D-BC	162	40	409	0.396	159	0.0	0.6	14.369	B
C-ABD	68	17	739	0.092	67	0.0	0.2	5.381	A
C-D	90	22			90				
C-A	209	52			209				

16:30 - 16:45

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-ACD	255	64	405	0.630	253	0.9	1.6	23.454	C
A-BCD	131	33	787	0.166	130	0.3	0.4	5.533	A
A-B	130	33			130				
A-C	208	52			208				
D-A	84	21	426	0.196	83	0.2	0.3	11.237	B
D-BC	193	48	373	0.519	192	0.6	1.0	19.832	C
C-ABD	92	23	768	0.120	92	0.2	0.3	5.356	A
C-D	104	26			104				
C-A	241	60			241				

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-ACD	313	78	365	0.856	302	1.6	4.4	50.383	F
A-BCD	194	48	831	0.233	193	0.4	0.6	5.712	A
A-B	147	37			147				
A-C	234	59			234				
D-A	102	26	287	0.357	101	0.3	0.6	20.564	C
D-BC	237	59	320	0.740	231	1.0	2.5	38.477	E
C-ABD	136	34	811	0.168	135	0.3	0.4	5.366	A
C-D	120	30			120				
C-A	279	70			279				

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-ACD	313	78	364	0.859	310	4.4	5.0	62.150	F
A-BCD	195	49	830	0.235	195	0.6	0.6	5.753	A
A-B	146	37			146				
A-C	234	58			234				
D-A	102	26	271	0.378	102	0.6	0.6	22.747	C
D-BC	237	59	317	0.746	236	2.5	2.7	43.478	E
C-ABD	136	34	810	0.168	136	0.4	0.4	5.390	A
C-D	120	30			120				
C-A	279	70			279				

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-ACD	255	64	404	0.632	268	5.0	1.9	28.889	D
A-BCD	132	33	785	0.168	133	0.6	0.4	5.594	A
A-B	130	32			130				
A-C	208	52			208				
D-A	84	21	411	0.203	85	0.6	0.3	11.860	B
D-BC	193	48	369	0.523	199	2.7	1.2	22.002	C
C-ABD	93	23	767	0.121	93	0.4	0.3	5.389	A
C-D	103	26			103				
C-A	241	60			241				

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-ACD	214	53	434	0.493	217	1.9	1.0	17.112	C
A-BCD	96	24	757	0.127	97	0.4	0.3	5.514	A
A-B	114	29			114				
A-C	182	46			182				
D-A	70	18	487	0.144	70	0.3	0.2	9.245	A
D-BC	162	40	407	0.397	164	1.2	0.7	14.988	B
C-ABD	68	17	738	0.092	69	0.3	0.2	5.412	A
C-D	89	22			89				
C-A	208	52			208				

2026 Do Minimum, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		10.58	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.58	B

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	2026 Do Minimum	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		ONE HOUR	✓	473	100.000
B		ONE HOUR	✓	251	100.000
C		ONE HOUR	✓	514	100.000
D		ONE HOUR	✓	224	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	145	224	104
	B	105	0	37	109
	C	301	60	0	153
	D	52	107	65	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	4	5	1
	B	5	0	6	2
	C	3	2	0	3
	D	6	2	0	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-ACD	0.72	33.48	2.5	D	230	345
A-BCD	0.32	7.16	0.8	A	182	273
A-B					99	149
A-C					153	230
D-A	0.15	12.03	0.2	B	48	72
D-BC	0.57	25.11	1.3	D	158	237
C-ABD	0.19	5.42	0.5	A	118	178
C-D					119	179
C-A					234	351

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-ACD	189	47	450	0.420	186	0.0	0.7	13.991	B
A-BCD	128	32	716	0.179	127	0.0	0.3	6.252	A
A-B	90	22			90				
A-C	138	35			138				
D-A	39	10	516	0.076	39	0.0	0.1	7.998	A
D-BC	129	32	416	0.311	128	0.0	0.4	12.572	B
C-ABD	82	20	765	0.107	81	0.0	0.2	5.386	A
C-D	103	26			103				
C-A	202	51			202				

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-ACD	226	56	424	0.533	224	0.7	1.1	18.568	C
A-BCD	171	43	736	0.232	170	0.3	0.5	6.532	A
A-B	100	25			100				
A-C	154	39			154				
D-A	47	12	468	0.100	47	0.1	0.1	9.046	A
D-BC	155	39	382	0.405	154	0.4	0.7	15.907	C
C-ABD	111	28	799	0.139	110	0.2	0.3	5.365	A
C-D	118	30			118				
C-A	233	58			233				

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-ACD	276	69	387	0.714	272	1.1	2.3	31.169	D
A-BCD	245	61	766	0.320	244	0.5	0.8	7.098	A
A-B	108	27			108				
A-C	167	42			167				
D-A	57	14	379	0.151	57	0.1	0.2	11.825	B
D-BC	189	47	335	0.565	187	0.7	1.2	24.242	C
C-ABD	162	41	848	0.191	161	0.3	0.5	5.389	A
C-D	136	34			136				
C-A	268	67			268				

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-ACD	276	69	386	0.716	276	2.3	2.5	33.476	D
A-BCD	246	62	766	0.321	246	0.8	0.8	7.161	A
A-B	108	27			108				
A-C	167	42			167				
D-A	57	14	374	0.153	57	0.2	0.2	12.032	B
D-BC	189	47	334	0.567	189	1.2	1.3	25.106	D
C-ABD	162	41	848	0.192	162	0.5	0.5	5.405	A
C-D	136	34			136				
C-A	267	67			267				

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-ACD	226	56	423	0.534	231	2.5	1.2	19.907	C
A-BCD	172	43	736	0.234	173	0.8	0.5	6.614	A
A-B	100	25			100				
A-C	154	38			154				
D-A	47	12	463	0.101	47	0.2	0.1	9.171	A
D-BC	155	39	380	0.407	157	1.3	0.7	16.472	C
C-ABD	111	28	799	0.139	112	0.5	0.3	5.393	A
C-D	118	30			118				
C-A	233	58			233				

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-ACD	189	47	449	0.420	191	1.2	0.8	14.554	B
A-BCD	129	32	715	0.180	129	0.5	0.4	6.317	A
A-B	89	22			89				
A-C	138	34			138				
D-A	39	10	512	0.076	39	0.1	0.1	8.068	A
D-BC	129	32	414	0.312	130	0.7	0.5	12.879	B
C-ABD	82	21	765	0.107	83	0.3	0.2	5.416	A
C-D	103	26			103				
C-A	202	51			202				

2026 Do Minimum, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		19.96	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	19.96	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
D4	2026 Do Minimum	PM	ONE HOUR	16:15	17:45	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		ONE HOUR	✓	525	100.000
B		ONE HOUR	✓	286	100.000
C		ONE HOUR	✓	488	100.000
D		ONE HOUR	✓	310	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	175	280	70
	B	103	0	37	146
	C	307	50	0	131
	D	93	137	80	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	3	0
	B	1	0	0	2
	C	1	0	0	1
	D	7	1	0	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-ACD	0.87	64.97	5.3	F	262	394
A-BCD	0.24	5.75	0.6	A	141	212
A-B					131	196
A-C					210	314
D-A	0.39	23.90	0.7	C	85	128
D-BC	0.76	45.34	2.8	E	199	299
C-ABD	0.17	5.41	0.4	A	99	149
C-D					104	156
C-A					244	366

Main Results for each time segment

16:15 - 16:30

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-ACD	215	54	434	0.496	211	0.0	1.0	16.121	C
A-BCD	96	24	759	0.126	95	0.0	0.3	5.463	A
A-B	115	29			115				
A-C	184	46			184				
D-A	70	18	491	0.143	69	0.0	0.2	9.116	A
D-BC	163	41	408	0.400	161	0.0	0.7	14.493	B
C-ABD	68	17	739	0.092	67	0.0	0.2	5.379	A
C-D	90	22			90				
C-A	210	52			210				

16:30 - 16:45

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-ACD	257	64	405	0.635	254	1.0	1.7	23.809	C
A-BCD	131	33	789	0.167	131	0.3	0.4	5.527	A
A-B	131	33			131				
A-C	210	52			210				
D-A	84	21	422	0.198	83	0.2	0.3	11.353	B
D-BC	195	49	372	0.525	193	0.7	1.1	20.126	C
C-ABD	93	23	768	0.121	92	0.2	0.3	5.354	A
C-D	103	26			103				
C-A	243	61			243				

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-ACD	315	79	364	0.864	303	1.7	4.6	51.990	F
A-BCD	195	49	833	0.234	194	0.4	0.6	5.704	A
A-B	147	37			147				
A-C	236	59			236				
D-A	102	26	280	0.365	101	0.3	0.6	21.350	C
D-BC	239	60	319	0.750	233	1.1	2.6	39.739	E
C-ABD	137	34	812	0.168	136	0.3	0.4	5.366	A
C-D	120	30			120				
C-A	281	70			281				

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-ACD	315	79	363	0.867	312	4.6	5.3	64.970	F
A-BCD	196	49	832	0.236	196	0.6	0.6	5.746	A
A-B	147	37			147				
A-C	235	59			235				
D-A	102	26	263	0.389	102	0.6	0.7	23.901	C
D-BC	239	60	316	0.757	238	2.6	2.8	45.336	E
C-ABD	137	34	811	0.169	137	0.4	0.4	5.389	A
C-D	120	30			120				
C-A	280	70			280				

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-ACD	257	64	403	0.638	270	5.3	1.9	29.803	D
A-BCD	132	33	787	0.168	133	0.6	0.4	5.587	A
A-B	131	33			131				
A-C	209	52			209				
D-A	84	21	407	0.206	85	0.7	0.3	12.036	B
D-BC	195	49	368	0.530	202	2.8	1.2	22.507	C
C-ABD	93	23	767	0.121	94	0.4	0.3	5.391	A
C-D	103	26			103				
C-A	242	61			242				

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-ACD	215	54	433	0.497	219	1.9	1.0	17.297	C
A-BCD	97	24	758	0.128	97	0.4	0.3	5.506	A
A-B	115	29			115				
A-C	184	46			184				
D-A	70	18	485	0.144	70	0.3	0.2	9.297	A
D-BC	163	41	407	0.402	165	1.2	0.7	15.141	C
C-ABD	68	17	739	0.093	69	0.3	0.2	5.411	A
C-D	89	22			89				
C-A	210	52			210				

2033 Do Minimum, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		13.58	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	13.58	B

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	2033 Do Minimum	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		ONE HOUR	✓	502	100.000
B		ONE HOUR	✓	268	100.000
C		ONE HOUR	✓	546	100.000
D		ONE HOUR	✓	239	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	154	237	111
	B	112	0	40	116
	C	320	64	0	162
	D	56	114	69	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	4	5	1
	B	5	0	6	2
	C	3	2	0	3
	D	6	2	0	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-ACD	0.79	45.30	3.5	E	246	369
A-BCD	0.36	7.49	1.0	A	203	305
A-B					101	152
A-C					156	234
D-A	0.19	14.28	0.2	B	51	77
D-BC	0.64	31.27	1.7	D	168	252
C-ABD	0.21	5.45	0.6	A	133	200
C-D					124	185
C-A					244	366

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-ACD	202	50	442	0.456	198	0.0	0.8	15.119	C
A-BCD	141	35	722	0.196	140	0.0	0.4	6.333	A
A-B	93	23			93				
A-C	144	36			144				
D-A	42	11	502	0.084	42	0.0	0.1	8.281	A
D-BC	138	34	405	0.340	136	0.0	0.5	13.435	B
C-ABD	91	23	776	0.117	90	0.0	0.3	5.377	A
C-D	108	27			108				
C-A	213	53			213				

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-ACD	241	60	414	0.582	239	0.8	1.4	21.079	C
A-BCD	190	48	743	0.256	190	0.4	0.6	6.676	A
A-B	103	26			103				
A-C	158	40			158				
D-A	50	13	447	0.113	50	0.1	0.1	9.613	A
D-BC	165	41	369	0.446	163	0.5	0.8	17.644	C
C-ABD	124	31	812	0.153	124	0.3	0.4	5.365	A
C-D	123	31			123				
C-A	244	61			244				

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-ACD	295	74	375	0.787	288	1.4	3.2	39.916	E
A-BCD	276	69	776	0.356	275	0.6	1.0	7.404	A
A-B	109	27			109				
A-C	168	42			168				
D-A	62	15	337	0.183	61	0.1	0.2	13.802	B
D-BC	201	50	318	0.633	198	0.8	1.6	29.522	D
C-ABD	184	46	865	0.212	183	0.4	0.6	5.428	A
C-D	140	35			140				
C-A	277	69			277				

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-ACD	295	74	374	0.789	294	3.2	3.5	45.298	E
A-BCD	278	69	776	0.358	278	1.0	1.0	7.490	A
A-B	108	27			108				
A-C	167	42			167				
D-A	62	15	329	0.188	62	0.2	0.2	14.282	B
D-BC	201	50	317	0.636	201	1.6	1.7	31.269	D
C-ABD	184	46	865	0.213	184	0.6	0.6	5.449	A
C-D	140	35			140				
C-A	277	69			277				

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-ACD	241	60	413	0.584	249	3.5	1.5	23.764	C
A-BCD	192	48	743	0.258	193	1.0	0.6	6.783	A
A-B	102	26			102				
A-C	157	39			157				
D-A	50	13	439	0.115	51	0.2	0.1	9.833	A
D-BC	165	41	366	0.449	168	1.7	0.9	18.640	C
C-ABD	125	31	812	0.154	126	0.6	0.4	5.400	A
C-D	123	31			123				
C-A	243	61			243				

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-ACD	202	50	441	0.457	204	1.5	0.9	15.932	C
A-BCD	142	36	721	0.197	143	0.6	0.4	6.411	A
A-B	93	23			93				
A-C	143	36			143				
D-A	42	11	498	0.085	42	0.1	0.1	8.375	A
D-BC	138	34	403	0.342	139	0.9	0.5	13.854	B
C-ABD	91	23	776	0.118	92	0.4	0.3	5.405	A
C-D	107	27			107				
C-A	212	53			212				

2033 Do Minimum, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		33.30	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	33.30	D

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	2033 Do Minimum	PM	ONE HOUR	16:15	17:45	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		ONE HOUR	✓	558	100.000
B		ONE HOUR	✓	303	100.000
C		ONE HOUR	✓	518	100.000
D		ONE HOUR	✓	329	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	186	297	75
	B	110	0	39	154
	C	326	53	0	139
	D	99	146	84	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	3	0
	B	1	0	0	2
	C	1	0	0	1
	D	7	1	0	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-ACD	0.96	107.47	9.4	F	278	417
A-BCD	0.27	5.89	0.8	A	160	240
A-B					135	203
A-C					216	324
D-A	0.62	54.99	1.6	F	91	136
D-BC	0.86	74.66	4.8	F	211	317
C-ABD	0.19	5.42	0.5	A	111	167
C-D					109	163
C-A					255	383

Main Results for each time segment

16:15 - 16:30

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-ACD	228	57	425	0.536	224	0.0	1.1	17.738	C
A-BCD	107	27	769	0.139	106	0.0	0.3	5.480	A
A-B	121	30			121				
A-C	192	48			192				
D-A	75	19	473	0.158	74	0.0	0.2	9.634	A
D-BC	173	43	397	0.436	170	0.0	0.8	15.782	C
C-ABD	75	19	749	0.100	74	0.0	0.2	5.362	A
C-D	94	24			94				
C-A	221	55			221				

16:30 - 16:45

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-ACD	272	68	394	0.692	269	1.1	2.1	28.275	D
A-BCD	148	37	801	0.185	148	0.3	0.4	5.572	A
A-B	136	34			136				
A-C	217	54			217				
D-A	89	22	391	0.228	89	0.2	0.3	12.735	B
D-BC	207	52	357	0.579	205	0.8	1.3	23.372	C
C-ABD	103	26	780	0.132	103	0.2	0.3	5.348	A
C-D	108	27			108				
C-A	254	64			254				

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-ACD	334	83	351	0.951	313	2.1	7.2	73.449	F
A-BCD	223	56	848	0.263	222	0.4	0.7	5.825	A
A-B	151	38			151				
A-C	241	60			241				
D-A	109	27	211	0.516	106	0.3	1.1	35.703	E
D-BC	253	63	299	0.848	243	1.3	4.0	56.403	F
C-ABD	154	39	827	0.187	154	0.3	0.5	5.389	A
C-D	124	31			124				
C-A	292	73			292				

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-ACD	334	83	349	0.956	325	7.2	9.4	107.474	F
A-BCD	225	56	846	0.266	225	0.7	0.8	5.893	A
A-B	150	37			150				
A-C	239	60			239				
D-A	109	27	175	0.624	107	1.1	1.6	54.990	F
D-BC	253	63	293	0.864	250	4.0	4.8	74.665	F
C-ABD	155	39	825	0.188	155	0.5	0.5	5.425	A
C-D	124	31			124				
C-A	291	73			291				

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-ACD	272	68	391	0.697	300	9.4	2.6	47.738	E
A-BCD	150	38	796	0.188	151	0.8	0.5	5.668	A
A-B	135	34			135				
A-C	216	54			216				
D-A	89	22	357	0.250	94	1.6	0.4	14.912	B
D-BC	207	52	350	0.590	220	4.8	1.5	30.161	D
C-ABD	104	26	778	0.134	105	0.5	0.3	5.398	A
C-D	108	27			108				
C-A	253	63			253				

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-ACD	228	57	424	0.538	234	2.6	1.2	19.702	C
A-BCD	108	27	768	0.141	109	0.5	0.3	5.531	A
A-B	120	30			120				
A-C	192	48			192				
D-A	75	19	464	0.161	75	0.4	0.2	9.916	A
D-BC	173	43	395	0.439	176	1.5	0.8	16.796	C
C-ABD	76	19	748	0.101	76	0.3	0.2	5.398	A
C-D	94	23			94				
C-A	220	55			220				

2026 Residential Phase 1a , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		11.18	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.18	B

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	2026 Residential Phase 1a	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		ONE HOUR	✓	474	100.000
B		ONE HOUR	✓	258	100.000
C		ONE HOUR	✓	514	100.000
D		ONE HOUR	✓	225	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	146	224	104
	B	107	0	38	113
	C	301	60	0	153
	D	52	108	65	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
From		A	B	C	D
	A	0	4	5	1
	B	5	0	6	2
	C	3	2	0	3
	D	6	2	0	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-ACD	0.74	35.91	2.7	E	237	355
A-BCD	0.32	7.18	0.8	A	182	274
A-B					100	149
A-C					153	229
D-A	0.15	12.18	0.2	B	48	72
D-BC	0.57	25.52	1.3	D	159	238
C-ABD	0.19	5.42	0.5	A	118	178
C-D					119	179
C-A					234	351

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-ACD	194	49	450	0.431	191	0.0	0.8	14.266	B
A-BCD	128	32	715	0.179	127	0.0	0.3	6.258	A
A-B	90	23			90				
A-C	138	35			138				
D-A	39	10	514	0.076	39	0.0	0.1	8.020	A
D-BC	130	33	415	0.314	128	0.0	0.5	12.637	B
C-ABD	82	20	765	0.107	81	0.0	0.2	5.389	A
C-D	103	26			103				
C-A	202	51			202				

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-ACD	232	58	423	0.548	230	0.8	1.2	19.159	C
A-BCD	171	43	736	0.233	171	0.3	0.5	6.541	A
A-B	100	25			100				
A-C	154	39			154				
D-A	47	12	466	0.100	47	0.1	0.1	9.087	A
D-BC	156	39	381	0.408	155	0.5	0.7	16.033	C
C-ABD	111	28	799	0.139	110	0.2	0.3	5.366	A
C-D	118	30			118				
C-A	233	58			233				

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-ACD	284	71	387	0.735	279	1.2	2.5	33.064	D
A-BCD	246	62	766	0.321	245	0.5	0.8	7.115	A
A-B	109	27			109				
A-C	167	42			167				
D-A	57	14	376	0.152	57	0.1	0.2	11.953	B
D-BC	190	48	334	0.570	188	0.7	1.3	24.600	C
C-ABD	162	41	847	0.191	161	0.3	0.5	5.393	A
C-D	136	34			136				
C-A	268	67			268				

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-ACD	284	71	386	0.736	283	2.5	2.7	35.914	E
A-BCD	247	62	766	0.323	247	0.8	0.8	7.182	A
A-B	108	27			108				
A-C	166	42			166				
D-A	57	14	371	0.155	57	0.2	0.2	12.179	B
D-BC	190	48	333	0.573	190	1.3	1.3	25.521	D
C-ABD	163	41	847	0.192	163	0.5	0.5	5.409	A
C-D	136	34			136				
C-A	267	67			267				

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-ACD	232	58	422	0.549	237	2.7	1.3	20.753	C
A-BCD	172	43	735	0.235	174	0.8	0.5	6.626	A
A-B	100	25			100				
A-C	154	38			154				
D-A	47	12	461	0.101	47	0.2	0.1	9.221	A
D-BC	156	39	379	0.410	158	1.3	0.7	16.631	C
C-ABD	111	28	798	0.139	112	0.5	0.3	5.394	A
C-D	118	30			118				
C-A	233	58			233				

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-ACD	194	49	449	0.432	196	1.3	0.8	14.884	B
A-BCD	129	32	715	0.181	130	0.5	0.4	6.324	A
A-B	90	22			90				
A-C	138	34			138				
D-A	39	10	511	0.077	39	0.1	0.1	8.093	A
D-BC	130	33	414	0.315	131	0.7	0.5	12.950	B
C-ABD	82	21	765	0.108	83	0.3	0.2	5.417	A
C-D	103	26			103				
C-A	202	51			202				

2026 Residential Phase 1a , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		21.43	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	21.43	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
D8	2026 Residential Phase 1a	PM	ONE HOUR	16:15	17:45	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		ONE HOUR	✓	527	100.000
B		ONE HOUR	✓	289	100.000
C		ONE HOUR	✓	489	100.000
D		ONE HOUR	✓	314	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	177	280	70
	B	104	0	37	148
	C	307	51	0	131
	D	93	141	80	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
From		A	B	C	D
	A	0	0	3	0
	B	1	0	0	2
	C	1	0	0	1
	D	7	1	0	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-ACD	0.88	69.40	5.7	F	265	398
A-BCD	0.24	5.75	0.6	A	142	213
A-B					132	199
A-C					209	314
D-A	0.41	26.10	0.7	D	85	128
D-BC	0.77	48.55	3.1	E	203	304
C-ABD	0.17	5.43	0.5	A	101	152
C-D					104	156
C-A					243	365

Main Results for each time segment

16:15 - 16:30

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-ACD	218	54	433	0.502	214	0.0	1.0	16.335	C
A-BCD	96	24	760	0.127	95	0.0	0.3	5.460	A
A-B	116	29			116				
A-C	184	46			184				
D-A	70	18	488	0.144	69	0.0	0.2	9.189	A
D-BC	166	42	408	0.408	164	0.0	0.7	14.690	B
C-ABD	69	17	738	0.094	69	0.0	0.2	5.397	A
C-D	89	22			89				
C-A	209	52			209				

16:30 - 16:45

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-ACD	260	65	404	0.644	257	1.0	1.7	24.365	C
A-BCD	132	33	790	0.167	131	0.3	0.4	5.524	A
A-B	132	33			132				
A-C	209	52			209				
D-A	84	21	416	0.201	83	0.2	0.3	11.548	B
D-BC	199	50	371	0.536	197	0.7	1.1	20.601	C
C-ABD	95	24	768	0.123	94	0.2	0.3	5.380	A
C-D	103	26			103				
C-A	242	60			242				

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-ACD	318	80	363	0.876	306	1.7	4.8	54.444	F
A-BCD	196	49	834	0.235	195	0.4	0.6	5.705	A
A-B	149	37			149				
A-C	236	59			236				
D-A	102	26	269	0.381	101	0.3	0.6	22.780	C
D-BC	243	61	317	0.767	237	1.1	2.8	41.835	E
C-ABD	140	35	811	0.172	139	0.3	0.5	5.399	A
C-D	119	30			119				
C-A	280	70			280				

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-ACD	318	80	362	0.879	315	4.8	5.7	69.402	F
A-BCD	197	49	833	0.236	197	0.6	0.6	5.747	A
A-B	148	37			148				
A-C	235	59			235				
D-A	102	26	249	0.411	102	0.6	0.7	26.099	D
D-BC	243	61	314	0.774	242	2.8	3.1	48.548	E
C-ABD	140	35	810	0.173	140	0.5	0.5	5.425	A
C-D	119	30			119				
C-A	279	70			279				

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-ACD	260	65	402	0.646	274	5.7	2.0	31.311	D
A-BCD	133	33	787	0.169	134	0.6	0.4	5.589	A
A-B	132	33			132				
A-C	209	52			209				
D-A	84	21	399	0.210	85	0.7	0.3	12.347	B
D-BC	199	50	367	0.541	206	3.1	1.2	23.368	C
C-ABD	95	24	766	0.124	96	0.5	0.3	5.415	A
C-D	103	26			103				
C-A	241	60			241				

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-ACD	218	54	432	0.503	221	2.0	1.1	17.596	C
A-BCD	97	24	759	0.128	98	0.4	0.3	5.505	A
A-B	116	29			116				
A-C	184	46			184				
D-A	70	18	481	0.145	70	0.3	0.2	9.383	A
D-BC	166	42	406	0.410	168	1.2	0.7	15.387	C
C-ABD	70	17	738	0.095	70	0.3	0.2	5.429	A
C-D	89	22			89				
C-A	209	52			209				

2033 Full Residential, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		23.44	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	23.44	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
D9	2033 Full Residential	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		ONE HOUR	✓	506	100.000
B		ONE HOUR	✓	310	100.000
C		ONE HOUR	✓	547	100.000
D		ONE HOUR	✓	246	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	158	237	111
	B	126	0	41	143
	C	320	65	0	162
	D	56	121	69	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	4	5	1
	B	4	0	5	2
	C	3	2	0	3
	D	6	2	0	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-ACD	0.92	88.09	7.8	F	284	427
A-BCD	0.37	7.69	1.1	A	207	310
A-B					103	154
A-C					154	232
D-A	0.21	16.40	0.3	C	51	77
D-BC	0.68	36.55	2.0	E	174	262
C-ABD	0.22	5.50	0.6	A	136	203
C-D					123	185
C-A					243	365

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-ACD	233	58	439	0.532	229	0.0	1.1	17.368	C
A-BCD	143	36	718	0.199	141	0.0	0.4	6.392	A
A-B	95	24			95				
A-C	143	36			143				
D-A	42	11	492	0.086	42	0.0	0.1	8.462	A
D-BC	143	36	400	0.357	141	0.0	0.6	13.946	B
C-ABD	92	23	775	0.119	91	0.0	0.3	5.395	A
C-D	107	27			107				
C-A	212	53			212				

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-ACD	279	70	410	0.680	275	1.1	2.0	26.861	D
A-BCD	193	48	739	0.261	192	0.4	0.6	6.767	A
A-B	105	26			105				
A-C	157	39			157				
D-A	50	13	432	0.117	50	0.1	0.1	9.994	A
D-BC	171	43	363	0.471	170	0.6	0.9	18.752	C
C-ABD	126	32	811	0.156	126	0.3	0.4	5.396	A
C-D	123	31			123				
C-A	243	61			243				

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-ACD	341	85	370	0.922	324	2.0	6.3	64.457	F
A-BCD	282	71	771	0.366	281	0.6	1.0	7.565	A
A-B	110	27			110				
A-C	165	41			165				
D-A	62	15	308	0.200	61	0.1	0.3	15.425	C
D-BC	209	52	310	0.674	205	0.9	1.9	33.396	D
C-ABD	187	47	863	0.217	186	0.4	0.6	5.470	A
C-D	139	35			139				
C-A	276	69			276				

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-ACD	341	85	369	0.924	335	6.3	7.8	88.088	F
A-BCD	284	71	770	0.370	284	1.0	1.1	7.695	A
A-B	109	27			109				
A-C	164	41			164				
D-A	62	15	294	0.210	62	0.3	0.3	16.400	C
D-BC	209	52	307	0.681	209	1.9	2.0	36.554	E
C-ABD	188	47	863	0.218	188	0.6	0.6	5.497	A
C-D	139	35			139				
C-A	275	69			275				

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-ACD	279	70	408	0.683	300	7.8	2.4	39.240	E
A-BCD	195	49	736	0.265	197	1.1	0.6	6.924	A
A-B	104	26			104				
A-C	156	39			156				
D-A	50	13	419	0.120	51	0.3	0.1	10.385	B
D-BC	171	43	358	0.477	175	2.0	1.0	20.376	C
C-ABD	127	32	810	0.157	128	0.6	0.4	5.432	A
C-D	123	31			123				
C-A	242	61			242				

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-ACD	233	58	437	0.534	238	2.4	1.2	19.071	C
A-BCD	144	36	717	0.201	145	0.6	0.4	6.484	A
A-B	95	24			95				
A-C	142	36			142				
D-A	42	11	487	0.087	42	0.1	0.1	8.584	A
D-BC	143	36	398	0.360	145	1.0	0.6	14.474	B
C-ABD	93	23	774	0.120	93	0.4	0.3	5.432	A
C-D	107	27			107				
C-A	212	53			212				

2033 Full Residential, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		69.26	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	69.26	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
D10	2033 Full Residential	PM	ONE HOUR	16:15	17:45	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		ONE HOUR	✓	572	100.000
B		ONE HOUR	✓	328	100.000
C		ONE HOUR	✓	520	100.000
D		ONE HOUR	✓	356	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	200	297	75
	B	118	0	40	170
	C	326	55	0	139
	D	99	173	84	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	3	0
	B	1	0	0	2
	C	1	0	0	1
	D	7	1	0	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-ACD	1.06	187.43	19.1	F	301	451
A-BCD	0.28	5.94	0.8	A	166	248
A-B					145	217
A-C					215	322
D-A	0.99	213.04	6.3	F	91	136
D-BC	1.01	150.44	11.6	F	236	354
C-ABD	0.20	5.58	0.6	A	117	176
C-D					108	161
C-A					252	379

Main Results for each time segment

16:15 - 16:30

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-ACD	247	62	421	0.587	241	0.0	1.4	19.820	C
A-BCD	109	27	773	0.142	108	0.0	0.3	5.461	A
A-B	129	32			129				
A-C	192	48			192				
D-A	75	19	446	0.167	74	0.0	0.2	10.326	B
D-BC	193	48	393	0.493	190	0.0	0.9	17.551	C
C-ABD	78	20	743	0.105	77	0.0	0.2	5.433	A
C-D	94	23			94				
C-A	220	55			220				

16:30 - 16:45

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-ACD	295	74	388	0.759	289	1.4	2.8	34.864	D
A-BCD	152	38	806	0.189	152	0.3	0.5	5.560	A
A-B	146	36			146				
A-C	216	54			216				
D-A	89	22	342	0.260	88	0.2	0.4	15.123	C
D-BC	231	58	351	0.658	228	0.9	1.8	28.541	D
C-ABD	108	27	774	0.140	108	0.2	0.3	5.441	A
C-D	107	27			107				
C-A	252	63			252				

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-ACD	361	90	344	1.049	324	2.8	12.0	106.544	F
A-BCD	231	58	855	0.270	230	0.5	0.8	5.836	A
A-B	160	40			160				
A-C	238	60			238				
D-A	109	27	110	0.992	91	0.4	4.8	148.396	F
D-BC	283	71	289	0.980	260	1.8	7.6	89.426	F
C-ABD	163	41	819	0.198	162	0.3	0.6	5.517	A
C-D	123	31			123				
C-A	287	72			287				

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-ACD	361	90	341	1.060	333	12.0	19.1	187.429	F
A-BCD	234	59	851	0.276	234	0.8	0.8	5.936	A
A-B	159	40			159				
A-C	236	59			236				
D-A	109	27	115	0.950	103	4.8	6.3	213.042	F
D-BC	283	71	280	1.010	267	7.6	11.6	150.442	F
C-ABD	164	41	816	0.201	164	0.6	0.6	5.576	A
C-D	122	31			122				
C-A	286	72			286				

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-ACD	295	74	382	0.772	353	19.1	4.6	122.196	F
A-BCD	156	39	796	0.195	157	0.8	0.5	5.720	A
A-B	144	36			144				
A-C	214	54			214				
D-A	89	22	235	0.378	111	6.3	0.7	36.104	E
D-BC	231	58	330	0.699	267	11.6	2.7	71.370	F
C-ABD	110	27	767	0.143	111	0.6	0.4	5.536	A
C-D	107	27			107				
C-A	251	63			251				

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-ACD	247	62	419	0.590	259	4.6	1.5	24.471	C
A-BCD	111	28	771	0.144	111	0.5	0.3	5.530	A
A-B	129	32			129				
A-C	191	48			191				
D-A	75	19	429	0.174	76	0.7	0.2	10.984	B
D-BC	193	48	389	0.498	200	2.7	1.0	19.832	C
C-ABD	79	20	742	0.107	80	0.4	0.2	5.479	A
C-D	93	23			93				
C-A	219	55			219				

2026 Employment , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		11.78	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.78	B

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
D11	2026 Employment	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		ONE HOUR	✓	479	100.000
B		ONE HOUR	✓	259	100.000
C		ONE HOUR	✓	516	100.000
D		ONE HOUR	✓	233	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	151	224	104
	B	108	0	38	113
	C	301	62	0	153
	D	52	116	65	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	5	5	1
	B	6	0	6	3
	C	3	2	0	3
	D	6	3	0	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-ACD	0.74	37.37	2.8	E	238	356
A-BCD	0.32	7.18	0.9	A	184	276
A-B					103	154
A-C					153	229
D-A	0.16	12.87	0.2	B	48	72
D-BC	0.60	27.59	1.5	D	166	249
C-ABD	0.20	5.48	0.5	A	123	184
C-D					118	177
C-A					232	349

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-ACD	195	49	449	0.435	192	0.0	0.8	14.515	B
A-BCD	129	32	718	0.180	128	0.0	0.3	6.250	A
A-B	93	23			93				
A-C	138	35			138				
D-A	39	10	509	0.077	39	0.0	0.1	8.108	A
D-BC	136	34	415	0.329	134	0.0	0.5	13.004	B
C-ABD	85	21	763	0.111	84	0.0	0.2	5.425	A
C-D	102	26			102				
C-A	202	50			202				

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-ACD	233	58	422	0.552	231	0.8	1.2	19.581	C
A-BCD	173	43	739	0.234	172	0.3	0.5	6.532	A
A-B	104	26			104				
A-C	154	38			154				
D-A	47	12	458	0.102	47	0.1	0.1	9.270	A
D-BC	163	41	380	0.428	162	0.5	0.7	16.734	C
C-ABD	115	29	797	0.144	114	0.2	0.3	5.415	A
C-D	118	29			118				
C-A	231	58			231				

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-ACD	285	71	384	0.742	280	1.2	2.6	34.206	D
A-BCD	249	62	770	0.323	247	0.5	0.8	7.112	A
A-B	112	28			112				
A-C	167	42			167				
D-A	57	14	360	0.159	57	0.1	0.2	12.580	B
D-BC	199	50	333	0.599	197	0.7	1.4	26.404	D
C-ABD	168	42	845	0.199	167	0.3	0.5	5.459	A
C-D	135	34			135				
C-A	265	66			265				

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-ACD	285	71	384	0.743	284	2.6	2.8	37.369	E
A-BCD	250	62	770	0.324	249	0.8	0.9	7.178	A
A-B	112	28			112				
A-C	166	41			166				
D-A	57	14	354	0.162	57	0.2	0.2	12.875	B
D-BC	199	50	331	0.601	199	1.4	1.5	27.590	D
C-ABD	169	42	845	0.200	169	0.5	0.5	5.479	A
C-D	135	34			135				
C-A	265	66			265				

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-ACD	233	58	420	0.554	239	2.8	1.4	21.322	C
A-BCD	174	43	738	0.235	175	0.9	0.5	6.621	A
A-B	103	26			103				
A-C	153	38			153				
D-A	47	12	452	0.103	47	0.2	0.1	9.431	A
D-BC	163	41	378	0.430	165	1.5	0.8	17.439	C
C-ABD	115	29	796	0.145	116	0.5	0.3	5.445	A
C-D	117	29			117				
C-A	231	58			231				

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-ACD	195	49	448	0.436	197	1.4	0.8	15.158	C
A-BCD	130	32	718	0.181	131	0.5	0.4	6.318	A
A-B	93	23			93				
A-C	138	34			138				
D-A	39	10	505	0.077	39	0.1	0.1	8.187	A
D-BC	136	34	413	0.330	137	0.8	0.5	13.362	B
C-ABD	85	21	763	0.112	86	0.3	0.2	5.457	A
C-D	102	26			102				
C-A	201	50			201				

2026 Employment , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		24.37	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	24.37	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
D12	2026 Employment	PM	ONE HOUR	16:15	17:45	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		ONE HOUR	✓	527	100.000
B		ONE HOUR	✓	299	100.000
C		ONE HOUR	✓	489	100.000
D		ONE HOUR	✓	314	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	177	280	70
	B	108	0	38	153
	C	307	51	0	131
	D	93	141	80	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	3	0
	B	1	0	0	3
	C	1	0	0	1
	D	7	2	0	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-ACD	0.91	82.23	7.0	F	274	412
A-BCD	0.24	5.78	0.6	A	142	213
A-B					132	198
A-C					209	314
D-A	0.42	27.08	0.7	D	85	128
D-BC	0.78	50.21	3.2	F	203	304
C-ABD	0.17	5.43	0.5	A	101	152
C-D					104	156
C-A					243	365

Main Results for each time segment

16:15 - 16:30

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-ACD	225	56	433	0.520	221	0.0	1.1	16.958	C
A-BCD	96	24	759	0.127	95	0.0	0.3	5.471	A
A-B	116	29			116				
A-C	184	46			184				
D-A	70	18	486	0.144	69	0.0	0.2	9.219	A
D-BC	166	42	407	0.409	164	0.0	0.7	14.849	B
C-ABD	69	17	738	0.094	69	0.0	0.2	5.397	A
C-D	89	22			89				
C-A	209	52			209				

16:30 - 16:45

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-ACD	269	67	404	0.666	266	1.1	1.9	25.934	D
A-BCD	132	33	788	0.168	132	0.3	0.4	5.541	A
A-B	132	33			132				
A-C	209	52			209				
D-A	84	21	414	0.202	83	0.2	0.3	11.616	B
D-BC	199	50	370	0.538	197	0.7	1.1	20.889	C
C-ABD	95	24	768	0.123	94	0.2	0.3	5.378	A
C-D	103	26			103				
C-A	242	60			242				

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-ACD	329	82	363	0.907	314	1.9	5.7	61.227	F
A-BCD	196	49	832	0.236	195	0.4	0.6	5.724	A
A-B	149	37			149				
A-C	235	59			235				
D-A	102	26	265	0.387	101	0.3	0.6	23.297	C
D-BC	243	61	315	0.771	236	1.1	2.8	42.836	E
C-ABD	140	35	811	0.172	139	0.3	0.5	5.401	A
C-D	119	30			119				
C-A	280	70			280				

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-ACD	329	82	362	0.910	324	5.7	7.0	82.233	F
A-BCD	198	49	830	0.238	198	0.6	0.6	5.776	A
A-B	148	37			148				
A-C	234	59			234				
D-A	102	26	244	0.420	102	0.6	0.7	27.075	D
D-BC	243	61	312	0.780	242	2.8	3.2	50.211	F
C-ABD	140	35	810	0.173	140	0.5	0.5	5.426	A
C-D	119	30			119				
C-A	279	70			279				

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-ACD	269	67	402	0.669	288	7.0	2.3	36.196	E
A-BCD	133	33	785	0.170	134	0.6	0.4	5.610	A
A-B	132	33			132				
A-C	209	52			209				
D-A	84	21	395	0.212	85	0.7	0.3	12.503	B
D-BC	199	50	365	0.544	206	3.2	1.3	23.924	C
C-ABD	95	24	766	0.124	96	0.5	0.3	5.415	A
C-D	103	26			103				
C-A	241	60			241				

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-ACD	225	56	432	0.521	229	2.3	1.2	18.475	C
A-BCD	97	24	758	0.128	98	0.4	0.3	5.518	A
A-B	116	29			116				
A-C	183	46			183				
D-A	70	18	480	0.146	70	0.3	0.2	9.422	A
D-BC	166	42	405	0.411	169	1.3	0.7	15.578	C
C-ABD	70	17	738	0.095	70	0.3	0.2	5.430	A
C-D	89	22			89				
C-A	209	52			209				

2026 Phase 1 , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		12.41	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.41	B

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
D13	2026 Phase 1	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		ONE HOUR	✓	479	100.000
B		ONE HOUR	✓	265	100.000
C		ONE HOUR	✓	516	100.000
D		ONE HOUR	✓	234	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	151	224	104
	B	110	0	38	117
	C	301	62	0	153
	D	52	117	65	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	5	5	1
	B	5	0	6	3
	C	3	2	0	3
	D	6	3	0	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-ACD	0.76	39.93	3.1	E	243	365
A-BCD	0.33	7.20	0.9	A	184	276
A-B					103	154
A-C					153	229
D-A	0.16	13.05	0.2	B	48	72
D-BC	0.61	28.06	1.5	D	167	251
C-ABD	0.20	5.48	0.5	A	123	184
C-D					118	177
C-A					232	349

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-ACD	200	50	448	0.445	196	0.0	0.8	14.724	B
A-BCD	129	32	717	0.180	128	0.0	0.3	6.260	A
A-B	93	23			93				
A-C	138	35			138				
D-A	39	10	508	0.077	39	0.0	0.1	8.132	A
D-BC	137	34	414	0.331	135	0.0	0.5	13.067	B
C-ABD	85	21	763	0.111	84	0.0	0.2	5.426	A
C-D	102	26			102				
C-A	202	50			202				

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-ACD	238	60	421	0.566	236	0.8	1.3	20.106	C
A-BCD	173	43	738	0.235	172	0.3	0.5	6.547	A
A-B	104	26			104				
A-C	154	38			154				
D-A	47	12	456	0.102	47	0.1	0.1	9.315	A
D-BC	164	41	379	0.431	163	0.5	0.7	16.836	C
C-ABD	115	29	797	0.144	115	0.2	0.3	5.417	A
C-D	118	29			118				
C-A	231	58			231				

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-ACD	292	73	384	0.760	286	1.3	2.9	36.094	E
A-BCD	249	62	769	0.324	248	0.5	0.8	7.135	A
A-B	112	28			112				
A-C	166	42			166				
D-A	57	14	356	0.161	57	0.1	0.2	12.731	B
D-BC	200	50	332	0.604	198	0.7	1.5	26.791	D
C-ABD	168	42	845	0.199	167	0.3	0.5	5.459	A
C-D	135	34			135				
C-A	265	66			265				

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-ACD	292	73	383	0.762	291	2.9	3.1	39.931	E
A-BCD	250	63	768	0.325	250	0.8	0.9	7.201	A
A-B	112	28			112				
A-C	166	41			166				
D-A	57	14	350	0.164	57	0.2	0.2	13.048	B
D-BC	200	50	330	0.607	200	1.5	1.5	28.055	D
C-ABD	169	42	845	0.200	169	0.5	0.5	5.481	A
C-D	135	34			135				
C-A	265	66			265				

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-ACD	238	60	420	0.567	245	3.1	1.4	22.148	C
A-BCD	174	44	737	0.236	175	0.9	0.5	6.638	A
A-B	103	26			103				
A-C	153	38			153				
D-A	47	12	450	0.104	47	0.2	0.1	9.484	A
D-BC	164	41	377	0.433	166	1.5	0.8	17.605	C
C-ABD	115	29	796	0.145	116	0.5	0.3	5.447	A
C-D	117	29			117				
C-A	231	58			231				

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-ACD	200	50	447	0.446	202	1.4	0.9	15.436	C
A-BCD	130	33	717	0.181	131	0.5	0.4	6.329	A
A-B	93	23			93				
A-C	138	34			138				
D-A	39	10	504	0.078	39	0.1	0.1	8.212	A
D-BC	137	34	412	0.332	138	0.8	0.5	13.436	B
C-ABD	85	21	763	0.112	86	0.3	0.2	5.458	A
C-D	102	26			102				
C-A	201	50			201				

2026 Phase 1 , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		25.98	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	25.98	D

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
D14	2026 Phase 1	PM	ONE HOUR	16:15	17:45	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		ONE HOUR	✓	529	100.000
B		ONE HOUR	✓	302	100.000
C		ONE HOUR	✓	489	100.000
D		ONE HOUR	✓	317	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	179	280	70
	B	109	0	38	155
	C	307	51	0	131
	D	93	144	80	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	3	0
	B	1	0	0	2
	C	1	0	0	1
	D	7	2	0	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-ACD	0.92	87.31	7.5	F	277	416
A-BCD	0.24	5.77	0.7	A	143	214
A-B					134	200
A-C					209	314
D-A	0.44	29.42	0.8	D	85	128
D-BC	0.79	53.24	3.4	F	206	308
C-ABD	0.17	5.44	0.5	A	102	152
C-D					104	156
C-A					243	365

Main Results for each time segment

16:15 - 16:30

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-ACD	227	57	433	0.525	223	0.0	1.1	17.085	C
A-BCD	97	24	759	0.127	96	0.0	0.3	5.468	A
A-B	118	29			118				
A-C	184	46			184				
D-A	70	18	484	0.145	69	0.0	0.2	9.279	A
D-BC	169	42	406	0.415	166	0.0	0.7	15.012	C
C-ABD	69	17	738	0.094	69	0.0	0.2	5.403	A
C-D	89	22			89				
C-A	209	52			209				

16:30 - 16:45

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-ACD	271	68	403	0.674	268	1.1	1.9	26.384	D
A-BCD	133	33	789	0.168	132	0.3	0.4	5.536	A
A-B	134	33			134				
A-C	209	52			209				
D-A	84	21	410	0.204	83	0.2	0.3	11.780	B
D-BC	201	50	369	0.546	200	0.7	1.2	21.290	C
C-ABD	95	24	767	0.124	94	0.2	0.3	5.385	A
C-D	103	26			103				
C-A	242	60			242				

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-ACD	333	83	362	0.918	316	1.9	6.0	63.663	F
A-BCD	197	49	833	0.237	196	0.4	0.6	5.725	A
A-B	150	38			150				
A-C	235	59			235				
D-A	102	26	255	0.401	101	0.3	0.7	24.667	C
D-BC	247	62	314	0.785	239	1.2	3.0	44.689	E
C-ABD	140	35	810	0.173	139	0.3	0.5	5.410	A
C-D	119	30			119				
C-A	279	70			279				

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-ACD	333	83	361	0.922	327	6.0	7.5	87.308	F
A-BCD	199	50	831	0.239	199	0.6	0.7	5.775	A
A-B	150	37			150				
A-C	234	59			234				
D-A	102	26	232	0.441	102	0.7	0.8	29.421	D
D-BC	247	62	311	0.794	245	3.0	3.4	53.240	F
C-ABD	140	35	809	0.174	140	0.5	0.5	5.436	A
C-D	119	30			119				
C-A	279	70			279				

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-ACD	271	68	401	0.677	292	7.5	2.3	38.224	E
A-BCD	134	33	786	0.170	135	0.7	0.4	5.613	A
A-B	133	33			133				
A-C	208	52			208				
D-A	84	21	389	0.215	86	0.8	0.3	12.795	B
D-BC	201	50	364	0.553	210	3.4	1.3	24.743	C
C-ABD	95	24	765	0.125	96	0.5	0.3	5.426	A
C-D	103	26			103				
C-A	241	60			241				

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-ACD	227	57	431	0.527	232	2.3	1.2	18.696	C
A-BCD	98	24	758	0.129	98	0.4	0.3	5.516	A
A-B	117	29			117				
A-C	183	46			183				
D-A	70	18	477	0.147	70	0.3	0.2	9.493	A
D-BC	169	42	404	0.417	171	1.3	0.7	15.787	C
C-ABD	70	17	737	0.095	70	0.3	0.2	5.436	A
C-D	89	22			89				
C-A	209	52			209				

2033 Full Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		27.28	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	27.28	D

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
D17	2033 Full Development	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		ONE HOUR	✓	511	100.000
B		ONE HOUR	✓	317	100.000
C		ONE HOUR	✓	548	100.000
D		ONE HOUR	✓	255	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	163	237	111
	B	128	0	42	147
	C	320	66	0	162
	D	56	130	69	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	4	5	1
	B	5	0	6	2
	C	3	2	0	3
	D	6	3	0	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-ACD	0.95	102.67	9.4	F	291	436
A-BCD	0.37	7.71	1.1	A	209	314
A-B					106	159
A-C					154	231
D-A	0.23	18.69	0.3	C	51	77
D-BC	0.72	41.74	2.4	E	183	274
C-ABD	0.22	5.55	0.6	A	138	207
C-D					123	184
C-A					242	363

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-ACD	239	60	437	0.546	234	0.0	1.2	17.960	C
A-BCD	144	36	720	0.200	142	0.0	0.4	6.383	A
A-B	98	25			98				
A-C	143	36			143				
D-A	42	11	485	0.087	42	0.0	0.1	8.594	A
D-BC	150	37	399	0.375	147	0.0	0.6	14.455	B
C-ABD	94	23	773	0.121	93	0.0	0.3	5.423	A
C-D	107	27			107				
C-A	212	53			212				

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-ACD	285	71	408	0.698	281	1.2	2.2	28.440	D
A-BCD	195	49	741	0.263	194	0.4	0.6	6.758	A
A-B	108	27			108				
A-C	157	39			157				
D-A	50	13	420	0.120	50	0.1	0.1	10.313	B
D-BC	179	45	361	0.495	177	0.6	1.0	19.807	C
C-ABD	129	32	808	0.159	128	0.3	0.4	5.431	A
C-D	122	31			122				
C-A	242	60			242				

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-ACD	349	87	368	0.947	329	2.2	7.3	71.528	F
A-BCD	286	71	774	0.369	284	0.6	1.1	7.575	A
A-B	113	28			113				
A-C	164	41			164				
D-A	62	15	283	0.217	61	0.1	0.3	17.112	C
D-BC	219	55	308	0.711	214	1.0	2.2	37.135	E
C-ABD	191	48	860	0.222	190	0.4	0.6	5.521	A
C-D	139	35			139				
C-A	274	68			274				

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-ACD	349	87	367	0.950	341	7.3	9.4	102.666	F
A-BCD	288	72	772	0.373	288	1.1	1.1	7.715	A
A-B	112	28			112				
A-C	163	41			163				
D-A	62	15	266	0.232	62	0.3	0.3	18.691	C
D-BC	219	55	305	0.719	218	2.2	2.4	41.741	E
C-ABD	192	48	860	0.223	192	0.6	0.6	5.548	A
C-D	138	35			138				
C-A	273	68			273				

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-ACD	285	71	407	0.701	312	9.4	2.7	46.491	E
A-BCD	197	49	737	0.267	199	1.1	0.7	6.935	A
A-B	107	27			107				
A-C	155	39			155				
D-A	50	13	403	0.125	51	0.3	0.2	10.847	B
D-BC	179	45	355	0.503	184	2.4	1.1	22.031	C
C-ABD	129	32	808	0.160	130	0.6	0.4	5.473	A
C-D	122	31			122				
C-A	241	60			241				

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-ACD	239	60	436	0.547	244	2.7	1.3	19.987	C
A-BCD	145	36	719	0.202	146	0.7	0.4	6.476	A
A-B	98	24			98				
A-C	142	36			142				
D-A	42	11	479	0.088	42	0.2	0.1	8.738	A
D-BC	150	37	397	0.378	152	1.1	0.6	15.082	C
C-ABD	94	24	772	0.122	95	0.4	0.3	5.461	A
C-D	107	27			107				
C-A	211	53			211				

2033 Full Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		82.39	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	82.39	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
D18	2033 Full Development	PM	ONE HOUR	16:15	17:45	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		ONE HOUR	✓	574	100.000
B		ONE HOUR	✓	340	100.000
C		ONE HOUR	✓	521	100.000
D		ONE HOUR	✓	360	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	202	297	75
	B	122	0	41	177
	C	326	56	0	139
	D	99	177	84	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	3	0
	B	1	0	0	2
	C	1	0	0	1
	D	7	2	0	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-ACD	1.10	231.40	24.8	F	312	468
A-BCD	0.28	5.98	0.8	A	167	251
A-B					146	218
A-C					214	321
D-A	1.01	233.34	6.9	F	91	136
D-BC	1.04	169.73	13.5	F	239	359
C-ABD	0.21	5.62	0.6	A	119	179
C-D					107	161
C-A					251	377

Main Results for each time segment

16:15 - 16:30

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-ACD	256	64	420	0.610	250	0.0	1.5	20.841	C
A-BCD	110	27	772	0.142	109	0.0	0.3	5.468	A
A-B	130	33			130				
A-C	192	48			192				
D-A	75	19	440	0.169	74	0.0	0.2	10.478	B
D-BC	196	49	391	0.502	193	0.0	1.0	18.036	C
C-ABD	80	20	742	0.107	79	0.0	0.2	5.452	A
C-D	93	23			93				
C-A	219	55			219				

16:30 - 16:45

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-ACD	306	76	387	0.789	299	1.5	3.2	38.480	E
A-BCD	153	38	806	0.190	152	0.3	0.5	5.572	A
A-B	147	37			147				
A-C	216	54			216				
D-A	89	22	333	0.268	88	0.2	0.4	15.723	C
D-BC	235	59	349	0.672	231	1.0	1.9	29.926	D
C-ABD	110	28	773	0.143	110	0.2	0.3	5.466	A
C-D	107	27			107				
C-A	251	63			251				

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-ACD	374	94	343	1.091	328	3.2	14.8	124.015	F
A-BCD	233	58	855	0.273	232	0.5	0.8	5.856	A
A-B	161	40			161				
A-C	237	59			237				
D-A	109	27	107	1.014	90	0.4	5.1	156.642	F
D-BC	287	72	287	1.002	261	1.9	8.4	96.835	F
C-ABD	166	41	818	0.203	165	0.3	0.6	5.555	A
C-D	122	30			122				
C-A	286	71			286				

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-ACD	374	94	339	1.105	334	14.8	24.8	231.398	F
A-BCD	237	59	849	0.279	237	0.8	0.8	5.982	A
A-B	160	40			160				
A-C	235	59			235				
D-A	109	27	112	0.974	102	5.1	6.9	233.340	F
D-BC	287	72	278	1.036	267	8.4	13.5	169.731	F
C-ABD	168	42	815	0.206	168	0.6	0.6	5.623	A
C-D	121	30			121				
C-A	284	71			284				

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-ACD	306	76	380	0.805	365	24.8	10.1	180.484	F
A-BCD	157	39	793	0.199	159	0.8	0.5	5.772	A
A-B	145	36			145				
A-C	213	53			213				
D-A	89	22	197	0.451	113	6.9	1.0	55.500	F
D-BC	235	59	323	0.726	276	13.5	3.3	93.200	F
C-ABD	112	28	765	0.147	113	0.6	0.4	5.576	A
C-D	106	27			106				
C-A	250	62			250				

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-ACD	256	64	417	0.613	289	10.1	1.7	34.738	D
A-BCD	112	28	767	0.146	112	0.5	0.3	5.570	A
A-B	130	32			130				
A-C	191	48			191				
D-A	75	19	416	0.179	77	1.0	0.2	11.468	B
D-BC	196	49	384	0.512	205	3.3	1.1	21.291	C
C-ABD	81	20	740	0.109	81	0.4	0.2	5.502	A
C-D	93	23			93				
C-A	218	55			218				

Appendix J-25

LinSig Output - A61 Wakefield Road / B6428 Shaw Lane / B6428 Lee Lane
Staggered Crossroads

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Lee Lane -B6248.lsg3x
Author:	
Company:	
Address:	

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	5
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	5
F	Filter	E	4	0
G	Traffic		7	7
H	Pedestrian		7	7
I	Pedestrian		7	7
J	Traffic		7	7

Phase Intergreens Matrix

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

Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
2	1	B	Losing	2	2
2	1	E	Losing	2	2
3	1	B	Losing	2	2
3	1	E	Losing	2	2

Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1	-	11	13
	2	10	-	5
	3	10	5	-

Phases in Stage

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

Give-Way Lane Input Data

Junction: Unnamed Junction											
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)
1/1 (Wakefield Road South)	12/1 (Right)	1439	0	10/2	1.09	All	3.00	3.00	0.50	3	2.00
3/1 (Wakefield Road North East)	6/1 (Right)	1439	0	9/1	1.09	All	2.00	2.00	0.50	2	2.00
11/1	6/1 (Ahead)	1439	0	3/1	1.09	To 6/1 (Right) To 10/1 (Ahead) To 10/2 (Ahead)	-	-	-	-	-

Lane Input Data

Junction: Unnamed Junction												
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 (Wakefield Road (South))	O	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 9 Ahead	Inf
											Arm 11 Ahead	Inf
											Arm 12 Right	Inf
2/1 (Lee Lane (East West))	U	C	2	3	7.0	Geom	-	3.00	5.50	Y	Arm 7 Left	19.00
2/2 (Lee Lane (East West))	U	C	2	3	60.0	Geom	-	3.00	5.50	Y	Arm 10 Right	18.00
3/1 (Wakefield Road (North East))	O	D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Right	16.00
											Arm 10 Ahead	Inf
4/1 (Shaw Lane (North East))	U	G	2	3	4.0	Geom	-	3.00	0.00	Y	Arm 5 Left	15.00
4/2 (Shaw Lane (North East))	U	G	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 9 Right	16.00
											Arm 11 Ahead	25.00
5/1 (Wakefield Road (North))	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Lee Lane (North East))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Shaw Lane (South West))	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (Wakefield Road (South East))	U	B	2	3	3.4	Geom	-	3.00	0.00	Y	Arm 7 Ahead	Inf
10/1 (Wakefield Road (North East))	U	E F	2	3	10.0	Geom	-	3.00	0.00	Y	Arm 12 Left	Inf
10/2 (Wakefield Road (North East))	U	E	2	3	3.0	Geom	-	2.75	0.00	Y	Arm 5 Ahead	Inf
11/1	O		2	3	60.0	Geom	-	4.90	0.00	Y	Arm 6 Ahead	18.00

LinSig V1 style report

12/1 (Shaw Lane (Pedestrian))	U	J	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 8 Ahead	4.90
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Lane Saturation Flows

Scenario 1: '2022 Base Year AM' (FG1: '2022 Base Year (AM)', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
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 (Wakefield Road (South))	3.00	0.00	Y	Arm 9 Ahead	Inf	41.1 %	1915	1915
				Arm 11 Ahead	Inf	11.8 %		
				Arm 12 Right	Inf	47.1 %		
2/1 (Lee Lane (East West))	3.00	5.50	Y	Arm 7 Left	19.00	100.0 %	1561	1561
2/2 (Lee Lane (East West))	3.00	5.50	Y	Arm 10 Right	18.00	100.0 %	1554	1554
3/1 (Wakefield Road (North East))	3.00	0.00	Y	Arm 6 Right	16.00	13.7 %	1891	1891
				Arm 10 Ahead	Inf	86.3 %		
4/1 (Shaw Lane (North East))	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
4/2 (Shaw Lane (North East))	3.00	0.00	Y	Arm 9 Right	16.00	46.0 %	1781	1781
				Arm 11 Ahead	25.00	54.0 %		
5/1 (Wakefield Road (North) Lane 1)				Infinite Saturation Flow			Inf	Inf
6/1 (Lee Lane (North East) Lane 1)				Infinite Saturation Flow			Inf	Inf
7/1				Infinite Saturation Flow			Inf	Inf
8/1 (Shaw Lane (South West) Lane 1)				Infinite Saturation Flow			Inf	Inf
9/1 (Wakefield Road (South East))	3.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1915	1915
10/1 (Wakefield Road (North East))	3.00	0.00	Y	Arm 12 Left	Inf	100.0 %	1915	1915
10/2 (Wakefield Road (North East))	2.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1890	1890
11/1	4.90	0.00	Y	Arm 6 Ahead	18.00	100.0 %	1943	1943
12/1 (Shaw Lane (Pedestrian))	3.40	0.00	Y	Arm 8 Ahead	4.90	100.0 %	1497	1497

Scenario 2: '2022 Base Year PM' (FG2: '2022 Base Year (PM)', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
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 (Wakefield Road (South))	3.00	0.00	Y	Arm 9 Ahead	Inf	31.6 %	1915	1915
				Arm 11 Ahead	Inf	27.1 %		
				Arm 12 Right	Inf	41.3 %		
2/1 (Lee Lane (East West))	3.00	5.50	Y	Arm 7 Left	19.00	100.0 %	1561	1561
2/2 (Lee Lane (East West))	3.00	5.50	Y	Arm 10 Right	18.00	100.0 %	1554	1554
3/1 (Wakefield Road (North East))	3.00	0.00	Y	Arm 6 Right	16.00	20.2 %	1879	1879
				Arm 10 Ahead	Inf	79.8 %		
4/1 (Shaw Lane (North East))	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
4/2 (Shaw Lane (North East))	3.00	0.00	Y	Arm 9 Right	16.00	20.5 %	1795	1795
				Arm 11 Ahead	25.00	79.5 %		
5/1 (Wakefield Road (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Lee Lane (North East) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1 (Shaw Lane (South West) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Wakefield Road (South East))	3.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1915	1915
10/1 (Wakefield Road (North East))	3.00	0.00	Y	Arm 12 Left	Inf	100.0 %	1915	1915
10/2 (Wakefield Road (North East))	2.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1890	1890
11/1	4.90	0.00	Y	Arm 6 Ahead	18.00	100.0 %	1943	1943
12/1 (Shaw Lane (Pedestrian))	3.40	0.00	Y	Arm 8 Ahead	4.90	100.0 %	1497	1497

Scenario 3: '2026 Do Min AM' (FG3: '2026 Do Min (AM)', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
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 (Wakefield Road (South))	3.00	0.00	Y	Arm 9 Ahead	Inf	42.9 %	1915	1915
				Arm 11 Ahead	Inf	13.1 %		
				Arm 12 Right	Inf	44.0 %		
2/1 (Lee Lane (East West))	3.00	5.50	Y	Arm 7 Left	19.00	100.0 %	1561	1561
2/2 (Lee Lane (East West))	3.00	5.50	Y	Arm 10 Right	18.00	100.0 %	1554	1554
3/1 (Wakefield Road (North East))	3.00	0.00	Y	Arm 6 Right	16.00	13.7 %	1891	1891
				Arm 10 Ahead	Inf	86.3 %		
4/1 (Shaw Lane (North East))	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
4/2 (Shaw Lane (North East))	3.00	0.00	Y	Arm 9 Right	16.00	44.6 %	1781	1781
				Arm 11 Ahead	25.00	55.4 %		
5/1 (Wakefield Road (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Lee Lane (North East) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1 (Shaw Lane (South West) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Wakefield Road (South East))	3.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1915	1915
10/1 (Wakefield Road (North East))	3.00	0.00	Y	Arm 12 Left	Inf	100.0 %	1915	1915
10/2 (Wakefield Road (North East))	2.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1890	1890
11/1	4.90	0.00	Y	Arm 6 Ahead	18.00	100.0 %	1943	1943
12/1 (Shaw Lane (Pedestrian))	3.40	0.00	Y	Arm 8 Ahead	4.90	100.0 %	1497	1497

Scenario 4: '2026 Do Min PM' (FG4: '2026 Do Min (PM)', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
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 (Wakefield Road (South))	3.00	0.00	Y	Arm 9 Ahead	Inf	31.8 %	1915	1915
				Arm 11 Ahead	Inf	29.3 %		
				Arm 12 Right	Inf	38.9 %		
2/1 (Lee Lane (East West))	3.00	5.50	Y	Arm 7 Left	19.00	100.0 %	1561	1561
2/2 (Lee Lane (East West))	3.00	5.50	Y	Arm 10 Right	18.00	100.0 %	1554	1554
3/1 (Wakefield Road (North East))	3.00	0.00	Y	Arm 6 Right	16.00	19.7 %	1880	1880
				Arm 10 Ahead	Inf	80.3 %		
4/1 (Shaw Lane (North East))	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
4/2 (Shaw Lane (North East))	3.00	0.00	Y	Arm 9 Right	16.00	19.2 %	1796	1796
				Arm 11 Ahead	25.00	80.8 %		
5/1 (Wakefield Road (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Lee Lane (North East) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1 (Shaw Lane (South West) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Wakefield Road (South East))	3.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1915	1915
10/1 (Wakefield Road (North East))	3.00	0.00	Y	Arm 12 Left	Inf	100.0 %	1915	1915
10/2 (Wakefield Road (North East))	2.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1890	1890
11/1	4.90	0.00	Y	Arm 6 Ahead	18.00	100.0 %	1943	1943
12/1 (Shaw Lane (Pedestrian))	3.40	0.00	Y	Arm 8 Ahead	4.90	100.0 %	1497	1497

Scenario 5: '2033 Do Min AM' (FG5: '2033 Do Min (AM)', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
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 (Wakefield Road (South))	3.00	0.00	Y	Arm 9 Ahead	Inf	42.8 %	1915	1915
				Arm 11 Ahead	Inf	13.2 %		
				Arm 12 Right	Inf	44.1 %		
2/1 (Lee Lane (East West))	3.00	5.50	Y	Arm 7 Left	19.00	100.0 %	1561	1561
2/2 (Lee Lane (East West))	3.00	5.50	Y	Arm 10 Right	18.00	100.0 %	1554	1554
3/1 (Wakefield Road (North East))	3.00	0.00	Y	Arm 6 Right	16.00	13.5 %	1891	1891
				Arm 10 Ahead	Inf	86.5 %		
4/1 (Shaw Lane (North East))	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
4/2 (Shaw Lane (North East))	3.00	0.00	Y	Arm 9 Right	16.00	44.6 %	1781	1781
				Arm 11 Ahead	25.00	55.4 %		
5/1 (Wakefield Road (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Lee Lane (North East) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1 (Shaw Lane (South West) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Wakefield Road (South East))	3.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1915	1915
10/1 (Wakefield Road (North East))	3.00	0.00	Y	Arm 12 Left	Inf	100.0 %	1915	1915
10/2 (Wakefield Road (North East))	2.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1890	1890
11/1	4.90	0.00	Y	Arm 6 Ahead	18.00	100.0 %	1943	1943
12/1 (Shaw Lane (Pedestrian))	3.40	0.00	Y	Arm 8 Ahead	4.90	100.0 %	1497	1497

Scenario 6: '2033 Do Min PM' (FG6: '2033 Do Min (PM)', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
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 (Wakefield Road (South))	3.00	0.00	Y	Arm 9 Ahead	Inf	31.8 %	1915	1915
				Arm 11 Ahead	Inf	29.1 %		
				Arm 12 Right	Inf	39.1 %		
2/1 (Lee Lane (East West))	3.00	5.50	Y	Arm 7 Left	19.00	100.0 %	1561	1561
2/2 (Lee Lane (East West))	3.00	5.50	Y	Arm 10 Right	18.00	100.0 %	1554	1554
3/1 (Wakefield Road (North East))	3.00	0.00	Y	Arm 6 Right	16.00	19.6 %	1880	1880
				Arm 10 Ahead	Inf	80.4 %		
4/1 (Shaw Lane (North East))	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
4/2 (Shaw Lane (North East))	3.00	0.00	Y	Arm 9 Right	16.00	19.4 %	1796	1796
				Arm 11 Ahead	25.00	80.6 %		
5/1 (Wakefield Road (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Lee Lane (North East) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1 (Shaw Lane (South West) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Wakefield Road (South East))	3.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1915	1915
10/1 (Wakefield Road (North East))	3.00	0.00	Y	Arm 12 Left	Inf	100.0 %	1915	1915
10/2 (Wakefield Road (North East))	2.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1890	1890
11/1	4.90	0.00	Y	Arm 6 Ahead	18.00	100.0 %	1943	1943
12/1 (Shaw Lane (Pedestrian))	3.40	0.00	Y	Arm 8 Ahead	4.90	100.0 %	1497	1497

Scenario 7: '2026 Resi P1 AM' (FG7: '2026 Resi P1 (AM)', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
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 (Wakefield Road (South))	3.00	0.00	Y	Arm 9 Ahead	Inf	42.9 %	1915	1915
				Arm 11 Ahead	Inf	13.1 %		
				Arm 12 Right	Inf	44.0 %		
2/1 (Lee Lane (East West))	3.00	5.50	Y	Arm 7 Left	19.00	100.0 %	1561	1561
2/2 (Lee Lane (East West))	3.00	5.50	Y	Arm 10 Right	18.00	100.0 %	1554	1554
3/1 (Wakefield Road (North East))	3.00	0.00	Y	Arm 6 Right	16.00	13.6 %	1891	1891
				Arm 10 Ahead	Inf	86.4 %		
4/1 (Shaw Lane (North East))	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
4/2 (Shaw Lane (North East))	3.00	0.00	Y	Arm 9 Right	16.00	45.0 %	1781	1781
				Arm 11 Ahead	25.00	55.0 %		
5/1 (Wakefield Road (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Lee Lane (North East) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1 (Shaw Lane (South West) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Wakefield Road (South East))	3.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1915	1915
10/1 (Wakefield Road (North East))	3.00	0.00	Y	Arm 12 Left	Inf	100.0 %	1915	1915
10/2 (Wakefield Road (North East))	2.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1890	1890
11/1	4.90	0.00	Y	Arm 6 Ahead	18.00	100.0 %	1943	1943
12/1 (Shaw Lane (Pedestrian))	3.40	0.00	Y	Arm 8 Ahead	4.90	100.0 %	1497	1497

Scenario 8: '2026 Resi P1 PM' (FG8: '2026 Resi P1 (PM)', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
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 (Wakefield Road (South))	3.00	0.00	Y	Arm 9 Ahead	Inf	31.8 %	1915	1915
				Arm 11 Ahead	Inf	29.3 %		
				Arm 12 Right	Inf	38.9 %		
2/1 (Lee Lane (East West))	3.00	5.50	Y	Arm 7 Left	19.00	100.0 %	1561	1561
2/2 (Lee Lane (East West))	3.00	5.50	Y	Arm 10 Right	18.00	100.0 %	1554	1554
3/1 (Wakefield Road (North East))	3.00	0.00	Y	Arm 6 Right	16.00	19.5 %	1881	1881
				Arm 10 Ahead	Inf	80.5 %		
4/1 (Shaw Lane (North East))	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
4/2 (Shaw Lane (North East))	3.00	0.00	Y	Arm 9 Right	16.00	19.6 %	1795	1795
				Arm 11 Ahead	25.00	80.4 %		
5/1 (Wakefield Road (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Lee Lane (North East) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1 (Shaw Lane (South West) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Wakefield Road (South East))	3.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1915	1915
10/1 (Wakefield Road (North East))	3.00	0.00	Y	Arm 12 Left	Inf	100.0 %	1915	1915
10/2 (Wakefield Road (North East))	2.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1890	1890
11/1	4.90	0.00	Y	Arm 6 Ahead	18.00	100.0 %	1943	1943
12/1 (Shaw Lane (Pedestrian))	3.40	0.00	Y	Arm 8 Ahead	4.90	100.0 %	1497	1497

Scenario 9: '2033 Resi Full AM' (FG9: '2033 Resi Full (AM)', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
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 (Wakefield Road (South))	3.00	0.00	Y	Arm 9 Ahead	Inf	42.8 %	1915	1915
				Arm 11 Ahead	Inf	13.2 %		
				Arm 12 Right	Inf	44.1 %		
2/1 (Lee Lane (East West))	3.00	5.50	Y	Arm 7 Left	19.00	100.0 %	1561	1561
2/2 (Lee Lane (East West))	3.00	5.50	Y	Arm 10 Right	18.00	100.0 %	1554	1554
3/1 (Wakefield Road (North East))	3.00	0.00	Y	Arm 6 Right	16.00	13.3 %	1891	1891
				Arm 10 Ahead	Inf	86.7 %		
4/1 (Shaw Lane (North East))	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
4/2 (Shaw Lane (North East))	3.00	0.00	Y	Arm 9 Right	16.00	47.1 %	1780	1780
				Arm 11 Ahead	25.00	52.9 %		
5/1 (Wakefield Road (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Lee Lane (North East) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1 (Shaw Lane (South West) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Wakefield Road (South East))	3.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1915	1915
10/1 (Wakefield Road (North East))	3.00	0.00	Y	Arm 12 Left	Inf	100.0 %	1915	1915
10/2 (Wakefield Road (North East))	2.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1890	1890
11/1	4.90	0.00	Y	Arm 6 Ahead	18.00	100.0 %	1943	1943
12/1 (Shaw Lane (Pedestrian))	3.40	0.00	Y	Arm 8 Ahead	4.90	100.0 %	1497	1497

Scenario 10: '2033 Resi Full PM' (FG10: '2033 Resi Full (PM)', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
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 (Wakefield Road (South))	3.00	0.00	Y	Arm 9 Ahead	Inf	31.8 %	1915	1915
				Arm 11 Ahead	Inf	29.1 %		
				Arm 12 Right	Inf	39.1 %		
2/1 (Lee Lane (East West))	3.00	5.50	Y	Arm 7 Left	19.00	100.0 %	1561	1561
2/2 (Lee Lane (East West))	3.00	5.50	Y	Arm 10 Right	18.00	100.0 %	1554	1554
3/1 (Wakefield Road (North East))	3.00	0.00	Y	Arm 6 Right	16.00	18.9 %	1882	1882
				Arm 10 Ahead	Inf	81.1 %		
4/1 (Shaw Lane (North East))	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
4/2 (Shaw Lane (North East))	3.00	0.00	Y	Arm 9 Right	16.00	21.7 %	1794	1794
				Arm 11 Ahead	25.00	78.3 %		
5/1 (Wakefield Road (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Lee Lane (North East) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1 (Shaw Lane (South West) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Wakefield Road (South East))	3.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1915	1915
10/1 (Wakefield Road (North East))	3.00	0.00	Y	Arm 12 Left	Inf	100.0 %	1915	1915
10/2 (Wakefield Road (North East))	2.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1890	1890
11/1	4.90	0.00	Y	Arm 6 Ahead	18.00	100.0 %	1943	1943
12/1 (Shaw Lane (Pedestrian))	3.40	0.00	Y	Arm 8 Ahead	4.90	100.0 %	1497	1497

Scenario 11: '2026 Emp AM' (FG11: '2026 Emp (AM)', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
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 (Wakefield Road (South))	3.00	0.00	Y	Arm 9 Ahead	Inf	42.9 %	1915	1915
				Arm 11 Ahead	Inf	13.1 %		
				Arm 12 Right	Inf	44.0 %		
2/1 (Lee Lane (East West))	3.00	5.50	Y	Arm 7 Left	19.00	100.0 %	1561	1561
2/2 (Lee Lane (East West))	3.00	5.50	Y	Arm 10 Right	18.00	100.0 %	1554	1554
3/1 (Wakefield Road (North East))	3.00	0.00	Y	Arm 6 Right	16.00	13.5 %	1891	1891
				Arm 10 Ahead	Inf	86.5 %		
4/1 (Shaw Lane (North East))	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
4/2 (Shaw Lane (North East))	3.00	0.00	Y	Arm 9 Right	16.00	44.8 %	1781	1781
				Arm 11 Ahead	25.00	55.2 %		
5/1 (Wakefield Road (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Lee Lane (North East) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1 (Shaw Lane (South West) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Wakefield Road (South East))	3.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1915	1915
10/1 (Wakefield Road (North East))	3.00	0.00	Y	Arm 12 Left	Inf	100.0 %	1915	1915
10/2 (Wakefield Road (North East))	2.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1890	1890
11/1	4.90	0.00	Y	Arm 6 Ahead	18.00	100.0 %	1943	1943
12/1 (Shaw Lane (Pedestrian))	3.40	0.00	Y	Arm 8 Ahead	4.90	100.0 %	1497	1497

Scenario 12: '2026 Emp PM' (FG12: '2026 Emp (PM)', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
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 (Wakefield Road (South))	3.00	0.00	Y	Arm 9 Ahead	Inf	31.8 %	1915	1915
				Arm 11 Ahead	Inf	29.3 %		
				Arm 12 Right	Inf	38.9 %		
2/1 (Lee Lane (East West))	3.00	5.50	Y	Arm 7 Left	19.00	100.0 %	1561	1561
2/2 (Lee Lane (East West))	3.00	5.50	Y	Arm 10 Right	18.00	100.0 %	1554	1554
3/1 (Wakefield Road (North East))	3.00	0.00	Y	Arm 6 Right	16.00	19.6 %	1880	1880
				Arm 10 Ahead	Inf	80.4 %		
4/1 (Shaw Lane (North East))	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
4/2 (Shaw Lane (North East))	3.00	0.00	Y	Arm 9 Right	16.00	20.2 %	1795	1795
				Arm 11 Ahead	25.00	79.8 %		
5/1 (Wakefield Road (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Lee Lane (North East) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1 (Shaw Lane (South West) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Wakefield Road (South East))	3.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1915	1915
10/1 (Wakefield Road (North East))	3.00	0.00	Y	Arm 12 Left	Inf	100.0 %	1915	1915
10/2 (Wakefield Road (North East))	2.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1890	1890
11/1	4.90	0.00	Y	Arm 6 Ahead	18.00	100.0 %	1943	1943
12/1 (Shaw Lane (Pedestrian))	3.40	0.00	Y	Arm 8 Ahead	4.90	100.0 %	1497	1497

Scenario 13: '2026 P1 No Link Road AM' (FG13: '2026 P1 (Without Link Road) AM', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
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 (Wakefield Road (South))	3.00	0.00	Y	Arm 9 Ahead	Inf	42.9 %	1915	1915
				Arm 11 Ahead	Inf	13.1 %		
				Arm 12 Right	Inf	44.0 %		
2/1 (Lee Lane (East West))	3.00	5.50	Y	Arm 7 Left	19.00	100.0 %	1561	1561
2/2 (Lee Lane (East West))	3.00	5.50	Y	Arm 10 Right	18.00	100.0 %	1554	1554
3/1 (Wakefield Road (North East))	3.00	0.00	Y	Arm 6 Right	16.00	13.4 %	1891	1891
				Arm 10 Ahead	Inf	86.6 %		
4/1 (Shaw Lane (North East))	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
4/2 (Shaw Lane (North East))	3.00	0.00	Y	Arm 9 Right	16.00	45.3 %	1781	1781
				Arm 11 Ahead	25.00	54.7 %		
5/1 (Wakefield Road (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Lee Lane (North East) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1 (Shaw Lane (South West) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Wakefield Road (South East))	3.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1915	1915
10/1 (Wakefield Road (North East))	3.00	0.00	Y	Arm 12 Left	Inf	100.0 %	1915	1915
10/2 (Wakefield Road (North East))	2.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1890	1890
11/1	4.90	0.00	Y	Arm 6 Ahead	18.00	100.0 %	1943	1943
12/1 (Shaw Lane (Pedestrian))	3.40	0.00	Y	Arm 8 Ahead	4.90	100.0 %	1497	1497

Scenario 14: '2026 P1 No Link Road PM' (FG14: '2026 P1 (Without Link Road) PM', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
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 (Wakefield Road (South))	3.00	0.00	Y	Arm 9 Ahead	Inf	31.8 %	1915	1915
				Arm 11 Ahead	Inf	29.3 %		
				Arm 12 Right	Inf	38.9 %		
2/1 (Lee Lane (East West))	3.00	5.50	Y	Arm 7 Left	19.00	100.0 %	1561	1561
2/2 (Lee Lane (East West))	3.00	5.50	Y	Arm 10 Right	18.00	100.0 %	1554	1554
3/1 (Wakefield Road (North East))	3.00	0.00	Y	Arm 6 Right	16.00	19.5 %	1881	1881
				Arm 10 Ahead	Inf	80.5 %		
4/1 (Shaw Lane (North East))	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
4/2 (Shaw Lane (North East))	3.00	0.00	Y	Arm 9 Right	16.00	20.4 %	1795	1795
				Arm 11 Ahead	25.00	79.6 %		
5/1 (Wakefield Road (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Lee Lane (North East) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1 (Shaw Lane (South West) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Wakefield Road (South East))	3.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1915	1915
10/1 (Wakefield Road (North East))	3.00	0.00	Y	Arm 12 Left	Inf	100.0 %	1915	1915
10/2 (Wakefield Road (North East))	2.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1890	1890
11/1	4.90	0.00	Y	Arm 6 Ahead	18.00	100.0 %	1943	1943
12/1 (Shaw Lane (Pedestrian))	3.40	0.00	Y	Arm 8 Ahead	4.90	100.0 %	1497	1497

Scenario 15: '2026 P1 With Link Road AM' (FG15: '2026 P1 (With Link Road) AM', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
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 (Wakefield Road (South))	3.00	0.00	Y	Arm 9 Ahead	Inf	42.9 %	1915	1915
				Arm 11 Ahead	Inf	13.1 %		
				Arm 12 Right	Inf	44.0 %		
2/1 (Lee Lane (East West))	3.00	5.50	Y	Arm 7 Left	19.00	100.0 %	1561	1561
2/2 (Lee Lane (East West))	3.00	5.50	Y	Arm 10 Right	18.00	100.0 %	1554	1554
3/1 (Wakefield Road (North East))	3.00	0.00	Y	Arm 6 Right	16.00	13.4 %	1891	1891
				Arm 10 Ahead	Inf	86.6 %		
4/1 (Shaw Lane (North East))	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
4/2 (Shaw Lane (North East))	3.00	0.00	Y	Arm 9 Right	16.00	45.3 %	1781	1781
				Arm 11 Ahead	25.00	54.7 %		
5/1 (Wakefield Road (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Lee Lane (North East) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1 (Shaw Lane (South West) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Wakefield Road (South East))	3.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1915	1915
10/1 (Wakefield Road (North East))	3.00	0.00	Y	Arm 12 Left	Inf	100.0 %	1915	1915
10/2 (Wakefield Road (North East))	2.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1890	1890
11/1	4.90	0.00	Y	Arm 6 Ahead	18.00	100.0 %	1943	1943
12/1 (Shaw Lane (Pedestrian))	3.40	0.00	Y	Arm 8 Ahead	4.90	100.0 %	1497	1497

Scenario 16: '2026 P1 With Link Road PM' (FG16: '2025 P1 (With Link Road)PM', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
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 (Wakefield Road (South))	3.00	0.00	Y	Arm 9 Ahead	Inf	31.8 %	1915	1915
				Arm 11 Ahead	Inf	29.3 %		
				Arm 12 Right	Inf	38.9 %		
2/1 (Lee Lane (East West))	3.00	5.50	Y	Arm 7 Left	19.00	100.0 %	1561	1561
2/2 (Lee Lane (East West))	3.00	5.50	Y	Arm 10 Right	18.00	100.0 %	1554	1554
3/1 (Wakefield Road (North East))	3.00	0.00	Y	Arm 6 Right	16.00	19.5 %	1881	1881
				Arm 10 Ahead	Inf	80.5 %		
4/1 (Shaw Lane (North East))	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
4/2 (Shaw Lane (North East))	3.00	0.00	Y	Arm 9 Right	16.00	20.4 %	1795	1795
				Arm 11 Ahead	25.00	79.6 %		
5/1 (Wakefield Road (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Lee Lane (North East) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1 (Shaw Lane (South West) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Wakefield Road (South East))	3.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1915	1915
10/1 (Wakefield Road (North East))	3.00	0.00	Y	Arm 12 Left	Inf	100.0 %	1915	1915
10/2 (Wakefield Road (North East))	2.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1890	1890
11/1	4.90	0.00	Y	Arm 6 Ahead	18.00	100.0 %	1943	1943
12/1 (Shaw Lane (Pedestrian))	3.40	0.00	Y	Arm 8 Ahead	4.90	100.0 %	1497	1497

Scenario 17: '2033 Full Dev AM' (FG17: '2033 Full Dev (AM)', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
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 (Wakefield Road (South))	3.00	0.00	Y	Arm 9 Ahead	Inf	42.8 %	1915	1915
				Arm 11 Ahead	Inf	13.2 %		
				Arm 12 Right	Inf	44.1 %		
2/1 (Lee Lane (East West))	3.00	5.50	Y	Arm 7 Left	19.00	100.0 %	1561	1561
2/2 (Lee Lane (East West))	3.00	5.50	Y	Arm 10 Right	18.00	100.0 %	1554	1554
3/1 (Wakefield Road (North East))	3.00	0.00	Y	Arm 6 Right	16.00	13.1 %	1892	1892
				Arm 10 Ahead	Inf	86.9 %		
4/1 (Shaw Lane (North East))	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
4/2 (Shaw Lane (North East))	3.00	0.00	Y	Arm 9 Right	16.00	47.4 %	1780	1780
				Arm 11 Ahead	25.00	52.6 %		
5/1 (Wakefield Road (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Lee Lane (North East) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1 (Shaw Lane (South West) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Wakefield Road (South East))	3.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1915	1915
10/1 (Wakefield Road (North East))	3.00	0.00	Y	Arm 12 Left	Inf	100.0 %	1915	1915
10/2 (Wakefield Road (North East))	2.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1890	1890
11/1	4.90	0.00	Y	Arm 6 Ahead	18.00	100.0 %	1943	1943
12/1 (Shaw Lane (Pedestrian))	3.40	0.00	Y	Arm 8 Ahead	4.90	100.0 %	1497	1497

Scenario 18: '2033 Full Dev PM' (FG18: '2033 Full Dev (PM)', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
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 (Wakefield Road (South))	3.00	0.00	Y	Arm 9 Ahead	Inf	31.8 %	1915	1915
				Arm 11 Ahead	Inf	29.1 %		
				Arm 12 Right	Inf	39.1 %		
2/1 (Lee Lane (East West))	3.00	5.50	Y	Arm 7 Left	19.00	100.0 %	1561	1561
2/2 (Lee Lane (East West))	3.00	5.50	Y	Arm 10 Right	18.00	100.0 %	1554	1554
3/1 (Wakefield Road (North East))	3.00	0.00	Y	Arm 6 Right	16.00	18.9 %	1882	1882
				Arm 10 Ahead	Inf	81.1 %		
4/1 (Shaw Lane (North East))	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
4/2 (Shaw Lane (North East))	3.00	0.00	Y	Arm 9 Right	16.00	22.4 %	1794	1794
				Arm 11 Ahead	25.00	77.6 %		
5/1 (Wakefield Road (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Lee Lane (North East) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1 (Shaw Lane (South West) Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Wakefield Road (South East))	3.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1915	1915
10/1 (Wakefield Road (North East))	3.00	0.00	Y	Arm 12 Left	Inf	100.0 %	1915	1915
10/2 (Wakefield Road (North East))	2.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1890	1890
11/1	4.90	0.00	Y	Arm 6 Ahead	18.00	100.0 %	1943	1943
12/1 (Shaw Lane (Pedestrian))	3.40	0.00	Y	Arm 8 Ahead	4.90	100.0 %	1497	1497

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2022 Base Year (AM)'	08:00	09:00	01:00	
2: '2022 Base Year (PM)'	16:00	17:00	01:00	
3: '2026 Do Min (AM)'	08:00	09:00	01:00	
4: '2026 Do Min (PM)'	16:00	17:00	01:00	
5: '2033 Do Min (AM)'	08:00	09:00	01:00	
6: '2033 Do Min (PM)'	16:00	17:00	01:00	
7: '2026 Resi P1 (AM)'	08:00	09:00	01:00	
8: '2026 Resi P1 (PM)'	16:00	17:00	01:00	
9: '2033 Resi Full (AM)'	08:00	09:00	01:00	
10: '2033 Resi Full (PM)'	16:00	17:00	01:00	
11: '2026 Emp (AM)'	08:00	09:00	01:00	
12: '2026 Emp (PM)'	16:00	17:00	01:00	
13: '2026 P1 (Without Link Road) AM'	08:00	09:00	01:00	
14: '2026 P1 (Without Link Road) PM'	16:00	17:00	01:00	
15: '2026 P1 (With Link Road) AM'	08:00	09:00	01:00	
16: '2025 P1 (With Link Road)PM'	16:00	17:00	01:00	
17: '2033 Full Dev (AM)'	08:00	09:00	01:00	
18: '2033 Full Dev (PM)'	16:00	17:00	01:00	

Traffic Flows, Desired
FG1: '2022 Base Year (AM)'

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	267	233	67	567
	B	110	0	148	174	432
	C	190	69	0	41	300
	D	122	249	28	0	399
	Tot.	422	585	409	282	1698

FG2: '2022 Base Year (PM)'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	191	146	125	462
	B	72	0	68	263	403
	C	282	137	0	106	525
	D	70	203	18	0	291
	Tot.	424	531	232	494	1681

FG3: '2026 Do Min (AM)'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	285	278	85	648
	B	116	0	149	185	450
	C	209	69	0	44	322
	D	149	275	36	0	460
	Tot.	474	629	463	314	1880

FG4: '2026 Do Min (PM)'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	203	166	153	522
	B	88	0	68	287	443
	C	329	137	0	114	580
	D	90	214	21	0	325
	Tot.	507	554	255	554	1870

FG5: '2033 Do Min (AM)'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	301	292	90	683
	B	122	0	158	196	476
	C	221	73	0	46	340
	D	157	291	37	0	485
	Tot.	500	665	487	332	1984

FG6: '2033 Do Min (PM)'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	215	175	160	550
	B	92	0	73	303	468
	C	346	146	0	120	612
	D	94	227	22	0	343
	Tot.	532	588	270	583	1973

FG7: '2026 Resi P1 (AM)'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	285	278	85	648
	B	116	0	152	186	454
	C	209	70	0	44	323
	D	149	276	36	0	461
	Tot.	474	631	466	315	1886

FG8: '2026 Resi P1 (PM)'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	203	166	153	522
	B	88	0	70	288	446
	C	329	141	0	114	584
	D	90	215	21	0	326
	Tot.	507	559	257	555	1878

FG9: '2033 Resi Full (AM)'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	301	292	90	683
	B	122	0	179	201	502
	C	221	79	0	46	346
	D	157	292	37	0	486
	Tot.	500	672	508	337	2017

FG10: '2033 Resi Full (PM)'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	215	175	160	550
	B	92	0	85	307	484
	C	346	168	0	120	634
	D	94	233	22	0	349
	Tot.	532	616	282	587	2017

FG11: '2026 Emp (AM)'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	285	278	85	648
	B	116	0	151	186	453
	C	209	74	0	44	327
	D	149	276	36	0	461
	Tot.	474	635	465	315	1889

FG12: '2026 Emp (PM)'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	203	166	153	522
	B	88	0	73	288	449
	C	329	139	0	114	582
	D	90	215	21	0	326
	Tot.	507	557	260	555	1879

FG13: '2026 P1 (Without Link Road) AM'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	285	278	85	648
	B	116	0	154	186	456
	C	209	75	0	44	328
	D	149	277	36	0	462
	Tot.	474	637	468	315	1894

FG14: '2026 P1 (Without Link Road) PM'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	203	166	153	522
	B	88	0	74	289	451
	C	329	142	0	114	585
	D	90	216	21	0	327
	Tot.	507	561	261	556	1885

FG15: '2026 P1 (With Link Road) AM'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	285	278	85	648
	B	116	0	154	186	456
	C	209	75	0	44	328
	D	149	277	36	0	462
	Tot.	474	637	468	315	1894

FG16: '2025 P1 (With Link Road)PM'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	203	166	153	522
	B	88	0	74	289	451
	C	329	142	0	114	585
	D	90	216	21	0	327
	Tot.	507	561	261	556	1885

FG17: '2033 Full Dev (AM)'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	301	292	90	683
	B	122	0	182	202	506
	C	221	84	0	46	351
	D	157	293	37	0	487
	Tot.	500	678	511	338	2027

FG18: '2033 Full Dev (PM)'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	215	175	160	550
	B	92	0	89	308	489
	C	346	170	0	120	636
	D	94	233	22	0	349
	Tot.	532	618	286	588	2024

Stage Timings

Scenario 1: '2022 Base Year AM' (FG1: '2022 Base Year (AM)', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	21	18	7
Change Point	0	31	60

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	70.5%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	70.5%
1/1	Wakefield Road (South) Ahead Ahead2 Right	O	N/A	N/A	A		1	30	-	567	1915	825	68.8%
2/2+2/1	Lee Lane (East West) Left Right	U	N/A	N/A	C		1	24	-	399	1554:1561	531+40	69.9 : 69.9%
3/1	Wakefield Road (North East) Right Ahead	O	N/A	N/A	D		1	36	-	300	1891	972	30.9%
4/2+4/1	Shaw Lane (North East) Left Right Ahead	U	N/A	N/A	G		1	21	-	432	1781:1741	457+156	70.5 : 70.5%
5/1	Wakefield Road (North)	U	N/A	N/A	-		-	-	-	422	Inf	Inf	0.0%
6/1	Lee Lane (North East)	U	N/A	N/A	-		-	-	-	282	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	409	Inf	Inf	0.0%
8/1	Shaw Lane (South West)	U	N/A	N/A	-		-	-	-	585	Inf	Inf	0.0%
9/1	Wakefield Road (South East) Ahead	U	N/A	N/A	B		1	38	-	381	1915	1037	36.7%
10/1	Wakefield Road (North East) Left	U	N/A	N/A	E	F	1	66	28	318	1915	1782	17.8%
10/2	Wakefield Road (North East) Ahead	U	N/A	N/A	E		1	38	-	312	1890	1024	30.5%
11/1	Ahead	O	N/A	N/A	-		-	-	-	241	1943	1147	21.0%
12/1	Shaw Lane (Pedestrian) Ahead	U	N/A	N/A	J		1	55	-	585	1497	1164	50.2%
Ped Link: P1	P1	-	N/A	-	H		1	36	-	0	-	0	0.0%

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Ped Link: P2	P2	-	N/A	-	1	7	-	0	-	0	-	0	0.0%
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	-	-	471	78	0	10.1	4.9	0.1	15.1	-	-	-	-
Unnamed Junction	-	-	471	78	0	10.1	4.9	0.1	15.1	-	-	-	-
1/1	567	567	267	0	0	2.6	1.1	0.0	3.7	23.7	9.1	1.1	10.2
2/2+2/1	399	399	-	-	-	2.2	1.1	-	3.3	30.2	6.3	1.1	7.4
3/1	300	300	41	0	0	0.8	0.2	0.0	1.1	13.1	3.4	0.2	3.6
4/2+4/1	432	432	-	-	-	2.5	1.2	-	3.7	30.7	6.1	1.2	7.3
5/1	422	422	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	282	282	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	409	409	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	585	585	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	381	381	-	-	-	0.8	0.3	-	1.1	10.3	3.0	0.3	3.3
10/1	318	318	-	-	-	0.0	0.1	-	0.1	1.3	0.1	0.1	0.2
10/2	312	312	-	-	-	0.7	0.2	-	0.9	10.7	4.2	0.2	4.5
11/1	241	241	163	78	0	0.0	0.1	-	0.1	2.1	0.2	0.1	0.3
12/1	585	585	-	-	-	0.5	0.5	-	1.0	6.0	3.9	0.5	4.4
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
C1		PRC for Signalled Lanes (%):		27.6		Total Delay for Signalled Lanes (pcuHr):		14.95		Cycle Time (s):		72	
		PRC Over All Lanes (%):		27.6		Total Delay Over All Lanes(pcuHr):		15.10					

Stage Timings

Scenario 2: '2022 Base Year PM' (FG2: '2022 Base Year (PM)', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	24	15	7
Change Point	0	34	60

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	62.0%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	62.0%
1/1	Wakefield Road (South) Ahead Ahead2 Right	O	N/A	N/A	A		1	27	-	462	1915	745	62.0%
2/2+2/1	Lee Lane (East West) Left Right	U	N/A	N/A	C		1	27	-	291	1554:1561	593+39	46.0 : 46.0%
3/1	Wakefield Road (North East) Right Ahead	O	N/A	N/A	D		1	33	-	525	1879	887	59.2%
4/2+4/1	Shaw Lane (North East) Left Right Ahead	U	N/A	N/A	G		1	24	-	403	1795:1741	546+119	60.6 : 60.6%
5/1	Wakefield Road (North)	U	N/A	N/A	-		-	-	-	424	Inf	Inf	0.0%
6/1	Lee Lane (North East)	U	N/A	N/A	-		-	-	-	494	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	232	Inf	Inf	0.0%
8/1	Shaw Lane (South West)	U	N/A	N/A	-		-	-	-	531	Inf	Inf	0.0%
9/1	Wakefield Road (South East) Ahead	U	N/A	N/A	B		1	35	-	214	1915	957	22.3%
10/1	Wakefield Road (North East) Left	U	N/A	N/A	E	F	1	66	31	340	1915	1782	19.1%
10/2	Wakefield Road (North East) Ahead	U	N/A	N/A	E		1	35	-	352	1890	945	37.2%
11/1	Ahead	O	N/A	N/A	-		-	-	-	388	1943	981	39.6%
12/1	Shaw Lane (Pedestrian) Ahead	U	N/A	N/A	J		1	55	-	531	1497	1164	45.6%
Ped Link: P1	P1	-	N/A	-	H		1	33	-	0	-	0	0.0%

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Ped Link: P2	P2	-	N/A	-	1	7	-	0	-	0	-	0	0.0%
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	-	-	519	166	0	9.5	4.0	0.2	13.7	-	-	-	-
Unnamed Junction	-	-	519	166	0	9.5	4.0	0.2	13.7	-	-	-	-
1/1	462	462	191	0	0	2.3	0.8	0.2	3.3	25.4	7.3	0.8	8.1
2/2+2/1	291	291	-	-	-	1.3	0.4	-	1.7	21.4	4.0	0.4	4.4
3/1	525	525	106	0	0	2.0	0.7	0.0	2.8	18.9	7.6	0.7	8.3
4/2+4/1	403	403	-	-	-	2.1	0.8	-	2.8	25.4	5.6	0.8	6.4
5/1	424	424	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	494	494	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	531	531	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	214	214	-	-	-	0.4	0.1	-	0.5	8.9	1.4	0.1	1.5
10/1	340	340	-	-	-	0.0	0.1	-	0.1	1.3	0.2	0.1	0.3
10/2	352	352	-	-	-	0.5	0.3	-	0.8	7.8	1.6	0.3	1.9
11/1	388	388	222	166	0	0.6	0.3	-	0.9	8.7	4.9	0.3	5.2
12/1	531	531	-	-	-	0.3	0.4	-	0.7	4.9	2.2	0.4	2.7
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
		C1	PRC for Signalled Lanes (%):		45.1	Total Delay for Signalled Lanes (pcuHr):		12.73	Cycle Time (s):		72		
			PRC Over All Lanes (%):		45.1	Total Delay Over All Lanes(pcuHr):		13.67					

Stage Timings

Scenario 3: '2026 Do Min AM' (FG3: '2026 Do Min (AM)', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	21	18	7
Change Point	0	31	60

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	80.1%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	80.1%
1/1	Wakefield Road (South) Ahead Ahead2 Right	O	N/A	N/A	A		1	30	-	648	1915	825	78.6%
2/2+2/1	Lee Lane (East West) Left Right	U	N/A	N/A	C		1	24	-	460	1554:1561	529+45	80.1 : 80.1%
3/1	Wakefield Road (North East) Right Ahead	O	N/A	N/A	D		1	36	-	322	1891	972	33.1%
4/2+4/1	Shaw Lane (North East) Left Right Ahead	U	N/A	N/A	G		1	21	-	450	1781:1741	456+158	73.3 : 73.3%
5/1	Wakefield Road (North)	U	N/A	N/A	-		-	-	-	474	Inf	Inf	0.0%
6/1	Lee Lane (North East)	U	N/A	N/A	-		-	-	-	314	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	463	Inf	Inf	0.0%
8/1	Shaw Lane (South West)	U	N/A	N/A	-		-	-	-	629	Inf	Inf	0.0%
9/1	Wakefield Road (South East) Ahead	U	N/A	N/A	B		1	38	-	427	1915	1037	41.2%
10/1	Wakefield Road (North East) Left	U	N/A	N/A	E	F	1	66	28	344	1915	1782	19.3%
10/2	Wakefield Road (North East) Ahead	U	N/A	N/A	E		1	38	-	358	1890	1024	35.0%
11/1	Ahead	O	N/A	N/A	-		-	-	-	270	1943	1128	23.9%
12/1	Shaw Lane (Pedestrian) Ahead	U	N/A	N/A	J		1	55	-	629	1497	1164	54.0%
Ped Link: P1	P1	-	N/A	-	H		1	36	-	0	-	0	0.0%

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Ped Link: P2	P2	-	N/A	-	1	7	-	0	-	0	-	0	0.0%
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	-	-	505	94	0	11.6	6.8	0.1	18.6	-	-	-	-
Unnamed Junction	-	-	505	94	0	11.6	6.8	0.1	18.6	-	-	-	-
1/1	648	648	285	0	0	3.2	1.8	0.1	5.0	28.0	11.0	1.8	12.8
2/2+2/1	460	460	-	-	-	2.6	2.0	-	4.6	36.0	7.6	2.0	9.6
3/1	322	322	44	0	0	0.9	0.2	0.0	1.2	13.3	3.8	0.2	4.0
4/2+4/1	450	450	-	-	-	2.6	1.4	-	4.0	31.9	6.5	1.4	7.8
5/1	474	474	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	314	314	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	463	463	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	629	629	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	427	427	-	-	-	0.8	0.3	-	1.1	9.7	3.0	0.3	3.4
10/1	344	344	-	-	-	0.0	0.1	-	0.1	1.3	0.1	0.1	0.2
10/2	358	358	-	-	-	0.9	0.3	-	1.1	11.5	5.4	0.3	5.6
11/1	270	270	176	94	0	0.0	0.2	-	0.2	2.3	0.5	0.2	0.6
12/1	629	629	-	-	-	0.6	0.6	-	1.2	6.6	4.6	0.6	5.2
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
		C1	PRC for Signalled Lanes (%):		12.3	Total Delay for Signalled Lanes (pcuHr):		18.38	Cycle Time (s):		72		
			PRC Over All Lanes (%):		12.3	Total Delay Over All Lanes(pcuHr):		18.55					

Stage Timings

Scenario 4: '2026 Do Min PM' (FG4: '2026 Do Min (PM)', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	23	16	7
Change Point	0	33	60

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	68.6%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	68.6%
1/1	Wakefield Road (South) Ahead Ahead2 Right	O	N/A	N/A	A		1	28	-	522	1915	771	67.7%
2/2+2/1	Lee Lane (East West) Left Right	U	N/A	N/A	C		1	26	-	325	1554:1561	572+40	53.1 : 53.1%
3/1	Wakefield Road (North East) Right Ahead	O	N/A	N/A	D		1	34	-	580	1880	914	63.5%
4/2+4/1	Shaw Lane (North East) Left Right Ahead	U	N/A	N/A	G		1	23	-	443	1796:1741	518+128	68.6 : 68.6%
5/1	Wakefield Road (North)	U	N/A	N/A	-		-	-	-	507	Inf	Inf	0.0%
6/1	Lee Lane (North East)	U	N/A	N/A	-		-	-	-	554	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	255	Inf	Inf	0.0%
8/1	Shaw Lane (South West)	U	N/A	N/A	-		-	-	-	554	Inf	Inf	0.0%
9/1	Wakefield Road (South East) Ahead	U	N/A	N/A	B		1	36	-	234	1915	984	23.8%
10/1	Wakefield Road (North East) Left	U	N/A	N/A	E	F	1	66	30	351	1915	1782	19.7%
10/2	Wakefield Road (North East) Ahead	U	N/A	N/A	E		1	36	-	419	1890	971	43.1%
11/1	Ahead	O	N/A	N/A	-		-	-	-	440	1943	935	47.0%
12/1	Shaw Lane (Pedestrian) Ahead	U	N/A	N/A	J		1	55	-	554	1497	1164	47.6%
Ped Link: P1	P1	-	N/A	-	H		1	34	-	0	-	0	0.0%

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Ped Link: P2	P2	-	N/A	-	1	7	-	0	-	0	-	0	0.0%
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	-	-	513	244	0	10.9	5.1	0.3	16.3	-	-	-	-
Unnamed Junction	-	-	513	244	0	10.9	5.1	0.3	16.3	-	-	-	-
1/1	522	522	203	0	0	2.6	1.0	0.3	3.8	26.5	8.6	1.0	9.6
2/2+2/1	325	325	-	-	-	1.6	0.6	-	2.1	23.5	4.6	0.6	5.2
3/1	580	580	114	0	0	2.2	0.9	0.0	3.1	19.2	8.5	0.9	9.4
4/2+4/1	443	443	-	-	-	2.4	1.1	-	3.5	28.5	6.5	1.1	7.6
5/1	507	507	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	255	255	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	234	234	-	-	-	0.4	0.2	-	0.5	8.0	1.4	0.2	1.5
10/1	351	351	-	-	-	0.0	0.1	-	0.1	1.3	0.2	0.1	0.3
10/2	419	419	-	-	-	0.6	0.4	-	1.0	8.2	2.3	0.4	2.7
11/1	440	440	196	244	0	0.9	0.4	-	1.3	10.7	5.7	0.4	6.1
12/1	554	554	-	-	-	0.3	0.5	-	0.8	5.2	2.6	0.5	3.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
		C1	PRC for Signalled Lanes (%):		31.3	Total Delay for Signalled Lanes (pcuHr):		14.98	Cycle Time (s):		72		
			PRC Over All Lanes (%):		31.3	Total Delay Over All Lanes(pcuHr):		16.29					

Stage Timings

Scenario 5: '2033 Do Min AM' (FG5: '2033 Do Min (AM)', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	21	18	7
Change Point	0	31	60

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	84.6%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	84.6%
1/1	Wakefield Road (South) Ahead Ahead2 Right	O	N/A	N/A	A		1	30	-	683	1915	821	83.2%
2/2+2/1	Lee Lane (East West) Left Right	U	N/A	N/A	C		1	24	-	485	1554:1561	529+44	84.6 : 84.6%
3/1	Wakefield Road (North East) Right Ahead	O	N/A	N/A	D		1	36	-	340	1891	972	35.0%
4/2+4/1	Shaw Lane (North East) Left Right Ahead	U	N/A	N/A	G		1	21	-	476	1781:1741	456+157	77.6 : 77.6%
5/1	Wakefield Road (North)	U	N/A	N/A	-		-	-	-	500	Inf	Inf	0.0%
6/1	Lee Lane (North East)	U	N/A	N/A	-		-	-	-	332	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	487	Inf	Inf	0.0%
8/1	Shaw Lane (South West)	U	N/A	N/A	-		-	-	-	665	Inf	Inf	0.0%
9/1	Wakefield Road (South East) Ahead	U	N/A	N/A	B		1	38	-	450	1915	1037	43.4%
10/1	Wakefield Road (North East) Left	U	N/A	N/A	E	F	1	66	28	364	1915	1782	20.4%
10/2	Wakefield Road (North East) Ahead	U	N/A	N/A	E		1	38	-	378	1890	1024	36.9%
11/1	Ahead	O	N/A	N/A	-		-	-	-	286	1943	1108	25.8%
12/1	Shaw Lane (Pedestrian) Ahead	U	N/A	N/A	J		1	55	-	665	1497	1164	57.1%
Ped Link: P1	P1	-	N/A	-	H		1	36	-	0	-	0	0.0%

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Ped Link: P2	P2	-	N/A	-	1		1	7	-	0	-	0	0.0%
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	-	-	533	100	0	12.5	8.6	0.1	21.2	-	-	-	-
Unnamed Junction	-	-	533	100	0	12.5	8.6	0.1	21.2	-	-	-	-
1/1	683	683	301	0	0	3.4	2.4	0.1	5.9	31.3	12.0	2.4	14.4
2/2+2/1	485	485	-	-	-	2.8	2.6	-	5.4	40.4	8.3	2.6	10.9
3/1	340	340	46	0	0	1.0	0.3	0.0	1.3	13.5	4.0	0.3	4.2
4/2+4/1	476	476	-	-	-	2.8	1.7	-	4.5	34.3	7.1	1.7	8.8
5/1	500	500	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	332	332	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	487	487	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	665	665	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	450	450	-	-	-	0.8	0.4	-	1.2	9.8	3.2	0.4	3.6
10/1	364	364	-	-	-	0.0	0.1	-	0.1	1.3	0.1	0.1	0.2
10/2	378	378	-	-	-	0.9	0.3	-	1.2	11.5	5.8	0.3	6.1
11/1	286	286	186	100	0	0.0	0.2	-	0.2	2.5	0.8	0.2	0.9
12/1	665	665	-	-	-	0.6	0.7	-	1.3	7.0	5.1	0.7	5.8
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
		C1	PRC for Signalled Lanes (%):		6.4	Total Delay for Signalled Lanes (pcuHr):		21.04	Cycle Time (s):		72		
			PRC Over All Lanes (%):		6.4	Total Delay Over All Lanes(pcuHr):		21.25					

Stage Timings

Scenario 6: '2033 Do Min PM' (FG6: '2033 Do Min (PM)', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	23	16	7
Change Point	0	33	60

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	72.5%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	72.5%
1/1	Wakefield Road (South) Ahead Ahead2 Right	O	N/A	N/A	A		1	28	-	550	1915	771	71.3%
2/2+2/1	Lee Lane (East West) Left Right	U	N/A	N/A	C		1	26	-	343	1554:1561	572+39	56.1 : 56.1%
3/1	Wakefield Road (North East) Right Ahead	O	N/A	N/A	D		1	34	-	612	1880	914	67.0%
4/2+4/1	Shaw Lane (North East) Left Right Ahead	U	N/A	N/A	G		1	23	-	468	1796:1741	519+127	72.5 : 72.5%
5/1	Wakefield Road (North)	U	N/A	N/A	-		-	-	-	532	Inf	Inf	0.0%
6/1	Lee Lane (North East)	U	N/A	N/A	-		-	-	-	583	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	270	Inf	Inf	0.0%
8/1	Shaw Lane (South West)	U	N/A	N/A	-		-	-	-	588	Inf	Inf	0.0%
9/1	Wakefield Road (South East) Ahead	U	N/A	N/A	B		1	36	-	248	1915	984	25.2%
10/1	Wakefield Road (North East) Left	U	N/A	N/A	E	F	1	66	30	373	1915	1782	20.9%
10/2	Wakefield Road (North East) Ahead	U	N/A	N/A	E		1	36	-	440	1890	971	45.3%
11/1	Ahead	O	N/A	N/A	-		-	-	-	463	1943	915	50.6%
12/1	Shaw Lane (Pedestrian) Ahead	U	N/A	N/A	J		1	55	-	588	1497	1164	50.5%
Ped Link: P1	P1	-	N/A	-	H		1	34	-	0	-	0	0.0%

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Ped Link: P2	P2	-	N/A	-	1	7	-	0	-	0	-	0	0.0%
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	-	-	510	288	0	11.9	5.9	0.3	18.1	-	-	-	-
Unnamed Junction	-	-	510	288	0	11.9	5.9	0.3	18.1	-	-	-	-
1/1	550	550	215	0	0	2.8	1.2	0.3	4.3	28.1	9.2	1.2	10.4
2/2+2/1	343	343	-	-	-	1.7	0.6	-	2.3	24.2	5.0	0.6	5.6
3/1	612	612	120	0	0	2.4	1.0	0.0	3.4	20.1	9.2	1.0	10.2
4/2+4/1	468	468	-	-	-	2.6	1.3	-	3.9	30.1	7.1	1.3	8.4
5/1	532	532	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	583	583	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	270	270	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	588	588	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	248	248	-	-	-	0.4	0.2	-	0.6	8.1	1.5	0.2	1.7
10/1	373	373	-	-	-	0.0	0.1	-	0.1	1.4	0.2	0.1	0.3
10/2	440	440	-	-	-	0.6	0.4	-	1.0	8.3	2.6	0.4	3.1
11/1	463	463	175	288	0	1.0	0.5	-	1.6	12.1	6.1	0.5	6.7
12/1	588	588	-	-	-	0.4	0.5	-	0.9	5.5	2.9	0.5	3.4
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
		C1	PRC for Signalled Lanes (%):		24.2	Total Delay for Signalled Lanes (pcuHr):		16.52	Cycle Time (s):		72		
			PRC Over All Lanes (%):		24.2	Total Delay Over All Lanes(pcuHr):		18.09					

Stage Timings

Scenario 7: '2026 Resi P1 AM' (FG7: '2026 Resi P1 (AM)', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	21	18	7
Change Point	0	31	60

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	80.3%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	80.3%
1/1	Wakefield Road (South) Ahead Ahead2 Right	O	N/A	N/A	A		1	30	-	648	1915	825	78.6%
2/2+2/1	Lee Lane (East West) Left Right	U	N/A	N/A	C		1	24	-	461	1554:1561	529+45	80.3 : 80.3%
3/1	Wakefield Road (North East) Right Ahead	O	N/A	N/A	D		1	36	-	323	1891	972	33.2%
4/2+4/1	Shaw Lane (North East) Left Right Ahead	U	N/A	N/A	G		1	21	-	454	1781:1741	456+157	74.1 : 74.1%
5/1	Wakefield Road (North)	U	N/A	N/A	-		-	-	-	474	Inf	Inf	0.0%
6/1	Lee Lane (North East)	U	N/A	N/A	-		-	-	-	315	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	466	Inf	Inf	0.0%
8/1	Shaw Lane (South West)	U	N/A	N/A	-		-	-	-	631	Inf	Inf	0.0%
9/1	Wakefield Road (South East) Ahead	U	N/A	N/A	B		1	38	-	430	1915	1037	41.5%
10/1	Wakefield Road (North East) Left	U	N/A	N/A	E	F	1	66	28	346	1915	1782	19.4%
10/2	Wakefield Road (North East) Ahead	U	N/A	N/A	E		1	38	-	358	1890	1024	35.0%
11/1	Ahead	O	N/A	N/A	-		-	-	-	271	1943	1127	24.0%
12/1	Shaw Lane (Pedestrian) Ahead	U	N/A	N/A	J		1	55	-	631	1497	1164	54.2%
Ped Link: P1	P1	-	N/A	-	H		1	36	-	0	-	0	0.0%

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Ped Link: P2	P2	-	N/A	-	1	7	-	0	-	0	-	0	0.0%
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	-	-	506	94	0	11.7	6.9	0.1	18.7	-	-	-	-
Unnamed Junction	-	-	506	94	0	11.7	6.9	0.1	18.7	-	-	-	-
1/1	648	648	285	0	0	3.2	1.8	0.1	5.0	28.0	11.0	1.8	12.8
2/2+2/1	461	461	-	-	-	2.7	2.0	-	4.6	36.1	7.6	2.0	9.6
3/1	323	323	44	0	0	0.9	0.2	0.0	1.2	13.3	3.8	0.2	4.0
4/2+4/1	454	454	-	-	-	2.7	1.4	-	4.1	32.3	6.6	1.4	8.0
5/1	474	474	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	315	315	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	466	466	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	631	631	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	430	430	-	-	-	0.8	0.4	-	1.2	9.8	3.1	0.4	3.4
10/1	346	346	-	-	-	0.0	0.1	-	0.1	1.3	0.1	0.1	0.2
10/2	358	358	-	-	-	0.9	0.3	-	1.1	11.5	5.4	0.3	5.6
11/1	271	271	177	94	0	0.0	0.2	-	0.2	2.3	0.5	0.2	0.6
12/1	631	631	-	-	-	0.6	0.6	-	1.2	6.6	4.7	0.6	5.3
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
		C1	PRC for Signalled Lanes (%):		12.1	Total Delay for Signalled Lanes (pcuHr):		18.53	Cycle Time (s):		72		
			PRC Over All Lanes (%):		12.1	Total Delay Over All Lanes(pcuHr):		18.70					

Stage Timings

Scenario 8: '2026 Resi P1 PM' (FG8: '2026 Resi P1 (PM)', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	23	16	7
Change Point	0	33	60

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	69.1%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	69.1%
1/1	Wakefield Road (South) Ahead Ahead2 Right	O	N/A	N/A	A		1	28	-	522	1915	771	67.7%
2/2+2/1	Lee Lane (East West) Left Right	U	N/A	N/A	C		1	26	-	326	1554:1561	572+39	53.3 : 53.3%
3/1	Wakefield Road (North East) Right Ahead	O	N/A	N/A	D		1	34	-	584	1881	914	63.9%
4/2+4/1	Shaw Lane (North East) Left Right Ahead	U	N/A	N/A	G		1	23	-	446	1795:1741	518+127	69.1 : 69.1%
5/1	Wakefield Road (North)	U	N/A	N/A	-		-	-	-	507	Inf	Inf	0.0%
6/1	Lee Lane (North East)	U	N/A	N/A	-		-	-	-	555	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	257	Inf	Inf	0.0%
8/1	Shaw Lane (South West)	U	N/A	N/A	-		-	-	-	559	Inf	Inf	0.0%
9/1	Wakefield Road (South East) Ahead	U	N/A	N/A	B		1	36	-	236	1915	984	24.0%
10/1	Wakefield Road (North East) Left	U	N/A	N/A	E	F	1	66	30	356	1915	1782	20.0%
10/2	Wakefield Road (North East) Ahead	U	N/A	N/A	E		1	36	-	419	1890	971	43.1%
11/1	Ahead	O	N/A	N/A	-		-	-	-	441	1943	934	47.2%
12/1	Shaw Lane (Pedestrian) Ahead	U	N/A	N/A	J		1	55	-	559	1497	1164	48.0%
Ped Link: P1	P1	-	N/A	-	H		1	34	-	0	-	0	0.0%

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Ped Link: P2	P2	-	N/A	-	1		1	7	-	0	-	0	0.0%
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	-	-	511	247	0	11.0	5.2	0.3	16.4	-	-	-	-
Unnamed Junction	-	-	511	247	0	11.0	5.2	0.3	16.4	-	-	-	-
1/1	522	522	203	0	0	2.6	1.0	0.2	3.8	26.5	8.6	1.0	9.6
2/2+2/1	326	326	-	-	-	1.6	0.6	-	2.1	23.6	4.7	0.6	5.2
3/1	584	584	114	0	0	2.2	0.9	0.0	3.1	19.3	8.6	0.9	9.5
4/2+4/1	446	446	-	-	-	2.5	1.1	-	3.6	28.7	6.6	1.1	7.7
5/1	507	507	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	555	555	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	257	257	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	559	559	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	236	236	-	-	-	0.4	0.2	-	0.5	8.1	1.4	0.2	1.6
10/1	356	356	-	-	-	0.0	0.1	-	0.1	1.3	0.2	0.1	0.3
10/2	419	419	-	-	-	0.6	0.4	-	1.0	8.2	2.3	0.4	2.7
11/1	441	441	194	247	0	0.9	0.4	-	1.3	10.8	5.7	0.4	6.1
12/1	559	559	-	-	-	0.3	0.5	-	0.8	5.2	2.6	0.5	3.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
		C1	PRC for Signalled Lanes (%):		30.3	Total Delay for Signalled Lanes (pcuHr):		15.10	Cycle Time (s):		72		
			PRC Over All Lanes (%):		30.3	Total Delay Over All Lanes(pcuHr):		16.42					

Stage Timings

Scenario 9: '2033 Resi Full AM' (FG9: '2033 Resi Full (AM)', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	21	18	7
Change Point	0	31	60

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	84.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	84.8%
1/1	Wakefield Road (South) Ahead Ahead2 Right	O	N/A	N/A	A		1	30	-	683	1915	821	83.2%
2/2+2/1	Lee Lane (East West) Left Right	U	N/A	N/A	C		1	24	-	486	1554:1561	530+44	84.8 : 84.8%
3/1	Wakefield Road (North East) Right Ahead	O	N/A	N/A	D		1	36	-	346	1891	972	35.6%
4/2+4/1	Shaw Lane (North East) Left Right Ahead	U	N/A	N/A	G		1	21	-	502	1780:1741	461+148	82.5 : 82.5%
5/1	Wakefield Road (North)	U	N/A	N/A	-		-	-	-	500	Inf	Inf	0.0%
6/1	Lee Lane (North East)	U	N/A	N/A	-		-	-	-	337	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	508	Inf	Inf	0.0%
8/1	Shaw Lane (South West)	U	N/A	N/A	-		-	-	-	672	Inf	Inf	0.0%
9/1	Wakefield Road (South East) Ahead	U	N/A	N/A	B		1	38	-	471	1915	1037	45.4%
10/1	Wakefield Road (North East) Left	U	N/A	N/A	E	F	1	66	28	371	1915	1782	20.8%
10/2	Wakefield Road (North East) Ahead	U	N/A	N/A	E		1	38	-	378	1890	1024	36.9%
11/1	Ahead	O	N/A	N/A	-		-	-	-	291	1943	1105	26.3%
12/1	Shaw Lane (Pedestrian) Ahead	U	N/A	N/A	J		1	55	-	672	1497	1164	57.7%
Ped Link: P1	P1	-	N/A	-	H		1	36	-	0	-	0	0.0%

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Ped Link: P2	P2	-	N/A	-	1	1	7	-	0	-	0	0.0%	
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	-	-	536	102	0	12.9	9.3	0.1	22.3	-	-	-	-
Unnamed Junction	-	-	536	102	0	12.9	9.3	0.1	22.3	-	-	-	-
1/1	683	683	301	0	0	3.4	2.4	0.1	5.9	31.3	12.0	2.4	14.4
2/2+2/1	486	486	-	-	-	2.9	2.6	-	5.5	40.6	8.3	2.6	11.0
3/1	346	346	46	0	0	1.0	0.3	0.0	1.3	13.6	4.0	0.3	4.3
4/2+4/1	502	502	-	-	-	3.1	2.3	-	5.3	38.3	7.8	2.3	10.0
5/1	500	500	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	337	337	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	508	508	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	672	672	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	471	471	-	-	-	0.9	0.4	-	1.4	10.4	3.6	0.4	4.1
10/1	371	371	-	-	-	0.0	0.1	-	0.1	1.3	0.1	0.1	0.2
10/2	378	378	-	-	-	0.9	0.3	-	1.2	11.5	5.6	0.3	5.9
11/1	291	291	189	102	0	0.0	0.2	-	0.2	2.5	0.7	0.2	0.9
12/1	672	672	-	-	-	0.6	0.7	-	1.3	7.0	5.2	0.7	5.8
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
		C1	PRC for Signalled Lanes (%):		6.1	Total Delay for Signalled Lanes (pcuHr):		22.08	Cycle Time (s):		72		
			PRC Over All Lanes (%):		6.1	Total Delay Over All Lanes(pcuHr):		22.28					

Stage Timings

Scenario 10: '2033 Resi Full PM' (FG10: '2033 Resi Full (PM)', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	24	15	7
Change Point	0	34	60

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	73.9%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	73.9%
1/1	Wakefield Road (South) Ahead Ahead2 Right	O	N/A	N/A	A		1	27	-	550	1915	745	73.9%
2/2+2/1	Lee Lane (East West) Left Right	U	N/A	N/A	C		1	27	-	349	1554:1561	593+40	55.2 : 55.2%
3/1	Wakefield Road (North East) Right Ahead	O	N/A	N/A	D		1	33	-	634	1882	889	71.3%
4/2+4/1	Shaw Lane (North East) Left Right Ahead	U	N/A	N/A	G		1	24	-	484	1794:1741	541+127	72.4 : 72.4%
5/1	Wakefield Road (North)	U	N/A	N/A	-		-	-	-	532	Inf	Inf	0.0%
6/1	Lee Lane (North East)	U	N/A	N/A	-		-	-	-	587	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	282	Inf	Inf	0.0%
8/1	Shaw Lane (South West)	U	N/A	N/A	-		-	-	-	616	Inf	Inf	0.0%
9/1	Wakefield Road (South East) Ahead	U	N/A	N/A	B		1	35	-	260	1915	957	27.2%
10/1	Wakefield Road (North East) Left	U	N/A	N/A	E	F	1	66	31	401	1915	1782	22.5%
10/2	Wakefield Road (North East) Ahead	U	N/A	N/A	E		1	35	-	440	1890	945	46.6%
11/1	Ahead	O	N/A	N/A	-		-	-	-	467	1943	902	51.8%
12/1	Shaw Lane (Pedestrian) Ahead	U	N/A	N/A	J		1	55	-	616	1497	1164	52.9%
Ped Link: P1	P1	-	N/A	-	H		1	33	-	0	-	0	0.0%

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Ped Link: P2	P2	-	N/A	-	1	1	7	-	0	-	0	0.0%	
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	-	-	478	324	0	12.5	6.4	0.3	19.2	-	-	-	-
Unnamed Junction	-	-	478	324	0	12.5	6.4	0.3	19.2	-	-	-	-
1/1	550	550	215	0	0	2.9	1.4	0.3	4.6	30.1	9.3	1.4	10.7
2/2+2/1	349	349	-	-	-	1.6	0.6	-	2.2	23.1	5.0	0.6	5.6
3/1	634	634	120	0	0	2.7	1.2	0.0	3.9	22.2	10.0	1.2	11.3
4/2+4/1	484	484	-	-	-	2.6	1.3	-	3.9	29.2	7.3	1.3	8.6
5/1	532	532	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	587	587	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	282	282	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	616	616	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	260	260	-	-	-	0.5	0.2	-	0.7	9.1	1.7	0.2	1.9
10/1	401	401	-	-	-	0.0	0.1	-	0.2	1.4	0.2	0.1	0.4
10/2	440	440	-	-	-	0.6	0.4	-	1.1	8.6	2.4	0.4	2.8
11/1	467	467	143	324	0	1.2	0.5	-	1.8	13.5	6.3	0.5	6.9
12/1	616	616	-	-	-	0.4	0.6	-	1.0	5.6	3.0	0.6	3.5
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
		C1	PRC for Signalled Lanes (%):		21.9	Total Delay for Signalled Lanes (pcuHr):		17.49	Cycle Time (s):		72		
			PRC Over All Lanes (%):		21.9	Total Delay Over All Lanes(pcuHr):		19.25					

Stage Timings

Scenario 11: '2026 Emp AM' (FG11: '2026 Emp (AM)', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	21	18	7
Change Point	0	31	60

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	80.3%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	80.3%
1/1	Wakefield Road (South) Ahead Ahead2 Right	O	N/A	N/A	A		1	30	-	648	1915	825	78.6%
2/2+2/1	Lee Lane (East West) Left Right	U	N/A	N/A	C		1	24	-	461	1554:1561	529+45	80.3 : 80.3%
3/1	Wakefield Road (North East) Right Ahead	O	N/A	N/A	D		1	36	-	327	1891	972	33.7%
4/2+4/1	Shaw Lane (North East) Left Right Ahead	U	N/A	N/A	G		1	21	-	453	1781:1741	456+157	73.9 : 73.9%
5/1	Wakefield Road (North)	U	N/A	N/A	-		-	-	-	474	Inf	Inf	0.0%
6/1	Lee Lane (North East)	U	N/A	N/A	-		-	-	-	315	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	465	Inf	Inf	0.0%
8/1	Shaw Lane (South West)	U	N/A	N/A	-		-	-	-	635	Inf	Inf	0.0%
9/1	Wakefield Road (South East) Ahead	U	N/A	N/A	B		1	38	-	429	1915	1037	41.4%
10/1	Wakefield Road (North East) Left	U	N/A	N/A	E	F	1	66	28	350	1915	1782	19.6%
10/2	Wakefield Road (North East) Ahead	U	N/A	N/A	E		1	38	-	358	1890	1024	35.0%
11/1	Ahead	O	N/A	N/A	-		-	-	-	271	1943	1123	24.1%
12/1	Shaw Lane (Pedestrian) Ahead	U	N/A	N/A	J		1	55	-	635	1497	1164	54.5%
Ped Link: P1	P1	-	N/A	-	H		1	36	-	0	-	0	0.0%

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Ped Link: P2	P2	-	N/A	-	1	7	-	0	-	0	-	0	0.0%
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	-	-	506	94	0	11.7	6.9	0.1	18.7	-	-	-	-
Unnamed Junction	-	-	506	94	0	11.7	6.9	0.1	18.7	-	-	-	-
1/1	648	648	285	0	0	3.2	1.8	0.1	5.0	28.0	11.0	1.8	12.8
2/2+2/1	461	461	-	-	-	2.7	2.0	-	4.6	36.1	7.6	2.0	9.6
3/1	327	327	44	0	0	0.9	0.3	0.0	1.2	13.3	3.8	0.3	4.1
4/2+4/1	453	453	-	-	-	2.7	1.4	-	4.1	32.2	6.6	1.4	7.9
5/1	474	474	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	315	315	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	465	465	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	635	635	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	429	429	-	-	-	0.8	0.4	-	1.2	9.7	3.1	0.4	3.4
10/1	350	350	-	-	-	0.0	0.1	-	0.1	1.3	0.1	0.1	0.2
10/2	358	358	-	-	-	0.9	0.3	-	1.1	11.4	5.4	0.3	5.6
11/1	271	271	177	94	0	0.0	0.2	-	0.2	2.3	0.5	0.2	0.6
12/1	635	635	-	-	-	0.6	0.6	-	1.2	6.6	4.7	0.6	5.3
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
		C1	PRC for Signalled Lanes (%):		12.1	Total Delay for Signalled Lanes (pcuHr):		18.53	Cycle Time (s):		72		
			PRC Over All Lanes (%):		12.1	Total Delay Over All Lanes(pcuHr):		18.71					

Stage Timings

Scenario 12: '2026 Emp PM' (FG12: '2026 Emp (PM)', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	23	16	7
Change Point	0	33	60

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	69.6%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	69.6%
1/1	Wakefield Road (South) Ahead Ahead2 Right	O	N/A	N/A	A		1	28	-	522	1915	771	67.7%
2/2+2/1	Lee Lane (East West) Left Right	U	N/A	N/A	C		1	26	-	326	1554:1561	572+39	53.3 : 53.3%
3/1	Wakefield Road (North East) Right Ahead	O	N/A	N/A	D		1	34	-	582	1880	914	63.7%
4/2+4/1	Shaw Lane (North East) Left Right Ahead	U	N/A	N/A	G		1	23	-	449	1795:1741	519+126	69.6 : 69.6%
5/1	Wakefield Road (North)	U	N/A	N/A	-		-	-	-	507	Inf	Inf	0.0%
6/1	Lee Lane (North East)	U	N/A	N/A	-		-	-	-	555	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	260	Inf	Inf	0.0%
8/1	Shaw Lane (South West)	U	N/A	N/A	-		-	-	-	557	Inf	Inf	0.0%
9/1	Wakefield Road (South East) Ahead	U	N/A	N/A	B		1	36	-	239	1915	984	24.3%
10/1	Wakefield Road (North East) Left	U	N/A	N/A	E	F	1	66	30	354	1915	1782	19.9%
10/2	Wakefield Road (North East) Ahead	U	N/A	N/A	E		1	36	-	419	1890	971	43.1%
11/1	Ahead	O	N/A	N/A	-		-	-	-	441	1943	935	47.2%
12/1	Shaw Lane (Pedestrian) Ahead	U	N/A	N/A	J		1	55	-	557	1497	1164	47.8%
Ped Link: P1	P1	-	N/A	-	H		1	34	-	0	-	0	0.0%

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Ped Link: P2	P2	-	N/A	-	1	7	-	0	-	0	-	0	0.0%
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	-	-	512	246	0	11.0	5.2	0.3	16.5	-	-	-	-
Unnamed Junction	-	-	512	246	0	11.0	5.2	0.3	16.5	-	-	-	-
1/1	522	522	203	0	0	2.6	1.0	0.3	3.8	26.5	8.6	1.0	9.6
2/2+2/1	326	326	-	-	-	1.6	0.6	-	2.1	23.6	4.7	0.6	5.2
3/1	582	582	114	0	0	2.2	0.9	0.0	3.1	19.2	8.6	0.9	9.4
4/2+4/1	449	449	-	-	-	2.5	1.1	-	3.6	28.9	6.6	1.1	7.8
5/1	507	507	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	555	555	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	260	260	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	557	557	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	239	239	-	-	-	0.4	0.2	-	0.6	8.3	1.5	0.2	1.7
10/1	354	354	-	-	-	0.0	0.1	-	0.1	1.3	0.2	0.1	0.3
10/2	419	419	-	-	-	0.6	0.4	-	1.0	8.2	2.3	0.4	2.7
11/1	441	441	195	246	0	0.9	0.4	-	1.3	10.7	5.7	0.4	6.1
12/1	557	557	-	-	-	0.3	0.5	-	0.8	5.2	2.6	0.5	3.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
		C1	PRC for Signalled Lanes (%):		29.3	Total Delay for Signalled Lanes (pcuHr):		15.14	Cycle Time (s):		72		
			PRC Over All Lanes (%):		29.3	Total Delay Over All Lanes(pcuHr):		16.46					

Stage Timings

Scenario 13: '2026 P1 No Link Road AM' (FG13: '2026 P1 (Without Link Road) AM', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	21	18	7
Change Point	0	31	60

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	80.5%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	80.5%
1/1	Wakefield Road (South) Ahead Ahead2 Right	O	N/A	N/A	A		1	30	-	648	1915	825	78.6%
2/2+2/1	Lee Lane (East West) Left Right	U	N/A	N/A	C		1	24	-	462	1554:1561	529+45	80.5 : 80.5%
3/1	Wakefield Road (North East) Right Ahead	O	N/A	N/A	D		1	36	-	328	1891	972	33.8%
4/2+4/1	Shaw Lane (North East) Left Right Ahead	U	N/A	N/A	G		1	21	-	456	1781:1741	457+156	74.4 : 74.4%
5/1	Wakefield Road (North)	U	N/A	N/A	-		-	-	-	474	Inf	Inf	0.0%
6/1	Lee Lane (North East)	U	N/A	N/A	-		-	-	-	315	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	468	Inf	Inf	0.0%
8/1	Shaw Lane (South West)	U	N/A	N/A	-		-	-	-	637	Inf	Inf	0.0%
9/1	Wakefield Road (South East) Ahead	U	N/A	N/A	B		1	38	-	432	1915	1037	41.6%
10/1	Wakefield Road (North East) Left	U	N/A	N/A	E	F	1	66	28	352	1915	1782	19.8%
10/2	Wakefield Road (North East) Ahead	U	N/A	N/A	E		1	38	-	358	1890	1024	35.0%
11/1	Ahead	O	N/A	N/A	-		-	-	-	271	1943	1122	24.1%
12/1	Shaw Lane (Pedestrian) Ahead	U	N/A	N/A	J		1	55	-	637	1497	1164	54.7%
Ped Link: P1	P1	-	N/A	-	H		1	36	-	0	-	0	0.0%

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Ped Link: P2	P2	-	N/A	-	1	7	-	0	-	0	-	0	0.0%
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	-	-	505	95	0	11.8	7.0	0.1	18.8	-	-	-	-
Unnamed Junction	-	-	505	95	0	11.8	7.0	0.1	18.8	-	-	-	-
1/1	648	648	285	0	0	3.2	1.8	0.1	5.0	28.0	11.0	1.8	12.8
2/2+2/1	462	462	-	-	-	2.7	2.0	-	4.7	36.3	7.6	2.0	9.6
3/1	328	328	44	0	0	0.9	0.3	0.0	1.2	13.3	3.8	0.3	4.1
4/2+4/1	456	456	-	-	-	2.7	1.4	-	4.1	32.5	6.6	1.4	8.0
5/1	474	474	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	315	315	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	468	468	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	637	637	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	432	432	-	-	-	0.8	0.4	-	1.2	9.8	3.1	0.4	3.5
10/1	352	352	-	-	-	0.0	0.1	-	0.1	1.3	0.1	0.1	0.2
10/2	358	358	-	-	-	0.9	0.3	-	1.1	11.4	5.4	0.3	5.6
11/1	271	271	176	95	0	0.0	0.2	-	0.2	2.3	0.5	0.2	0.6
12/1	637	637	-	-	-	0.6	0.6	-	1.2	6.7	4.7	0.6	5.3
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
		C1	PRC for Signalled Lanes (%):		11.8	Total Delay for Signalled Lanes (pcuHr):		18.66	Cycle Time (s):		72		
			PRC Over All Lanes (%):		11.8	Total Delay Over All Lanes(pcuHr):		18.83					

Stage Timings

Scenario 14: '2026 P1 No Link Road PM' (FG14: '2026 P1 (Without Link Road) PM', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	23	16	7
Change Point	0	33	60

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	69.9%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	69.9%
1/1	Wakefield Road (South) Ahead Ahead2 Right	O	N/A	N/A	A		1	28	-	522	1915	771	67.7%
2/2+2/1	Lee Lane (East West) Left Right	U	N/A	N/A	C		1	26	-	327	1554:1561	572+39	53.5 : 53.5%
3/1	Wakefield Road (North East) Right Ahead	O	N/A	N/A	D		1	34	-	585	1881	914	64.0%
4/2+4/1	Shaw Lane (North East) Left Right Ahead	U	N/A	N/A	G		1	23	-	451	1795:1741	519+126	69.9 : 69.9%
5/1	Wakefield Road (North)	U	N/A	N/A	-		-	-	-	507	Inf	Inf	0.0%
6/1	Lee Lane (North East)	U	N/A	N/A	-		-	-	-	556	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	261	Inf	Inf	0.0%
8/1	Shaw Lane (South West)	U	N/A	N/A	-		-	-	-	561	Inf	Inf	0.0%
9/1	Wakefield Road (South East) Ahead	U	N/A	N/A	B		1	36	-	240	1915	984	24.4%
10/1	Wakefield Road (North East) Left	U	N/A	N/A	E	F	1	66	30	358	1915	1782	20.1%
10/2	Wakefield Road (North East) Ahead	U	N/A	N/A	E		1	36	-	419	1890	971	43.1%
11/1	Ahead	O	N/A	N/A	-		-	-	-	442	1943	933	47.4%
12/1	Shaw Lane (Pedestrian) Ahead	U	N/A	N/A	J		1	55	-	561	1497	1164	48.2%
Ped Link: P1	P1	-	N/A	-	H		1	34	-	0	-	0	0.0%

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Ped Link: P2	P2	-	N/A	-	1	1	7	-	0	-	0	0.0%	
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	-	-	511	248	0	11.1	5.2	0.3	16.6	-	-	-	-
Unnamed Junction	-	-	511	248	0	11.1	5.2	0.3	16.6	-	-	-	-
1/1	522	522	203	0	0	2.6	1.0	0.2	3.8	26.5	8.6	1.0	9.6
2/2+2/1	327	327	-	-	-	1.6	0.6	-	2.1	23.6	4.8	0.6	5.3
3/1	585	585	114	0	0	2.2	0.9	0.0	3.1	19.3	8.6	0.9	9.5
4/2+4/1	451	451	-	-	-	2.5	1.1	-	3.6	29.1	6.7	1.1	7.8
5/1	507	507	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	556	556	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	261	261	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	561	561	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	240	240	-	-	-	0.4	0.2	-	0.6	8.4	1.5	0.2	1.7
10/1	358	358	-	-	-	0.0	0.1	-	0.1	1.3	0.2	0.1	0.3
10/2	419	419	-	-	-	0.6	0.4	-	1.0	8.2	2.3	0.4	2.7
11/1	442	442	194	248	0	0.9	0.4	-	1.3	10.8	5.7	0.4	6.1
12/1	561	561	-	-	-	0.4	0.5	-	0.8	5.2	2.6	0.5	3.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
		C1	PRC for Signalled Lanes (%):		28.7	Total Delay for Signalled Lanes (pcuHr):		15.23	Cycle Time (s):		72		
			PRC Over All Lanes (%):		28.7	Total Delay Over All Lanes(pcuHr):		16.55					

Stage Timings

Scenario 15: '2026 P1 With Link Road AM' (FG15: '2026 P1 (With Link Road) AM', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	21	18	7
Change Point	0	31	60

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	80.5%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	80.5%
1/1	Wakefield Road (South) Ahead Ahead2 Right	O	N/A	N/A	A		1	30	-	648	1915	825	78.6%
2/2+2/1	Lee Lane (East West) Left Right	U	N/A	N/A	C		1	24	-	462	1554:1561	529+45	80.5 : 80.5%
3/1	Wakefield Road (North East) Right Ahead	O	N/A	N/A	D		1	36	-	328	1891	972	33.8%
4/2+4/1	Shaw Lane (North East) Left Right Ahead	U	N/A	N/A	G		1	21	-	456	1781:1741	457+156	74.4 : 74.4%
5/1	Wakefield Road (North)	U	N/A	N/A	-		-	-	-	474	Inf	Inf	0.0%
6/1	Lee Lane (North East)	U	N/A	N/A	-		-	-	-	315	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	468	Inf	Inf	0.0%
8/1	Shaw Lane (South West)	U	N/A	N/A	-		-	-	-	637	Inf	Inf	0.0%
9/1	Wakefield Road (South East) Ahead	U	N/A	N/A	B		1	38	-	432	1915	1037	41.6%
10/1	Wakefield Road (North East) Left	U	N/A	N/A	E	F	1	66	28	352	1915	1782	19.8%
10/2	Wakefield Road (North East) Ahead	U	N/A	N/A	E		1	38	-	358	1890	1024	35.0%
11/1	Ahead	O	N/A	N/A	-		-	-	-	271	1943	1122	24.1%
12/1	Shaw Lane (Pedestrian) Ahead	U	N/A	N/A	J		1	55	-	637	1497	1164	54.7%
Ped Link: P1	P1	-	N/A	-	H		1	36	-	0	-	0	0.0%

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Ped Link: P2	P2	-	N/A	-	1	7	-	0	-	0	-	0	0.0%
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	-	-	505	95	0	11.8	7.0	0.1	18.8	-	-	-	-
Unnamed Junction	-	-	505	95	0	11.8	7.0	0.1	18.8	-	-	-	-
1/1	648	648	285	0	0	3.2	1.8	0.1	5.0	28.0	11.0	1.8	12.8
2/2+2/1	462	462	-	-	-	2.7	2.0	-	4.7	36.3	7.6	2.0	9.6
3/1	328	328	44	0	0	0.9	0.3	0.0	1.2	13.3	3.8	0.3	4.1
4/2+4/1	456	456	-	-	-	2.7	1.4	-	4.1	32.5	6.6	1.4	8.0
5/1	474	474	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	315	315	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	468	468	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	637	637	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	432	432	-	-	-	0.8	0.4	-	1.2	9.8	3.1	0.4	3.5
10/1	352	352	-	-	-	0.0	0.1	-	0.1	1.3	0.1	0.1	0.2
10/2	358	358	-	-	-	0.9	0.3	-	1.1	11.4	5.4	0.3	5.6
11/1	271	271	176	95	0	0.0	0.2	-	0.2	2.3	0.5	0.2	0.6
12/1	637	637	-	-	-	0.6	0.6	-	1.2	6.7	4.7	0.6	5.3
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
		C1	PRC for Signalled Lanes (%):		11.8	Total Delay for Signalled Lanes (pcuHr):		18.66	Cycle Time (s):		72		
			PRC Over All Lanes (%):		11.8	Total Delay Over All Lanes(pcuHr):		18.83					

Stage Timings

Scenario 16: '2026 P1 With Link Road PM' (FG16: '2025 P1 (With Link Road)PM', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	23	16	7
Change Point	0	33	60

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	69.9%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	69.9%
1/1	Wakefield Road (South) Ahead Ahead2 Right	O	N/A	N/A	A		1	28	-	522	1915	771	67.7%
2/2+2/1	Lee Lane (East West) Left Right	U	N/A	N/A	C		1	26	-	327	1554:1561	572+39	53.5 : 53.5%
3/1	Wakefield Road (North East) Right Ahead	O	N/A	N/A	D		1	34	-	585	1881	914	64.0%
4/2+4/1	Shaw Lane (North East) Left Right Ahead	U	N/A	N/A	G		1	23	-	451	1795:1741	519+126	69.9 : 69.9%
5/1	Wakefield Road (North)	U	N/A	N/A	-		-	-	-	507	Inf	Inf	0.0%
6/1	Lee Lane (North East)	U	N/A	N/A	-		-	-	-	556	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	261	Inf	Inf	0.0%
8/1	Shaw Lane (South West)	U	N/A	N/A	-		-	-	-	561	Inf	Inf	0.0%
9/1	Wakefield Road (South East) Ahead	U	N/A	N/A	B		1	36	-	240	1915	984	24.4%
10/1	Wakefield Road (North East) Left	U	N/A	N/A	E	F	1	66	30	358	1915	1782	20.1%
10/2	Wakefield Road (North East) Ahead	U	N/A	N/A	E		1	36	-	419	1890	971	43.1%
11/1	Ahead	O	N/A	N/A	-		-	-	-	442	1943	933	47.4%
12/1	Shaw Lane (Pedestrian) Ahead	U	N/A	N/A	J		1	55	-	561	1497	1164	48.2%
Ped Link: P1	P1	-	N/A	-	H		1	34	-	0	-	0	0.0%

LinSig V1 style report

Ped Link: P2	P2	-	N/A	-	1	7	-	0	-	0	-	0	0.0%
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	-	-	511	248	0	11.1	5.2	0.3	16.6	-	-	-	-
Unnamed Junction	-	-	511	248	0	11.1	5.2	0.3	16.6	-	-	-	-
1/1	522	522	203	0	0	2.6	1.0	0.2	3.8	26.5	8.6	1.0	9.6
2/2+2/1	327	327	-	-	-	1.6	0.6	-	2.1	23.6	4.8	0.6	5.3
3/1	585	585	114	0	0	2.2	0.9	0.0	3.1	19.3	8.6	0.9	9.5
4/2+4/1	451	451	-	-	-	2.5	1.1	-	3.6	29.1	6.7	1.1	7.8
5/1	507	507	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	556	556	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	261	261	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	561	561	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	240	240	-	-	-	0.4	0.2	-	0.6	8.4	1.5	0.2	1.7
10/1	358	358	-	-	-	0.0	0.1	-	0.1	1.3	0.2	0.1	0.3
10/2	419	419	-	-	-	0.6	0.4	-	1.0	8.2	2.3	0.4	2.7
11/1	442	442	194	248	0	0.9	0.4	-	1.3	10.8	5.7	0.4	6.1
12/1	561	561	-	-	-	0.4	0.5	-	0.8	5.2	2.6	0.5	3.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
		C1	PRC for Signalled Lanes (%):		28.7	Total Delay for Signalled Lanes (pcuHr):		15.23	Cycle Time (s):		72		
			PRC Over All Lanes (%):		28.7	Total Delay Over All Lanes(pcuHr):		16.55					

LinSig V1 style report

Stage Timings

Scenario 17: '2033 Full Dev AM' (FG17: '2033 Full Dev (AM)', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	21	18	7
Change Point	0	31	60

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	85.0%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	85.0%
1/1	Wakefield Road (South) Ahead Ahead2 Right	O	N/A	N/A	A		1	30	-	683	1915	821	83.2%
2/2+2/1	Lee Lane (East West) Left Right	U	N/A	N/A	C		1	24	-	487	1554:1561	530+44	85.0 : 85.0%
3/1	Wakefield Road (North East) Right Ahead	O	N/A	N/A	D		1	36	-	351	1892	972	36.1%
4/2+4/1	Shaw Lane (North East) Left Right Ahead	U	N/A	N/A	G		1	21	-	506	1780:1741	461+147	83.3 : 83.3%
5/1	Wakefield Road (North)	U	N/A	N/A	-		-	-	-	500	Inf	Inf	0.0%
6/1	Lee Lane (North East)	U	N/A	N/A	-		-	-	-	338	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	511	Inf	Inf	0.0%
8/1	Shaw Lane (South West)	U	N/A	N/A	-		-	-	-	678	Inf	Inf	0.0%
9/1	Wakefield Road (South East) Ahead	U	N/A	N/A	B		1	38	-	474	1915	1037	45.7%
10/1	Wakefield Road (North East) Left	U	N/A	N/A	E	F	1	66	28	377	1915	1782	21.2%
10/2	Wakefield Road (North East) Ahead	U	N/A	N/A	E		1	38	-	378	1890	1024	36.9%
11/1	Ahead	O	N/A	N/A	-		-	-	-	292	1943	1103	26.5%
12/1	Shaw Lane (Pedestrian) Ahead	U	N/A	N/A	J		1	55	-	678	1497	1164	58.2%
Ped Link: P1	P1	-	N/A	-	H		1	36	-	0	-	0	0.0%

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Ped Link: P2	P2	-	N/A	-	1		1	7	-	0	-	0	0.0%
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	-	-	537	102	0	13.0	9.4	0.1	22.5	-	-	-	-
Unnamed Junction	-	-	537	102	0	13.0	9.4	0.1	22.5	-	-	-	-
1/1	683	683	301	0	0	3.4	2.4	0.1	5.9	31.3	12.0	2.4	14.4
2/2+2/1	487	487	-	-	-	2.9	2.7	-	5.5	40.9	8.4	2.7	11.0
3/1	351	351	46	0	0	1.0	0.3	0.0	1.3	13.6	4.1	0.3	4.4
4/2+4/1	506	506	-	-	-	3.1	2.4	-	5.5	39.0	8.0	2.4	10.4
5/1	500	500	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	338	338	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	511	511	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	678	678	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	474	474	-	-	-	1.0	0.4	-	1.4	10.4	3.7	0.4	4.1
10/1	377	377	-	-	-	0.0	0.1	-	0.1	1.3	0.1	0.1	0.2
10/2	378	378	-	-	-	0.9	0.3	-	1.2	11.4	5.6	0.3	5.9
11/1	292	292	190	102	0	0.0	0.2	-	0.2	2.5	0.7	0.2	0.9
12/1	678	678	-	-	-	0.6	0.7	-	1.3	7.1	5.5	0.7	6.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
		C1	PRC for Signalled Lanes (%):		5.9	Total Delay for Signalled Lanes (pcuHr):		22.34	Cycle Time (s):		72		
			PRC Over All Lanes (%):		5.9	Total Delay Over All Lanes(pcuHr):		22.54					

LinSig V1 style report

Stage Timings

Scenario 18: '2033 Full Dev PM' (FG18: '2033 Full Dev (PM)', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	24	15	7
Change Point	0	34	60

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	73.9%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	73.9%
1/1	Wakefield Road (South) Ahead Ahead2 Right	O	N/A	N/A	A		1	27	-	550	1915	745	73.9%
2/2+2/1	Lee Lane (East West) Left Right	U	N/A	N/A	C		1	27	-	349	1554:1561	593+40	55.2 : 55.2%
3/1	Wakefield Road (North East) Right Ahead	O	N/A	N/A	D		1	33	-	636	1882	889	71.6%
4/2+4/1	Shaw Lane (North East) Left Right Ahead	U	N/A	N/A	G		1	24	-	489	1794:1741	542+126	73.3 : 73.3%
5/1	Wakefield Road (North)	U	N/A	N/A	-		-	-	-	532	Inf	Inf	0.0%
6/1	Lee Lane (North East)	U	N/A	N/A	-		-	-	-	588	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	286	Inf	Inf	0.0%
8/1	Shaw Lane (South West)	U	N/A	N/A	-		-	-	-	618	Inf	Inf	0.0%
9/1	Wakefield Road (South East) Ahead	U	N/A	N/A	B		1	35	-	264	1915	957	27.6%
10/1	Wakefield Road (North East) Left	U	N/A	N/A	E	F	1	66	31	403	1915	1782	22.6%
10/2	Wakefield Road (North East) Ahead	U	N/A	N/A	E		1	35	-	440	1890	945	46.6%
11/1	Ahead	O	N/A	N/A	-		-	-	-	468	1943	900	52.0%
12/1	Shaw Lane (Pedestrian) Ahead	U	N/A	N/A	J		1	55	-	618	1497	1164	53.1%
Ped Link: P1	P1	-	N/A	-	H		1	33	-	0	-	0	0.0%

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Ped Link: P2	P2	-	N/A	-	1		1	7	-	0	-	0	0.0%
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	-	-	476	327	0	12.6	6.5	0.3	19.4	-	-	-	-
Unnamed Junction	-	-	476	327	0	12.6	6.5	0.3	19.4	-	-	-	-
1/1	550	550	215	0	0	2.9	1.4	0.3	4.6	30.1	9.3	1.4	10.7
2/2+2/1	349	349	-	-	-	1.6	0.6	-	2.2	23.1	5.0	0.6	5.6
3/1	636	636	120	0	0	2.7	1.2	0.0	3.9	22.3	10.1	1.2	11.3
4/2+4/1	489	489	-	-	-	2.7	1.3	-	4.0	29.6	7.5	1.3	8.8
5/1	532	532	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	588	588	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	286	286	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	618	618	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	264	264	-	-	-	0.5	0.2	-	0.7	9.3	1.8	0.2	2.0
10/1	403	403	-	-	-	0.0	0.1	-	0.2	1.4	0.2	0.1	0.4
10/2	440	440	-	-	-	0.6	0.4	-	1.1	8.6	2.4	0.4	2.8
11/1	468	468	141	327	0	1.2	0.5	-	1.8	13.6	6.4	0.5	7.0
12/1	618	618	-	-	-	0.4	0.6	-	1.0	5.6	3.0	0.6	3.6
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
		C1	PRC for Signalled Lanes (%):		21.9	Total Delay for Signalled Lanes (pcuHr):		17.64	Cycle Time (s):		72		
			PRC Over All Lanes (%):		21.9	Total Delay Over All Lanes(pcuHr):		19.41					

Appendix J-26

LinSig Output - Old Mill Lane / Victoria Road

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Old Mill Lane - Victoria Road.lsg3x
Author:	
Company:	
Address:	

Phase Input Data

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

Phase Intergreens Matrix

		Starting Phase												
		A	B	C	D	E	F	G	H	I	J	K	L	M
Terminating Phase	A	-	-	-	-	6	-	5	8	-	-	-	-	-
	B	-	-	5	-	-	-	-	-	5	-	-	-	-
	C	-	5	-	-	-	-	-	-	-	5	-	-	-
	D	-	-	-	-	-	-	10	-	-	-	5	-	-
	E	6	-	-	-	-	-	5	10	-	-	5	-	-
	F	-	-	-	-	-	-	-	-	-	-	-	5	-
	G	0	-	-	5	7	-	-	9	-	-	-	-	-
	H	0	-	-	-	0	-	0	-	-	-	-	-	-
	I	-	0	-	-	-	-	-	-	-	-	-	-	-
	J	-	-	0	-	-	-	-	-	-	-	-	-	-
	K	-	-	-	0	0	-	-	-	-	-	-	-	-
	L	-	-	-	-	-	0	-	-	-	-	-	-	-
	M	-	-	-	-	-	-	0	-	-	-	-	-	-

Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	F	Losing	5	5
3	4	C	Losing	5	5

Prohibited Stage Change

		To Stage				
		1	2	3	4	5
From Stage	1	-	10	10	8	6
	2	5	-	2	9	7
	3	5	5	-	10	7
	4	5	10	10	-	2
	5	6	10	10	10	-

Phases in Stage

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

LinSig V1 style report

Give-Way Lane Input Data

Junction: Unnamed Junction

There are no Opposed Lanes in this Junction

Lane Input Data

Junction: Unnamed Junction												
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 (A635 Old Mill Lane (East))	U		2	3	17.4	Geom	-	5.00	0.00	Y		
2/1 (A635 Old Mill Lane (West))	U	B	2	3	60.0	Geom	-	2.75	0.00	Y	Arm 8 Left	2.30
2/2 (A635 Old Mill Lane (West))	U	B	2	3	60.0	Geom	-	2.75	0.00	N	Arm 8 Left	Inf
3/1 (Huddersfield Road (South))	U	A	2	3	60.0	Geom	-	2.75	0.00	Y	Arm 1 Left	Inf
3/2 (Huddersfield Road (South))	U	A	2	3	60.0	Geom	-	2.75	0.00	N	Arm 9 Ahead	Inf
4/1 (Huddersfield Road (North))	U		2	3	60.0	Geom	-	3.25	0.00	Y		
5/1 (Victoria Road (East))	U	G	2	3	60.0	Geom	-	4.50	0.00	Y	Arm 1 Ahead Arm 4 Left	Inf Inf
6/1 (Victoria Road (West))	U	F	2	3	60.0	Geom	-	4.50	0.00	Y	Arm 9 Right	Inf
7/1 (A635)	U	D	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 4 Ahead Arm 6 Left	Inf Inf
7/2 (A635)	U	E	2	3	60.0	Geom	-	3.25	0.00	N	Arm 1 Right	Inf
8/1 (Old Mill Lane (South))	U		2	3	60.0	Geom	-	2.75	0.00	Y		
8/2 (Old Mill Lane (South))	U		2	3	60.0	Geom	-	2.75	0.00	N		
8/3 (Old Mill Lane (South))	U		2	3	60.0	Geom	-	3.25	0.00	N		
9/1	U	C	2	3	60.0	Geom	-	5.00	0.00	N	Arm 8 Ahead	Inf

Lane Saturation Flows**Scenario 1: '2022 Base AM'** (FG1: '2022 Base (AM)', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
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 (A635 Old Mill Lane (East))	5.00	0.00	Y				2115	2115
2/1 (A635 Old Mill Lane (West))	2.75	0.00	Y	Arm 8 Left	2.30	100.0 %	1144	1144
2/2 (A635 Old Mill Lane (West))	2.75	0.00	N	Arm 8 Left	Inf	100.0 %	2030	2030
3/1 (Huddersfield Road (South))	2.75	0.00	Y	Arm 1 Left	Inf	100.0 %	1890	1890
3/2 (Huddersfield Road (South))	2.75	0.00	N	Arm 9 Ahead	Inf	100.0 %	2030	2030
4/1 (Huddersfield Road (North))	3.25	0.00	Y				1940	1940
5/1 (Victoria Road (East))	4.50	0.00	Y	Arm 1 Ahead	Inf	62.4 %	2065	2065
				Arm 4 Left	Inf	5.2 %		
				Arm 9 Right	Inf	32.3 %		
6/1 (Victoria Road (West))	4.50	0.00	Y				2065	2065
7/1 (A635)	3.25	0.00	Y	Arm 4 Ahead	Inf	72.9 %	1940	1940
				Arm 6 Left	Inf	27.1 %		
7/2 (A635)	3.25	0.00	N	Arm 1 Right	Inf	100.0 %	2080	2080
8/1 (Old Mill Lane (South))	2.75	0.00	Y				1890	1890
8/2 (Old Mill Lane (South))	2.75	0.00	N				2030	2030
8/3 (Old Mill Lane (South))	3.25	0.00	N				2080	2080
9/1	5.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2255	2255

Scenario 2: '2022 Base PM' (FG2: '2022 Base (PM)', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
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 (A635 Old Mill Lane (East))	5.00	0.00	Y				2115	2115
2/1 (A635 Old Mill Lane (West))	2.75	0.00	Y	Arm 8 Left	2.30	100.0 %	1144	1144
2/2 (A635 Old Mill Lane (West))	2.75	0.00	N	Arm 8 Left	Inf	100.0 %	2030	2030
3/1 (Huddersfield Road (South))	2.75	0.00	Y	Arm 1 Left	Inf	100.0 %	1890	1890
3/2 (Huddersfield Road (South))	2.75	0.00	N	Arm 9 Ahead	Inf	100.0 %	2030	2030
4/1 (Huddersfield Road (North))	3.25	0.00	Y				1940	1940
5/1 (Victoria Road (East))	4.50	0.00	Y	Arm 1 Ahead	Inf	69.8 %	2065	2065
				Arm 4 Left	Inf	2.7 %		
				Arm 9 Right	Inf	27.6 %		
6/1 (Victoria Road (West))	4.50	0.00	Y				2065	2065
7/1 (A635)	3.25	0.00	Y	Arm 4 Ahead	Inf	85.0 %	1940	1940
				Arm 6 Left	Inf	15.0 %		
7/2 (A635)	3.25	0.00	N	Arm 1 Right	Inf	100.0 %	2080	2080
8/1 (Old Mill Lane (South))	2.75	0.00	Y				1890	1890
8/2 (Old Mill Lane (South))	2.75	0.00	N				2030	2030
8/3 (Old Mill Lane (South))	3.25	0.00	N				2080	2080
9/1	5.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2255	2255

Scenario 3: '2026 Do Min AM' (FG3: '2026 Do Min (AM)', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
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 (A635 Old Mill Lane (East))	5.00	0.00	Y				2115	2115
2/1 (A635 Old Mill Lane (West))	2.75	0.00	Y	Arm 8 Left	2.30	100.0 %	1144	1144
2/2 (A635 Old Mill Lane (West))	2.75	0.00	N	Arm 8 Left	Inf	100.0 %	2030	2030
3/1 (Huddersfield Road (South))	2.75	0.00	Y	Arm 1 Left	Inf	100.0 %	1890	1890
3/2 (Huddersfield Road (South))	2.75	0.00	N	Arm 9 Ahead	Inf	100.0 %	2030	2030
4/1 (Huddersfield Road (North))	3.25	0.00	Y				1940	1940
5/1 (Victoria Road (East))	4.50	0.00	Y	Arm 1 Ahead	Inf	62.7 %	2065	2065
				Arm 4 Left	Inf	5.1 %		
				Arm 9 Right	Inf	32.2 %		
6/1 (Victoria Road (West))	4.50	0.00	Y				2065	2065
7/1 (A635)	3.25	0.00	Y	Arm 4 Ahead	Inf	73.3 %	1940	1940
				Arm 6 Left	Inf	26.7 %		
7/2 (A635)	3.25	0.00	N	Arm 1 Right	Inf	100.0 %	2080	2080
8/1 (Old Mill Lane (South))	2.75	0.00	Y				1890	1890
8/2 (Old Mill Lane (South))	2.75	0.00	N				2030	2030
8/3 (Old Mill Lane (South))	3.25	0.00	N				2080	2080
9/1	5.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2255	2255

Scenario 4: '2026 Do Min PM' (FG4: '2026 Do Min (PM)', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
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 (A635 Old Mill Lane (East))	5.00	0.00	Y				2115	2115
2/1 (A635 Old Mill Lane (West))	2.75	0.00	Y	Arm 8 Left	2.30	100.0 %	1144	1144
2/2 (A635 Old Mill Lane (West))	2.75	0.00	N	Arm 8 Left	Inf	100.0 %	2030	2030
3/1 (Huddersfield Road (South))	2.75	0.00	Y	Arm 1 Left	Inf	100.0 %	1890	1890
3/2 (Huddersfield Road (South))	2.75	0.00	N	Arm 9 Ahead	Inf	100.0 %	2030	2030
4/1 (Huddersfield Road (North))	3.25	0.00	Y				1940	1940
5/1 (Victoria Road (East))	4.50	0.00	Y	Arm 1 Ahead	Inf	69.6 %	2065	2065
				Arm 4 Left	Inf	2.6 %		
				Arm 9 Right	Inf	27.7 %		
6/1 (Victoria Road (West))	4.50	0.00	Y				2065	2065
7/1 (A635)	3.25	0.00	Y	Arm 4 Ahead	Inf	84.9 %	1940	1940
				Arm 6 Left	Inf	15.1 %		
7/2 (A635)	3.25	0.00	N	Arm 1 Right	Inf	100.0 %	2080	2080
8/1 (Old Mill Lane (South))	2.75	0.00	Y				1890	1890
8/2 (Old Mill Lane (South))	2.75	0.00	N				2030	2030
8/3 (Old Mill Lane (South))	3.25	0.00	N				2080	2080
9/1	5.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2255	2255

Scenario 5: '2033 Do Min AM' (FG5: '2033 Do Min (AM)', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
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 (A635 Old Mill Lane (East))	5.00	0.00	Y				2115	2115
2/1 (A635 Old Mill Lane (West))	2.75	0.00	Y	Arm 8 Left	2.30	100.0 %	1144	1144
2/2 (A635 Old Mill Lane (West))	2.75	0.00	N	Arm 8 Left	Inf	100.0 %	2030	2030
3/1 (Huddersfield Road (South))	2.75	0.00	Y	Arm 1 Left	Inf	100.0 %	1890	1890
3/2 (Huddersfield Road (South))	2.75	0.00	N	Arm 9 Ahead	Inf	100.0 %	2030	2030
4/1 (Huddersfield Road (North))	3.25	0.00	Y				1940	1940
5/1 (Victoria Road (East))	4.50	0.00	Y	Arm 1 Ahead	Inf	62.8 %	2065	2065
				Arm 4 Left	Inf	5.2 %		
				Arm 9 Right	Inf	32.0 %		
6/1 (Victoria Road (West))	4.50	0.00	Y				2065	2065
7/1 (A635)	3.25	0.00	Y	Arm 4 Ahead	Inf	73.3 %	1940	1940
				Arm 6 Left	Inf	26.7 %		
7/2 (A635)	3.25	0.00	N	Arm 1 Right	Inf	100.0 %	2080	2080
8/1 (Old Mill Lane (South))	2.75	0.00	Y				1890	1890
8/2 (Old Mill Lane (South))	2.75	0.00	N				2030	2030
8/3 (Old Mill Lane (South))	3.25	0.00	N				2080	2080
9/1	5.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2255	2255

Scenario 6: '2033 Do Min PM' (FG6: '2033 Do Min (PM)', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
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 (A635 Old Mill Lane (East))	5.00	0.00	Y				2115	2115
2/1 (A635 Old Mill Lane (West))	2.75	0.00	Y	Arm 8 Left	2.30	100.0 %	1144	1144
2/2 (A635 Old Mill Lane (West))	2.75	0.00	N	Arm 8 Left	Inf	100.0 %	2030	2030
3/1 (Huddersfield Road (South))	2.75	0.00	Y	Arm 1 Left	Inf	100.0 %	1890	1890
3/2 (Huddersfield Road (South))	2.75	0.00	N	Arm 9 Ahead	Inf	100.0 %	2030	2030
4/1 (Huddersfield Road (North))	3.25	0.00	Y				1940	1940
5/1 (Victoria Road (East))	4.50	0.00	Y	Arm 1 Ahead	Inf	69.6 %	2065	2065
				Arm 4 Left	Inf	2.8 %		
				Arm 9 Right	Inf	27.6 %		
6/1 (Victoria Road (West))	4.50	0.00	Y				2065	2065
7/1 (A635)	3.25	0.00	Y	Arm 4 Ahead	Inf	85.0 %	1940	1940
				Arm 6 Left	Inf	15.0 %		
7/2 (A635)	3.25	0.00	N	Arm 1 Right	Inf	100.0 %	2080	2080
8/1 (Old Mill Lane (South))	2.75	0.00	Y				1890	1890
8/2 (Old Mill Lane (South))	2.75	0.00	N				2030	2030
8/3 (Old Mill Lane (South))	3.25	0.00	N				2080	2080
9/1	5.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2255	2255

Scenario 7: '2026 Resi P1A AM' (FG7: '2026 Resi P1A (AM)', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
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 (A635 Old Mill Lane (East))	5.00	0.00	Y				2115	2115
2/1 (A635 Old Mill Lane (West))	2.75	0.00	Y	Arm 8 Left	2.30	100.0 %	1144	1144
2/2 (A635 Old Mill Lane (West))	2.75	0.00	N	Arm 8 Left	Inf	100.0 %	2030	2030
3/1 (Huddersfield Road (South))	2.75	0.00	Y	Arm 1 Left	Inf	100.0 %	1890	1890
3/2 (Huddersfield Road (South))	2.75	0.00	N	Arm 9 Ahead	Inf	100.0 %	2030	2030
4/1 (Huddersfield Road (North))	3.25	0.00	Y				1940	1940
5/1 (Victoria Road (East))	4.50	0.00	Y	Arm 1 Ahead	Inf	63.2 %	2065	2065
				Arm 4 Left	Inf	5.0 %		
				Arm 9 Right	Inf	31.8 %		
6/1 (Victoria Road (West))	4.50	0.00	Y				2065	2065
7/1 (A635)	3.25	0.00	Y	Arm 4 Ahead	Inf	73.2 %	1940	1940
				Arm 6 Left	Inf	26.8 %		
7/2 (A635)	3.25	0.00	N	Arm 1 Right	Inf	100.0 %	2080	2080
8/1 (Old Mill Lane (South))	2.75	0.00	Y				1890	1890
8/2 (Old Mill Lane (South))	2.75	0.00	N				2030	2030
8/3 (Old Mill Lane (South))	3.25	0.00	N				2080	2080
9/1	5.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2255	2255

Scenario 8: '2026 Resi P1A PM' (FG8: '2026 Resi P1A (PM)', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
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 (A635 Old Mill Lane (East))	5.00	0.00	Y				2115	2115
2/1 (A635 Old Mill Lane (West))	2.75	0.00	Y	Arm 8 Left	2.30	100.0 %	1144	1144
2/2 (A635 Old Mill Lane (West))	2.75	0.00	N	Arm 8 Left	Inf	100.0 %	2030	2030
3/1 (Huddersfield Road (South))	2.75	0.00	Y	Arm 1 Left	Inf	100.0 %	1890	1890
3/2 (Huddersfield Road (South))	2.75	0.00	N	Arm 9 Ahead	Inf	100.0 %	2030	2030
4/1 (Huddersfield Road (North))	3.25	0.00	Y				1940	1940
5/1 (Victoria Road (East))	4.50	0.00	Y	Arm 1 Ahead	Inf	69.8 %	2065	2065
				Arm 4 Left	Inf	2.6 %		
				Arm 9 Right	Inf	27.5 %		
6/1 (Victoria Road (West))	4.50	0.00	Y				2065	2065
7/1 (A635)	3.25	0.00	Y	Arm 4 Ahead	Inf	84.7 %	1940	1940
				Arm 6 Left	Inf	15.3 %		
7/2 (A635)	3.25	0.00	N	Arm 1 Right	Inf	100.0 %	2080	2080
8/1 (Old Mill Lane (South))	2.75	0.00	Y				1890	1890
8/2 (Old Mill Lane (South))	2.75	0.00	N				2030	2030
8/3 (Old Mill Lane (South))	3.25	0.00	N				2080	2080
9/1	5.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2255	2255

Scenario 9: '2033 Full Resi AM' (FG9: '2033 Full Resi (AM)', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
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 (A635 Old Mill Lane (East))	5.00	0.00	Y				2115	2115
2/1 (A635 Old Mill Lane (West))	2.75	0.00	Y	Arm 8 Left	2.30	100.0 %	1144	1144
2/2 (A635 Old Mill Lane (West))	2.75	0.00	N	Arm 8 Left	Inf	100.0 %	2030	2030
3/1 (Huddersfield Road (South))	2.75	0.00	Y	Arm 1 Left	Inf	100.0 %	1890	1890
3/2 (Huddersfield Road (South))	2.75	0.00	N	Arm 9 Ahead	Inf	100.0 %	2030	2030
4/1 (Huddersfield Road (North))	3.25	0.00	Y				1940	1940
5/1 (Victoria Road (East))	4.50	0.00	Y	Arm 1 Ahead	Inf	64.7 %	2065	2065
				Arm 4 Left	Inf	4.7 %		
				Arm 9 Right	Inf	30.5 %		
6/1 (Victoria Road (West))	4.50	0.00	Y				2065	2065
7/1 (A635)	3.25	0.00	Y	Arm 4 Ahead	Inf	73.0 %	1940	1940
				Arm 6 Left	Inf	27.0 %		
7/2 (A635)	3.25	0.00	N	Arm 1 Right	Inf	100.0 %	2080	2080
8/1 (Old Mill Lane (South))	2.75	0.00	Y				1890	1890
8/2 (Old Mill Lane (South))	2.75	0.00	N				2030	2030
8/3 (Old Mill Lane (South))	3.25	0.00	N				2080	2080
9/1	5.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2255	2255

Scenario 10: '2033 Full Resi PM' (FG10: '2033 Full Resi (PM)', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
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 (A635 Old Mill Lane (East))	5.00	0.00	Y				2115	2115
2/1 (A635 Old Mill Lane (West))	2.75	0.00	Y	Arm 8 Left	2.30	100.0 %	1144	1144
2/2 (A635 Old Mill Lane (West))	2.75	0.00	N	Arm 8 Left	Inf	100.0 %	2030	2030
3/1 (Huddersfield Road (South))	2.75	0.00	Y	Arm 1 Left	Inf	100.0 %	1890	1890
3/2 (Huddersfield Road (South))	2.75	0.00	N	Arm 9 Ahead	Inf	100.0 %	2030	2030
4/1 (Huddersfield Road (North))	3.25	0.00	Y				1940	1940
5/1 (Victoria Road (East))	4.50	0.00	Y	Arm 1 Ahead	Inf	70.3 %	2065	2065
				Arm 4 Left	Inf	2.7 %		
				Arm 9 Right	Inf	27.0 %		
6/1 (Victoria Road (West))	4.50	0.00	Y				2065	2065
7/1 (A635)	3.25	0.00	Y	Arm 4 Ahead	Inf	83.2 %	1940	1940
				Arm 6 Left	Inf	16.8 %		
7/2 (A635)	3.25	0.00	N	Arm 1 Right	Inf	100.0 %	2080	2080
8/1 (Old Mill Lane (South))	2.75	0.00	Y				1890	1890
8/2 (Old Mill Lane (South))	2.75	0.00	N				2030	2030
8/3 (Old Mill Lane (South))	3.25	0.00	N				2080	2080
9/1	5.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2255	2255

Scenario 11: '2026 Emp AM' (FG11: '2026 Emp (AM)', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
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 (A635 Old Mill Lane (East))	5.00	0.00	Y				2115	2115
2/1 (A635 Old Mill Lane (West))	2.75	0.00	Y	Arm 8 Left	2.30	100.0 %	1144	1144
2/2 (A635 Old Mill Lane (West))	2.75	0.00	N	Arm 8 Left	Inf	100.0 %	2030	2030
3/1 (Huddersfield Road (South))	2.75	0.00	Y	Arm 1 Left	Inf	100.0 %	1890	1890
3/2 (Huddersfield Road (South))	2.75	0.00	N	Arm 9 Ahead	Inf	100.0 %	2030	2030
4/1 (Huddersfield Road (North))	3.25	0.00	Y				1940	1940
5/1 (Victoria Road (East))	4.50	0.00	Y	Arm 1 Ahead	Inf	63.3 %	2065	2065
				Arm 4 Left	Inf	5.0 %		
				Arm 9 Right	Inf	31.7 %		
6/1 (Victoria Road (West))	4.50	0.00	Y				2065	2065
7/1 (A635)	3.25	0.00	Y	Arm 4 Ahead	Inf	73.4 %	1940	1940
				Arm 6 Left	Inf	26.6 %		
7/2 (A635)	3.25	0.00	N	Arm 1 Right	Inf	100.0 %	2080	2080
8/1 (Old Mill Lane (South))	2.75	0.00	Y				1890	1890
8/2 (Old Mill Lane (South))	2.75	0.00	N				2030	2030
8/3 (Old Mill Lane (South))	3.25	0.00	N				2080	2080
9/1	5.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2255	2255

Scenario 12: '2026 Emp PM' (FG12: '2026 Emp (PM)', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
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 (A635 Old Mill Lane (East))	5.00	0.00	Y				2115	2115
2/1 (A635 Old Mill Lane (West))	2.75	0.00	Y	Arm 8 Left	2.30	100.0 %	1144	1144
2/2 (A635 Old Mill Lane (West))	2.75	0.00	N	Arm 8 Left	Inf	100.0 %	2030	2030
3/1 (Huddersfield Road (South))	2.75	0.00	Y	Arm 1 Left	Inf	100.0 %	1890	1890
3/2 (Huddersfield Road (South))	2.75	0.00	N	Arm 9 Ahead	Inf	100.0 %	2030	2030
4/1 (Huddersfield Road (North))	3.25	0.00	Y				1940	1940
5/1 (Victoria Road (East))	4.50	0.00	Y	Arm 1 Ahead	Inf	70.3 %	2065	2065
				Arm 4 Left	Inf	2.6 %		
				Arm 9 Right	Inf	27.1 %		
6/1 (Victoria Road (West))	4.50	0.00	Y				2065	2065
7/1 (A635)	3.25	0.00	Y	Arm 4 Ahead	Inf	84.8 %	1940	1940
				Arm 6 Left	Inf	15.2 %		
7/2 (A635)	3.25	0.00	N	Arm 1 Right	Inf	100.0 %	2080	2080
8/1 (Old Mill Lane (South))	2.75	0.00	Y				1890	1890
8/2 (Old Mill Lane (South))	2.75	0.00	N				2030	2030
8/3 (Old Mill Lane (South))	3.25	0.00	N				2080	2080
9/1	5.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2255	2255

Scenario 13: '2026 P1 +Emp AM' (FG13: '2026 P1 +Emp AM', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
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 (A635 Old Mill Lane (East))	5.00	0.00	Y				2115	2115
2/1 (A635 Old Mill Lane (West))	2.75	0.00	Y	Arm 8 Left	2.30	100.0 %	1144	1144
2/2 (A635 Old Mill Lane (West))	2.75	0.00	N	Arm 8 Left	Inf	100.0 %	2030	2030
3/1 (Huddersfield Road (South))	2.75	0.00	Y	Arm 1 Left	Inf	100.0 %	1890	1890
3/2 (Huddersfield Road (South))	2.75	0.00	N	Arm 9 Ahead	Inf	100.0 %	2030	2030
4/1 (Huddersfield Road (North))	3.25	0.00	Y				1940	1940
5/1 (Victoria Road (East))	4.50	0.00	Y	Arm 1 Ahead	Inf	63.8 %	2065	2065
				Arm 4 Left	Inf	4.9 %		
				Arm 9 Right	Inf	31.3 %		
6/1 (Victoria Road (West))	4.50	0.00	Y				2065	2065
7/1 (A635)	3.25	0.00	Y	Arm 4 Ahead	Inf	73.3 %	1940	1940
				Arm 6 Left	Inf	26.7 %		
7/2 (A635)	3.25	0.00	N	Arm 1 Right	Inf	100.0 %	2080	2080
8/1 (Old Mill Lane (South))	2.75	0.00	Y				1890	1890
8/2 (Old Mill Lane (South))	2.75	0.00	N				2030	2030
8/3 (Old Mill Lane (South))	3.25	0.00	N				2080	2080
9/1	5.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2255	2255

Scenario 14: '2026 P1 + Emp PM' (FG14: '2026 P1 + Emp PM', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
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 (A635 Old Mill Lane (East))	5.00	0.00	Y				2115	2115
2/1 (A635 Old Mill Lane (West))	2.75	0.00	Y	Arm 8 Left	2.30	100.0 %	1144	1144
2/2 (A635 Old Mill Lane (West))	2.75	0.00	N	Arm 8 Left	Inf	100.0 %	2030	2030
3/1 (Huddersfield Road (South))	2.75	0.00	Y	Arm 1 Left	Inf	100.0 %	1890	1890
3/2 (Huddersfield Road (South))	2.75	0.00	N	Arm 9 Ahead	Inf	100.0 %	2030	2030
4/1 (Huddersfield Road (North))	3.25	0.00	Y				1940	1940
5/1 (Victoria Road (East))	4.50	0.00	Y	Arm 1 Ahead	Inf	70.5 %	2065	2065
				Arm 4 Left	Inf	2.6 %		
				Arm 9 Right	Inf	26.9 %		
6/1 (Victoria Road (West))	4.50	0.00	Y				2065	2065
7/1 (A635)	3.25	0.00	Y	Arm 4 Ahead	Inf	84.5 %	1940	1940
				Arm 6 Left	Inf	15.5 %		
7/2 (A635)	3.25	0.00	N	Arm 1 Right	Inf	100.0 %	2080	2080
8/1 (Old Mill Lane (South))	2.75	0.00	Y				1890	1890
8/2 (Old Mill Lane (South))	2.75	0.00	N				2030	2030
8/3 (Old Mill Lane (South))	3.25	0.00	N				2080	2080
9/1	5.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2255	2255

Scenario 15: '2033 Full Dev AM' (FG15: '2033 Full Dev (AM)', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
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 (A635 Old Mill Lane (East))	5.00	0.00	Y				2115	2115
2/1 (A635 Old Mill Lane (West))	2.75	0.00	Y	Arm 8 Left	2.30	100.0 %	1144	1144
2/2 (A635 Old Mill Lane (West))	2.75	0.00	N	Arm 8 Left	Inf	100.0 %	2030	2030
3/1 (Huddersfield Road (South))	2.75	0.00	Y	Arm 1 Left	Inf	100.0 %	1890	1890
3/2 (Huddersfield Road (South))	2.75	0.00	N	Arm 9 Ahead	Inf	100.0 %	2030	2030
4/1 (Huddersfield Road (North))	3.25	0.00	Y				1940	1940
5/1 (Victoria Road (East))	4.50	0.00	Y	Arm 1 Ahead	Inf	65.2 %	2065	2065
				Arm 4 Left	Inf	4.7 %		
				Arm 9 Right	Inf	30.1 %		
6/1 (Victoria Road (West))	4.50	0.00	Y				2065	2065
7/1 (A635)	3.25	0.00	Y	Arm 4 Ahead	Inf	73.1 %	1940	1940
				Arm 6 Left	Inf	26.9 %		
7/2 (A635)	3.25	0.00	N	Arm 1 Right	Inf	100.0 %	2080	2080
8/1 (Old Mill Lane (South))	2.75	0.00	Y				1890	1890
8/2 (Old Mill Lane (South))	2.75	0.00	N				2030	2030
8/3 (Old Mill Lane (South))	3.25	0.00	N				2080	2080
9/1	5.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2255	2255

Scenario 16: '2033 Full Dev PM' (FG16: '2033 Full Dev (PM)', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
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 (A635 Old Mill Lane (East))	5.00	0.00	Y				2115	2115
2/1 (A635 Old Mill Lane (West))	2.75	0.00	Y	Arm 8 Left	2.30	100.0 %	1144	1144
2/2 (A635 Old Mill Lane (West))	2.75	0.00	N	Arm 8 Left	Inf	100.0 %	2030	2030
3/1 (Huddersfield Road (South))	2.75	0.00	Y	Arm 1 Left	Inf	100.0 %	1890	1890
3/2 (Huddersfield Road (South))	2.75	0.00	N	Arm 9 Ahead	Inf	100.0 %	2030	2030
4/1 (Huddersfield Road (North))	3.25	0.00	Y				1940	1940
5/1 (Victoria Road (East))	4.50	0.00	Y	Arm 1 Ahead	Inf	70.9 %	2065	2065
				Arm 4 Left	Inf	2.6 %		
				Arm 9 Right	Inf	26.5 %		
6/1 (Victoria Road (West))	4.50	0.00	Y				2065	2065
7/1 (A635)	3.25	0.00	Y	Arm 4 Ahead	Inf	83.1 %	1940	1940
				Arm 6 Left	Inf	16.9 %		
7/2 (A635)	3.25	0.00	N	Arm 1 Right	Inf	100.0 %	2080	2080
8/1 (Old Mill Lane (South))	2.75	0.00	Y				1890	1890
8/2 (Old Mill Lane (South))	2.75	0.00	N				2030	2030
8/3 (Old Mill Lane (South))	3.25	0.00	N				2080	2080
9/1	5.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2255	2255

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2022 Base (AM)'	08:00	09:00	01:00	
2: '2022 Base (PM)'	16:15	17:15	01:00	
3: '2026 Do Min (AM)'	08:00	09:00	01:00	
4: '2026 Do Min (PM)'	16:15	17:15	01:00	
5: '2033 Do Min (AM)'	08:00	09:00	01:00	
6: '2033 Do Min (PM)'	16:15	17:15	01:00	
7: '2026 Resi P1A (AM)'	08:00	09:00	01:00	
8: '2026 Resi P1A (PM)'	16:15	17:15	01:00	
9: '2033 Full Resi (AM)'	08:00	09:00	01:00	
10: '2033 Full Resi (PM)'	16:15	17:15	01:00	
11: '2026 Emp (AM)'	08:00	09:00	01:00	
12: '2026 Emp (PM)'	16:15	17:15	01:00	
13: '2026 P1 +Emp AM'	08:00	09:00	01:00	
14: '2026 P1 + Emp PM'	16:15	17:15	01:00	
15: '2033 Full Dev (AM)'	08:00	09:00	01:00	
16: '2033 Full Dev (PM)'	16:15	17:15	01:00	

Traffic Flows, Desired

FG1: '2022 Base (AM)'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	595	595
	B	302	0	0	421	723
	C	143	12	0	74	229
	D	140	498	185	0	823
	Tot.	585	510	185	1090	2370

FG2: '2022 Base (PM)'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	520	520
	B	314	0	0	401	715
	C	210	8	0	83	301
	D	245	667	118	0	1030
	Tot.	769	675	118	1004	2566

FG3: '2026 Do Min (AM)'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	617	617
	B	337	0	0	427	764
	C	148	12	0	76	236
	D	147	515	188	0	850
	Tot.	632	527	188	1120	2467

FG4: '2026 Do Min (PM)'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	523	523
	B	316	0	0	404	720
	C	211	8	0	84	303
	D	247	671	119	0	1037
	Tot.	774	679	119	1011	2583

FG5: '2033 Do Min (AM)'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	653	653
	B	355	0	0	453	808
	C	157	13	0	80	250
	D	156	546	199	0	901
	Tot.	668	559	199	1186	2612

FG6: '2033 Do Min (PM)'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	555	555
	B	335	0	0	428	763
	C	224	9	0	89	322
	D	262	712	126	0	1100
	Tot.	821	721	126	1072	2740

FG7: '2026 Resi P1A (AM)'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	619	619
	B	342	0	0	428	770
	C	151	12	0	76	239
	D	148	517	189	0	854
	Tot.	641	529	189	1123	2482

FG8: '2026 Resi P1A (PM)'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	532	532
	B	319	0	0	404	723
	C	213	8	0	84	305
	D	247	677	122	0	1046
	Tot.	779	685	122	1020	2606

FG9: '2033 Full Resi (AM)'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	670	670
	B	392	0	0	457	849
	C	178	13	0	84	275
	D	160	557	206	0	923
	Tot.	730	570	206	1211	2717

FG10: '2033 Full Resi (PM)'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	619	619
	B	357	0	0	431	788
	C	237	9	0	91	337
	D	265	754	152	0	1171
	Tot.	859	763	152	1141	2915

FG11: '2026 Emp (AM)'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	652	652
	B	349	0	0	427	776
	C	152	12	0	76	240
	D	148	541	196	0	885
	Tot.	649	553	196	1155	2553

FG12: '2026 Emp (PM)'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	537	537
	B	337	0	0	404	741
	C	218	8	0	84	310
	D	248	681	122	0	1051
	Tot.	803	689	122	1025	2639

FG13: '2026 P1 +Emp AM'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	655	655
	B	354	0	0	428	782
	C	155	12	0	76	243
	D	148	542	197	0	887
	Tot.	657	554	197	1159	2567

FG14: '2026 P1 + Emp PM'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	546	546
	B	340	0	0	404	744
	C	220	8	0	84	312
	D	248	687	126	0	1061
	Tot.	808	695	126	1034	2663

FG15: '2033 Full Dev (AM)'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	705	705
	B	404	0	0	457	861
	C	182	13	0	84	279
	D	161	583	214	0	958
	Tot.	747	596	214	1246	2803

FG16: '2033 Full Dev (PM)'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	633	633
	B	378	0	0	431	809
	C	244	9	0	91	344
	D	266	764	155	0	1185
	Tot.	888	773	155	1155	2971

Stage Timings

Scenario 1: '2022 Base AM' (FG1: '2022 Base (AM)', Plan 1: 'Network Control Plan 1')

Stage	1	2	3	4	5
Duration	29	5	9	4	23
Change Point	0	35	50	61	75

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	69.1%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	69.1%
1/1	A635 Old Mill Lane (East)	U	N/A	N/A	-		-	-	-	585	2115	2115	27.7%
2/1	A635 Old Mill Lane (West) Left	U	N/A	N/A	B		1	29	-	182	1144	343	53.0%
2/2	A635 Old Mill Lane (West) Left	U	N/A	N/A	B		1	29	-	413	2030	609	67.8%
3/1	Huddersfield Road (South) Left	U	N/A	N/A	A		1	29	-	302	1890	567	53.3%
3/2	Huddersfield Road (South) Ahead	U	N/A	N/A	A		1	29	-	421	2030	609	69.1%
4/1	Huddersfield Road (North)	U	N/A	N/A	-		-	-	-	510	1940	1940	26.3%
5/1	Victoria Road (East) Ahead Left Right	U	N/A	N/A	G		1	16	-	229	2065	351	65.2%
6/1	Victoria Road (West)	U	N/A	N/A	F		1	88	-	185	2065	1838	10.1%
7/1	A635 Ahead Left	U	N/A	N/A	D		1	69	-	683	1940	1358	50.3%
7/2	A635 Right	U	N/A	N/A	E		1	23	-	140	2080	499	28.0%
8/1	Old Mill Lane (South)	U	N/A	N/A	-		-	-	-	182	1890	1890	9.6%
8/2	Old Mill Lane (South)	U	N/A	N/A	-		-	-	-	413	2030	2030	20.3%
8/3	Old Mill Lane (South)	U	N/A	N/A	-		-	-	-	495	2080	2080	23.8%
9/1	Ahead	U	N/A	N/A	C		1	61	-	495	2255	1398	35.4%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	M		1	74	-	0	-	0	0.0%

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Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	5	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	56	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		1	29	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	K		1	21	-	0	-	0	0.0%

LinSig V1 style report

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	17.0	5.9	0.0	23.0	-	-	-	-
Unnamed Junction	-	-	0	0	0	17.0	5.9	0.0	23.0	-	-	-	-
1/1	585	585	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
2/1	182	182	-	-	-	1.5	0.6	-	2.0	40.2	4.2	0.6	4.8
2/2	413	413	-	-	-	3.5	1.0	-	4.6	39.8	10.0	1.0	11.0
3/1	302	302	-	-	-	2.4	0.6	-	3.0	35.9	7.0	0.6	7.5
3/2	421	421	-	-	-	3.6	1.1	-	4.7	40.4	10.3	1.1	11.4
4/1	510	510	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/1	229	229	-	-	-	2.5	0.9	-	3.4	53.3	5.9	0.9	6.8
6/1	185	185	-	-	-	0.0	0.1	-	0.1	1.8	0.6	0.1	0.7
7/1	683	683	-	-	-	1.3	0.5	-	1.8	9.6	8.7	0.5	9.2
7/2	140	140	-	-	-	1.2	0.2	-	1.4	36.0	3.2	0.2	3.3
8/1	182	182	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/2	413	413	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/3	495	495	-	-	-	0.0	0.2	-	0.2	1.1	0.6	0.2	0.7
9/1	495	495	-	-	-	0.9	0.3	-	1.2	8.7	3.6	0.3	3.9
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-

LinSig V1 style report

C1	PRC for Signalled Lanes (%):	30.2	Total Delay for Signalled Lanes (pcuHr):	22.25	Cycle Time (s):	100
	PRC Over All Lanes (%):	30.2	Total Delay Over All Lanes(pcuHr):	22.95		

Stage Timings

Scenario 2: '2022 Base PM' (FG2: '2022 Base (PM)', Plan 1: 'Network Control Plan 1')

Stage	1	2	3	4	5
Duration	24	5	11	4	16
Change Point	0	30	45	58	72

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	71.1%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	71.1%
1/1	A635 Old Mill Lane (East)	U	N/A	N/A	-		-	-	-	769	2115	2115	36.4%
2/1	A635 Old Mill Lane (West) Left	U	N/A	N/A	B		1	22	-	156	1144	292	53.4%
2/2	A635 Old Mill Lane (West) Left	U	N/A	N/A	B		1	22	-	364	2030	519	70.2%
3/1	Huddersfield Road (South) Left	U	N/A	N/A	A		1	24	-	314	1890	525	59.8%
3/2	Huddersfield Road (South) Ahead	U	N/A	N/A	A		1	24	-	401	2030	564	71.1%
4/1	Huddersfield Road (North)	U	N/A	N/A	-		-	-	-	675	1940	1940	34.8%
5/1	Victoria Road (East) Ahead Left Right	U	N/A	N/A	G		1	18	-	301	2065	436	69.0%
6/1	Victoria Road (West)	U	N/A	N/A	F		1	78	-	118	2065	1813	6.5%
7/1	A635 Ahead Left	U	N/A	N/A	D		1	57	-	785	1940	1250	62.8%
7/2	A635 Right	U	N/A	N/A	E		1	16	-	245	2080	393	62.4%
8/1	Old Mill Lane (South)	U	N/A	N/A	-		-	-	-	156	1890	1890	8.3%
8/2	Old Mill Lane (South)	U	N/A	N/A	-		-	-	-	364	2030	2030	17.9%
8/3	Old Mill Lane (South)	U	N/A	N/A	-		-	-	-	484	2080	2080	23.3%
9/1	Ahead	U	N/A	N/A	C		1	58	-	484	2255	1478	32.7%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	M		1	62	-	0	-	0	0.0%

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Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	5	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	53	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		1	22	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	K		1	23	-	0	-	0	0.0%

LinSig V1 style report

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	17.9	7.6	0.0	25.5	-	-	-	-
Unnamed Junction	-	-	0	0	0	17.9	7.6	0.0	25.5	-	-	-	-
1/1	769	769	-	-	-	0.0	0.3	-	0.3	1.3	0.0	0.3	0.3
2/1	156	156	-	-	-	1.3	0.6	-	1.8	42.0	3.3	0.6	3.9
2/2	364	364	-	-	-	3.1	1.2	-	4.2	41.9	8.2	1.2	9.3
3/1	314	314	-	-	-	2.5	0.7	-	3.2	36.6	6.7	0.7	7.5
3/2	401	401	-	-	-	3.3	1.2	-	4.5	40.1	9.0	1.2	10.2
4/1	675	675	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
5/1	301	301	-	-	-	2.7	1.1	-	3.8	45.9	6.9	1.1	8.0
6/1	118	118	-	-	-	0.0	0.0	-	0.1	2.0	0.4	0.0	0.5
7/1	785	785	-	-	-	2.1	0.8	-	2.9	13.4	11.6	0.8	12.4
7/2	245	245	-	-	-	2.3	0.8	-	3.1	45.6	5.6	0.8	6.4
8/1	156	156	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
8/2	364	364	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/3	484	484	-	-	-	0.0	0.2	-	0.2	1.1	0.6	0.2	0.7
9/1	484	484	-	-	-	0.7	0.2	-	1.0	7.2	3.4	0.2	3.6
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-

LinSig V1 style report

C1	PRC for Signalled Lanes (%):	26.6	Total Delay for Signalled Lanes (pcuHr):	24.62	Cycle Time (s):	90
	PRC Over All Lanes (%):	26.6	Total Delay Over All Lanes(pcuHr):	25.48		

Stage Timings

Scenario 3: '2026 Do Min AM ' (FG3: '2026 Do Min (AM)', Plan 1: 'Network Control Plan 1')

Stage	1	2	3	4	5
Duration	30	5	9	4	22
Change Point	0	36	51	62	76

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	67.9%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	67.9%
1/1	A635 Old Mill Lane (East)	U	N/A	N/A	-		-	-	-	632	2115	2115	29.9%
2/1	A635 Old Mill Lane (West) Left	U	N/A	N/A	B		1	28	-	219	1144	332	66.0%
2/2	A635 Old Mill Lane (West) Left	U	N/A	N/A	B		1	28	-	398	2030	589	67.6%
3/1	Huddersfield Road (South) Left	U	N/A	N/A	A		1	30	-	337	1890	586	57.5%
3/2	Huddersfield Road (South) Ahead	U	N/A	N/A	A		1	30	-	427	2030	629	67.9%
4/1	Huddersfield Road (North)	U	N/A	N/A	-		-	-	-	527	1940	1940	27.2%
5/1	Victoria Road (East) Ahead Left Right	U	N/A	N/A	G		1	16	-	236	2065	351	67.2%
6/1	Victoria Road (West)	U	N/A	N/A	F		1	88	-	188	2065	1838	10.2%
7/1	A635 Ahead Left	U	N/A	N/A	D		1	69	-	703	1940	1358	51.8%
7/2	A635 Right	U	N/A	N/A	E		1	22	-	147	2080	478	30.7%
8/1	Old Mill Lane (South)	U	N/A	N/A	-		-	-	-	219	1890	1890	11.6%
8/2	Old Mill Lane (South)	U	N/A	N/A	-		-	-	-	398	2030	2030	19.6%
8/3	Old Mill Lane (South)	U	N/A	N/A	-		-	-	-	503	2080	2080	24.2%
9/1	Ahead	U	N/A	N/A	C		1	62	-	503	2255	1421	35.4%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	M		1	74	-	0	-	0	0.0%

LinSig V1 style report

Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	5	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	57	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		1	28	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	K		1	21	-	0	-	0	0.0%

LinSig V1 style report

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	17.8	6.5	0.0	24.3	-	-	-	-
Unnamed Junction	-	-	0	0	0	17.8	6.5	0.0	24.3	-	-	-	-
1/1	632	632	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
2/1	219	219	-	-	-	1.9	1.0	-	2.9	46.9	5.3	1.0	6.2
2/2	398	398	-	-	-	3.5	1.0	-	4.5	40.7	9.7	1.0	10.8
3/1	337	337	-	-	-	2.7	0.7	-	3.4	36.2	7.8	0.7	8.4
3/2	427	427	-	-	-	3.6	1.0	-	4.6	39.0	10.3	1.0	11.4
4/1	527	527	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/1	236	236	-	-	-	2.5	1.0	-	3.6	54.3	6.1	1.0	7.1
6/1	188	188	-	-	-	0.0	0.1	-	0.1	1.8	0.7	0.1	0.7
7/1	703	703	-	-	-	1.4	0.5	-	1.9	9.8	9.2	0.5	9.7
7/2	147	147	-	-	-	1.3	0.2	-	1.5	37.3	3.3	0.2	3.6
8/1	219	219	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/2	398	398	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/3	503	503	-	-	-	0.0	0.2	-	0.2	1.1	0.6	0.2	0.7
9/1	503	503	-	-	-	0.9	0.3	-	1.2	8.3	3.6	0.3	3.9
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-

LinSig V1 style report

C1	PRC for Signalled Lanes (%):	32.6	Total Delay for Signalled Lanes (pcuHr):	23.60	Cycle Time (s):	100
	PRC Over All Lanes (%):	32.6	Total Delay Over All Lanes(pcuHr):	24.35		

Stage Timings

Scenario 4: '2026 Do Min PM' (FG4: '2026 Do Min (PM)', Plan 1: 'Network Control Plan 1')

Stage	1	2	3	4	5
Duration	25	5	11	4	15
Change Point	0	31	46	59	73

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	69.9%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	69.9%
1/1	A635 Old Mill Lane (East)	U	N/A	N/A	-		-	-	-	774	2115	2115	36.6%
2/1	A635 Old Mill Lane (West) Left	U	N/A	N/A	B		1	21	-	176	1144	280	62.9%
2/2	A635 Old Mill Lane (West) Left	U	N/A	N/A	B		1	21	-	347	2030	496	69.9%
3/1	Huddersfield Road (South) Left	U	N/A	N/A	A		1	25	-	316	1890	546	57.9%
3/2	Huddersfield Road (South) Ahead	U	N/A	N/A	A		1	25	-	404	2030	586	68.9%
4/1	Huddersfield Road (North)	U	N/A	N/A	-		-	-	-	679	1940	1940	35.0%
5/1	Victoria Road (East) Ahead Left Right	U	N/A	N/A	G		1	18	-	303	2065	436	69.5%
6/1	Victoria Road (West)	U	N/A	N/A	F		1	78	-	119	2065	1813	6.6%
7/1	A635 Ahead Left	U	N/A	N/A	D		1	57	-	790	1940	1250	63.2%
7/2	A635 Right	U	N/A	N/A	E		1	15	-	247	2080	370	66.8%
8/1	Old Mill Lane (South)	U	N/A	N/A	-		-	-	-	176	1890	1890	9.3%
8/2	Old Mill Lane (South)	U	N/A	N/A	-		-	-	-	347	2030	2030	17.1%
8/3	Old Mill Lane (South)	U	N/A	N/A	-		-	-	-	488	2080	2080	23.5%
9/1	Ahead	U	N/A	N/A	C		1	59	-	488	2255	1503	32.5%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	M		1	62	-	0	-	0	0.0%

LinSig V1 style report

Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	5	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	54	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		1	21	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	K		1	23	-	0	-	0	0.0%

LinSig V1 style report

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	18.0	7.9	0.0	25.9	-	-	-	-
Unnamed Junction	-	-	0	0	0	18.0	7.9	0.0	25.9	-	-	-	-
1/1	774	774	-	-	-	0.0	0.3	-	0.3	1.3	0.0	0.3	0.3
2/1	176	176	-	-	-	1.5	0.8	-	2.3	47.5	3.9	0.8	4.7
2/2	347	347	-	-	-	3.0	1.1	-	4.1	42.9	7.9	1.1	9.0
3/1	316	316	-	-	-	2.4	0.7	-	3.1	35.1	6.7	0.7	7.4
3/2	404	404	-	-	-	3.2	1.1	-	4.3	38.2	8.9	1.1	10.0
4/1	679	679	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
5/1	303	303	-	-	-	2.8	1.1	-	3.9	46.1	7.0	1.1	8.1
6/1	119	119	-	-	-	0.0	0.0	-	0.1	2.0	0.4	0.0	0.5
7/1	790	790	-	-	-	2.1	0.9	-	3.0	13.5	11.6	0.9	12.5
7/2	247	247	-	-	-	2.4	1.0	-	3.4	49.0	5.7	1.0	6.7
8/1	176	176	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/2	347	347	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/3	488	488	-	-	-	0.0	0.2	-	0.2	1.1	0.6	0.2	0.7
9/1	488	488	-	-	-	0.7	0.2	-	0.9	6.7	3.3	0.2	3.5
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-

LinSig V1 style report

C1	PRC for Signalled Lanes (%):	28.7	Total Delay for Signalled Lanes (pcuHr):	24.99	Cycle Time (s):	90
	PRC Over All Lanes (%):	28.7	Total Delay Over All Lanes(pcuHr):	25.86		

Stage Timings

Scenario 5: '2033 Do Min AM' (FG5: '2033 Do Min (AM)', Plan 1: 'Network Control Plan 1')

Stage	1	2	3	4	5
Duration	30	5	9	4	22
Change Point	0	36	51	62	76

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	72.0%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	72.0%
1/1	A635 Old Mill Lane (East)	U	N/A	N/A	-		-	-	-	668	2115	2115	31.6%
2/1	A635 Old Mill Lane (West) Left	U	N/A	N/A	B		1	28	-	233	1144	332	70.2%
2/2	A635 Old Mill Lane (West) Left	U	N/A	N/A	B		1	28	-	420	2030	589	71.3%
3/1	Huddersfield Road (South) Left	U	N/A	N/A	A		1	30	-	355	1890	586	60.6%
3/2	Huddersfield Road (South) Ahead	U	N/A	N/A	A		1	30	-	453	2030	629	72.0%
4/1	Huddersfield Road (North)	U	N/A	N/A	-		-	-	-	559	1940	1940	28.8%
5/1	Victoria Road (East) Ahead Left Right	U	N/A	N/A	G		1	16	-	250	2065	351	71.2%
6/1	Victoria Road (West)	U	N/A	N/A	F		1	88	-	199	2065	1838	10.8%
7/1	A635 Ahead Left	U	N/A	N/A	D		1	69	-	745	1940	1358	54.9%
7/2	A635 Right	U	N/A	N/A	E		1	22	-	156	2080	478	32.6%
8/1	Old Mill Lane (South)	U	N/A	N/A	-		-	-	-	233	1890	1890	12.3%
8/2	Old Mill Lane (South)	U	N/A	N/A	-		-	-	-	420	2030	2030	20.7%
8/3	Old Mill Lane (South)	U	N/A	N/A	-		-	-	-	533	2080	2080	25.6%
9/1	Ahead	U	N/A	N/A	C		1	62	-	533	2255	1421	37.5%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	M		1	74	-	0	-	0	0.0%

LinSig V1 style report

Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	5	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	57	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		1	28	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	K		1	21	-	0	-	0	0.0%

LinSig V1 style report

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	19.1	7.6	0.0	26.8	-	-	-	-
Unnamed Junction	-	-	0	0	0	19.1	7.6	0.0	26.8	-	-	-	-
1/1	668	668	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
2/1	233	233	-	-	-	2.0	1.2	-	3.2	49.5	5.8	1.2	6.9
2/2	420	420	-	-	-	3.7	1.2	-	4.9	42.3	10.4	1.2	11.6
3/1	355	355	-	-	-	2.9	0.8	-	3.7	37.1	8.3	0.8	9.0
3/2	453	453	-	-	-	3.9	1.3	-	5.1	40.7	11.1	1.3	12.3
4/1	559	559	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/1	250	250	-	-	-	2.7	1.2	-	3.9	56.6	6.5	1.2	7.7
6/1	199	199	-	-	-	0.0	0.1	-	0.1	1.8	0.7	0.1	0.8
7/1	745	745	-	-	-	1.5	0.6	-	2.1	10.2	9.9	0.6	10.5
7/2	156	156	-	-	-	1.4	0.2	-	1.6	37.6	3.6	0.2	3.8
8/1	233	233	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/2	420	420	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/3	533	533	-	-	-	0.0	0.2	-	0.2	1.2	1.2	0.2	1.4
9/1	533	533	-	-	-	1.0	0.3	-	1.3	8.5	3.9	0.3	4.2
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-

LinSig V1 style report

C1	PRC for Signalled Lanes (%):	25.0	Total Delay for Signalled Lanes (pcuHr):	25.95	Cycle Time (s):	100
	PRC Over All Lanes (%):	25.0	Total Delay Over All Lanes(pcuHr):	26.76		

Stage Timings

Scenario 6: '2033 Do Min PM' (FG6: '2033 Do Min (PM)', Plan 1: 'Network Control Plan 1')

Stage	1	2	3	4	5
Duration	25	5	11	4	15
Change Point	0	31	46	59	73

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	73.9%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	73.9%
1/1	A635 Old Mill Lane (East)	U	N/A	N/A	-		-	-	-	821	2115	2115	38.8%
2/1	A635 Old Mill Lane (West) Left	U	N/A	N/A	B		1	21	-	191	1144	280	68.3%
2/2	A635 Old Mill Lane (West) Left	U	N/A	N/A	B		1	21	-	364	2030	496	73.4%
3/1	Huddersfield Road (South) Left	U	N/A	N/A	A		1	25	-	335	1890	546	61.4%
3/2	Huddersfield Road (South) Ahead	U	N/A	N/A	A		1	25	-	428	2030	586	73.0%
4/1	Huddersfield Road (North)	U	N/A	N/A	-		-	-	-	721	1940	1940	37.2%
5/1	Victoria Road (East) Ahead Left Right	U	N/A	N/A	G		1	18	-	322	2065	436	73.9%
6/1	Victoria Road (West)	U	N/A	N/A	F		1	78	-	126	2065	1813	7.0%
7/1	A635 Ahead Left	U	N/A	N/A	D		1	57	-	838	1940	1250	67.0%
7/2	A635 Right	U	N/A	N/A	E		1	15	-	262	2080	370	70.9%
8/1	Old Mill Lane (South)	U	N/A	N/A	-		-	-	-	191	1890	1890	10.1%
8/2	Old Mill Lane (South)	U	N/A	N/A	-		-	-	-	364	2030	2030	17.9%
8/3	Old Mill Lane (South)	U	N/A	N/A	-		-	-	-	517	2080	2080	24.9%
9/1	Ahead	U	N/A	N/A	C		1	59	-	517	2255	1503	34.4%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	M		1	62	-	0	-	0	0.0%

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Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	5	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	54	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		1	21	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	K		1	23	-	0	-	0	0.0%

LinSig V1 style report

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	19.4	9.3	0.0	28.7	-	-	-	-
Unnamed Junction	-	-	0	0	0	19.4	9.3	0.0	28.7	-	-	-	-
1/1	821	821	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
2/1	191	191	-	-	-	1.6	1.1	-	2.7	50.7	4.3	1.1	5.3
2/2	364	364	-	-	-	3.2	1.3	-	4.5	44.6	8.3	1.3	9.6
3/1	335	335	-	-	-	2.6	0.8	-	3.4	36.1	7.2	0.8	8.0
3/2	428	428	-	-	-	3.4	1.3	-	4.8	40.0	9.6	1.3	11.0
4/1	721	721	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
5/1	322	322	-	-	-	3.0	1.4	-	4.3	48.6	7.5	1.4	8.9
6/1	126	126	-	-	-	0.0	0.0	-	0.1	2.0	0.5	0.0	0.5
7/1	838	838	-	-	-	2.3	1.0	-	3.3	14.4	13.0	1.0	14.0
7/2	262	262	-	-	-	2.5	1.2	-	3.7	51.2	6.1	1.2	7.3
8/1	191	191	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/2	364	364	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/3	517	517	-	-	-	0.0	0.2	-	0.2	1.2	0.6	0.2	0.7
9/1	517	517	-	-	-	0.7	0.3	-	1.0	6.9	3.5	0.3	3.8
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-

LinSig V1 style report

C1	PRC for Signalled Lanes (%):	21.8	Total Delay for Signalled Lanes (pcuHr):	27.79	Cycle Time (s):	90
	PRC Over All Lanes (%):	21.8	Total Delay Over All Lanes(pcuHr):	28.74		

Stage Timings

Scenario 7: '2026 Resi P1A AM' (FG7: '2026 Resi P1A (AM)', Plan 1: 'Network Control Plan 1')

Stage	1	2	3	4	5
Duration	30	5	9	4	22
Change Point	0	36	51	62	76

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	68.1%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	68.1%
1/1	A635 Old Mill Lane (East)	U	N/A	N/A	-		-	-	-	641	2115	2115	30.3%
2/1	A635 Old Mill Lane (West) Left	U	N/A	N/A	B		1	28	-	220	1144	332	66.3%
2/2	A635 Old Mill Lane (West) Left	U	N/A	N/A	B		1	28	-	399	2030	589	67.8%
3/1	Huddersfield Road (South) Left	U	N/A	N/A	A		1	30	-	342	1890	586	58.4%
3/2	Huddersfield Road (South) Ahead	U	N/A	N/A	A		1	30	-	428	2030	629	68.0%
4/1	Huddersfield Road (North)	U	N/A	N/A	-		-	-	-	529	1940	1940	27.3%
5/1	Victoria Road (East) Ahead Left Right	U	N/A	N/A	G		1	16	-	239	2065	351	68.1%
6/1	Victoria Road (West)	U	N/A	N/A	F		1	88	-	189	2065	1838	10.3%
7/1	A635 Ahead Left	U	N/A	N/A	D		1	69	-	706	1940	1358	52.0%
7/2	A635 Right	U	N/A	N/A	E		1	22	-	148	2080	478	30.9%
8/1	Old Mill Lane (South)	U	N/A	N/A	-		-	-	-	220	1890	1890	11.6%
8/2	Old Mill Lane (South)	U	N/A	N/A	-		-	-	-	399	2030	2030	19.7%
8/3	Old Mill Lane (South)	U	N/A	N/A	-		-	-	-	504	2080	2080	24.2%
9/1	Ahead	U	N/A	N/A	C		1	62	-	504	2255	1421	35.5%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	M		1	74	-	0	-	0	0.0%

LinSig V1 style report

Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	5	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	57	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		1	28	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	K		1	21	-	0	-	0	0.0%

LinSig V1 style report

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	17.9	6.7	0.0	24.6	-	-	-	-
Unnamed Junction	-	-	0	0	0	17.9	6.7	0.0	24.6	-	-	-	-
1/1	641	641	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
2/1	220	220	-	-	-	1.9	1.0	-	2.9	47.0	5.3	1.0	6.3
2/2	399	399	-	-	-	3.5	1.0	-	4.5	40.8	9.8	1.0	10.8
3/1	342	342	-	-	-	2.8	0.7	-	3.5	36.4	8.0	0.7	8.7
3/2	428	428	-	-	-	3.6	1.1	-	4.6	39.0	10.3	1.1	11.4
4/1	529	529	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/1	239	239	-	-	-	2.6	1.0	-	3.6	54.7	6.2	1.0	7.2
6/1	189	189	-	-	-	0.0	0.1	-	0.1	1.8	0.7	0.1	0.7
7/1	706	706	-	-	-	1.4	0.5	-	1.9	9.8	9.2	0.5	9.8
7/2	148	148	-	-	-	1.3	0.2	-	1.5	37.4	3.4	0.2	3.6
8/1	220	220	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/2	399	399	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/3	504	504	-	-	-	0.0	0.2	-	0.2	1.1	0.6	0.2	0.7
9/1	504	504	-	-	-	0.9	0.3	-	1.2	8.3	3.6	0.3	3.9
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-

LinSig V1 style report

C1	PRC for Signalled Lanes (%):	32.2	Total Delay for Signalled Lanes (pcuHr):	23.84	Cycle Time (s):	100
	PRC Over All Lanes (%):	32.2	Total Delay Over All Lanes(pcuHr):	24.59		

Stage Timings

Scenario 8: '2026 Resi P1A PM' (FG8: '2026 Resi P1A (PM)', Plan 1: 'Network Control Plan 1')

Stage	1	2	3	4	5
Duration	25	5	11	4	15
Change Point	0	31	46	59	73

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	70.7%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	70.7%
1/1	A635 Old Mill Lane (East)	U	N/A	N/A	-		-	-	-	779	2115	2115	36.8%
2/1	A635 Old Mill Lane (West) Left	U	N/A	N/A	B		1	21	-	181	1144	280	64.7%
2/2	A635 Old Mill Lane (West) Left	U	N/A	N/A	B		1	21	-	351	2030	496	70.7%
3/1	Huddersfield Road (South) Left	U	N/A	N/A	A		1	25	-	319	1890	546	58.4%
3/2	Huddersfield Road (South) Ahead	U	N/A	N/A	A		1	25	-	404	2030	586	68.9%
4/1	Huddersfield Road (North)	U	N/A	N/A	-		-	-	-	685	1940	1940	35.3%
5/1	Victoria Road (East) Ahead Left Right	U	N/A	N/A	G		1	18	-	305	2065	436	70.0%
6/1	Victoria Road (West)	U	N/A	N/A	F		1	78	-	122	2065	1813	6.7%
7/1	A635 Ahead Left	U	N/A	N/A	D		1	57	-	799	1940	1250	63.9%
7/2	A635 Right	U	N/A	N/A	E		1	15	-	247	2080	370	66.8%
8/1	Old Mill Lane (South)	U	N/A	N/A	-		-	-	-	181	1890	1890	9.6%
8/2	Old Mill Lane (South)	U	N/A	N/A	-		-	-	-	351	2030	2030	17.3%
8/3	Old Mill Lane (South)	U	N/A	N/A	-		-	-	-	488	2080	2080	23.5%
9/1	Ahead	U	N/A	N/A	C		1	59	-	488	2255	1503	32.5%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	M		1	62	-	0	-	0	0.0%

LinSig V1 style report

Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	5	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	54	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		1	21	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	K		1	23	-	0	-	0	0.0%

LinSig V1 style report

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	18.2	8.1	0.0	26.2	-	-	-	-
Unnamed Junction	-	-	0	0	0	18.2	8.1	0.0	26.2	-	-	-	-
1/1	779	779	-	-	-	0.0	0.3	-	0.3	1.3	0.0	0.3	0.3
2/1	181	181	-	-	-	1.5	0.9	-	2.4	48.4	4.0	0.9	4.9
2/2	351	351	-	-	-	3.0	1.2	-	4.2	43.3	8.0	1.2	9.2
3/1	319	319	-	-	-	2.4	0.7	-	3.1	35.3	6.7	0.7	7.4
3/2	404	404	-	-	-	3.2	1.1	-	4.3	38.2	8.9	1.1	10.0
4/1	685	685	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
5/1	305	305	-	-	-	2.8	1.1	-	3.9	46.4	7.0	1.1	8.2
6/1	122	122	-	-	-	0.0	0.0	-	0.1	2.0	0.4	0.0	0.5
7/1	799	799	-	-	-	2.1	0.9	-	3.0	13.6	12.0	0.9	12.9
7/2	247	247	-	-	-	2.4	1.0	-	3.4	49.0	5.7	1.0	6.7
8/1	181	181	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/2	351	351	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/3	488	488	-	-	-	0.0	0.2	-	0.2	1.1	0.6	0.2	0.7
9/1	488	488	-	-	-	0.7	0.2	-	0.9	6.7	3.3	0.2	3.5
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-

LinSig V1 style report

C1	PRC for Signalled Lanes (%):	27.2	Total Delay for Signalled Lanes (pcuHr):	25.35	Cycle Time (s):	90
	PRC Over All Lanes (%):	27.2	Total Delay Over All Lanes(pcuHr):	26.23		

Stage Timings

Scenario 9: '2033 Full Resi AM' (FG9: '2033 Full Resi (AM)', Plan 1: 'Network Control Plan 1')

Stage	1	2	3	4	5
Duration	29	5	10	4	22
Change Point	0	35	50	62	76

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	75.0%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	75.0%
1/1	A635 Old Mill Lane (East)	U	N/A	N/A	-		-	-	-	730	2115	2115	34.5%
2/1	A635 Old Mill Lane (West) Left	U	N/A	N/A	B		1	28	-	239	1144	332	72.0%
2/2	A635 Old Mill Lane (West) Left	U	N/A	N/A	B		1	28	-	431	2030	589	73.2%
3/1	Huddersfield Road (South) Left	U	N/A	N/A	A		1	29	-	392	1890	567	69.1%
3/2	Huddersfield Road (South) Ahead	U	N/A	N/A	A		1	29	-	457	2030	609	75.0%
4/1	Huddersfield Road (North)	U	N/A	N/A	-		-	-	-	570	1940	1940	29.4%
5/1	Victoria Road (East) Ahead Left Right	U	N/A	N/A	G		1	17	-	275	2065	372	74.0%
6/1	Victoria Road (West)	U	N/A	N/A	F		1	88	-	206	2065	1838	11.2%
7/1	A635 Ahead Left	U	N/A	N/A	D		1	68	-	763	1940	1339	57.0%
7/2	A635 Right	U	N/A	N/A	E		1	22	-	160	2080	478	33.4%
8/1	Old Mill Lane (South)	U	N/A	N/A	-		-	-	-	239	1890	1890	12.6%
8/2	Old Mill Lane (South)	U	N/A	N/A	-		-	-	-	431	2030	2030	21.2%
8/3	Old Mill Lane (South)	U	N/A	N/A	-		-	-	-	541	2080	2080	26.0%
9/1	Ahead	U	N/A	N/A	C		1	62	-	541	2255	1421	38.1%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	M		1	73	-	0	-	0	0.0%

LinSig V1 style report

Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	5	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	57	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		1	28	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	K		1	22	-	0	-	0	0.0%

LinSig V1 style report

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	20.4	8.7	0.0	29.1	-	-	-	-
Unnamed Junction	-	-	0	0	0	20.4	8.7	0.0	29.1	-	-	-	-
1/1	730	730	-	-	-	0.0	0.3	-	0.3	1.3	0.0	0.3	0.3
2/1	239	239	-	-	-	2.1	1.3	-	3.4	50.8	5.9	1.3	7.2
2/2	431	431	-	-	-	3.8	1.3	-	5.2	43.2	10.8	1.3	12.1
3/1	392	392	-	-	-	3.4	1.1	-	4.5	41.1	9.6	1.1	10.7
3/2	457	457	-	-	-	4.0	1.5	-	5.5	43.2	11.4	1.5	12.9
4/1	570	570	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/1	275	275	-	-	-	3.0	1.4	-	4.3	56.9	7.2	1.4	8.6
6/1	206	206	-	-	-	0.0	0.1	-	0.1	1.8	0.7	0.1	0.8
7/1	763	763	-	-	-	1.7	0.7	-	2.3	11.0	10.8	0.7	11.5
7/2	160	160	-	-	-	1.4	0.3	-	1.7	37.8	3.7	0.3	3.9
8/1	239	239	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/2	431	431	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/3	541	541	-	-	-	0.0	0.2	-	0.2	1.2	1.2	0.2	1.4
9/1	541	541	-	-	-	1.0	0.3	-	1.3	8.6	4.0	0.3	4.3
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-

LinSig V1 style report

C1	PRC for Signalled Lanes (%):	19.9	Total Delay for Signalled Lanes (pcuHr):	28.27	Cycle Time (s):	100
	PRC Over All Lanes (%):	19.9	Total Delay Over All Lanes(pcuHr):	29.12		

Stage Timings

Scenario 10: '2033 Full Resi PM' (FG10: '2033 Full Resi (PM)', Plan 1: 'Network Control Plan 1')

Stage	1	2	3	4	5
Duration	23	5	11	4	17
Change Point	0	29	44	57	71

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	79.6%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	79.6%
1/1	A635 Old Mill Lane (East)	U	N/A	N/A	-		-	-	-	859	2115	2115	40.6%
2/1	A635 Old Mill Lane (West) Left	U	N/A	N/A	B		1	23	-	199	1144	305	65.2%
2/2	A635 Old Mill Lane (West) Left	U	N/A	N/A	B		1	23	-	420	2030	541	77.6%
3/1	Huddersfield Road (South) Left	U	N/A	N/A	A		1	23	-	357	1890	504	70.8%
3/2	Huddersfield Road (South) Ahead	U	N/A	N/A	A		1	23	-	431	2030	541	79.6%
4/1	Huddersfield Road (North)	U	N/A	N/A	-		-	-	-	763	1940	1940	39.3%
5/1	Victoria Road (East) Ahead Left Right	U	N/A	N/A	G		1	18	-	337	2065	436	77.3%
6/1	Victoria Road (West)	U	N/A	N/A	F		1	78	-	152	2065	1813	8.4%
7/1	A635 Ahead Left	U	N/A	N/A	D		1	57	-	906	1940	1250	72.5%
7/2	A635 Right	U	N/A	N/A	E		1	17	-	265	2080	416	63.7%
8/1	Old Mill Lane (South)	U	N/A	N/A	-		-	-	-	199	1890	1890	10.5%
8/2	Old Mill Lane (South)	U	N/A	N/A	-		-	-	-	420	2030	2030	20.7%
8/3	Old Mill Lane (South)	U	N/A	N/A	-		-	-	-	522	2080	2080	25.1%
9/1	Ahead	U	N/A	N/A	C		1	57	-	522	2255	1453	35.9%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	M		1	62	-	0	-	0	0.0%

LinSig V1 style report

Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	5	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	52	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		1	23	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	K		1	23	-	0	-	0	0.0%

LinSig V1 style report

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	21.0	10.9	0.0	31.9	-	-	-	-
Unnamed Junction	-	-	0	0	0	21.0	10.9	0.0	31.9	-	-	-	-
1/1	859	859	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
2/1	199	199	-	-	-	1.6	0.9	-	2.5	46.0	4.4	0.9	5.3
2/2	420	420	-	-	-	3.6	1.7	-	5.2	45.0	9.7	1.7	11.4
3/1	357	357	-	-	-	3.0	1.2	-	4.2	41.9	8.0	1.2	9.2
3/2	431	431	-	-	-	3.7	1.9	-	5.6	46.5	9.9	1.9	11.8
4/1	763	763	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
5/1	337	337	-	-	-	3.1	1.6	-	4.8	51.1	7.9	1.6	9.5
6/1	152	152	-	-	-	0.0	0.0	-	0.1	2.1	0.7	0.0	0.7
7/1	906	906	-	-	-	2.7	1.3	-	4.0	15.9	15.1	1.3	16.4
7/2	265	265	-	-	-	2.4	0.9	-	3.3	44.8	6.0	0.9	6.9
8/1	199	199	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/2	420	420	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/3	522	522	-	-	-	0.0	0.2	-	0.2	1.2	1.2	0.2	1.4
9/1	522	522	-	-	-	0.9	0.3	-	1.2	8.1	3.9	0.3	4.2
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-

LinSig V1 style report

C1	PRC for Signalled Lanes (%):	13.0	Total Delay for Signalled Lanes (pcuHr):	30.84	Cycle Time (s):	90
	PRC Over All Lanes (%):	13.0	Total Delay Over All Lanes(pcuHr):	31.87		

Stage Timings

Scenario 11: '2026 Emp AM' (FG11: '2026 Emp (AM)', Plan 1: 'Network Control Plan 1')

Stage	1	2	3	4	5
Duration	28	5	8	4	25
Change Point	0	34	49	59	73

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	73.1%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	73.1%
1/1	A635 Old Mill Lane (East)	U	N/A	N/A	-		-	-	-	649	2115	2115	30.7%
2/1	A635 Old Mill Lane (West) Left	U	N/A	N/A	B		1	31	-	177	1144	366	48.4%
2/2	A635 Old Mill Lane (West) Left	U	N/A	N/A	B		1	31	-	475	2030	650	73.1%
3/1	Huddersfield Road (South) Left	U	N/A	N/A	A		1	28	-	349	1890	548	63.7%
3/2	Huddersfield Road (South) Ahead	U	N/A	N/A	A		1	28	-	427	2030	589	72.5%
4/1	Huddersfield Road (North)	U	N/A	N/A	-		-	-	-	553	1940	1940	28.5%
5/1	Victoria Road (East) Ahead Left Right	U	N/A	N/A	G		1	15	-	240	2065	330	72.6%
6/1	Victoria Road (West)	U	N/A	N/A	F		1	88	-	196	2065	1838	10.7%
7/1	A635 Ahead Left	U	N/A	N/A	D		1	70	-	737	1940	1377	53.5%
7/2	A635 Right	U	N/A	N/A	E		1	25	-	148	2080	541	27.4%
8/1	Old Mill Lane (South)	U	N/A	N/A	-		-	-	-	177	1890	1890	9.4%
8/2	Old Mill Lane (South)	U	N/A	N/A	-		-	-	-	475	2030	2030	23.4%
8/3	Old Mill Lane (South)	U	N/A	N/A	-		-	-	-	503	2080	2080	24.2%
9/1	Ahead	U	N/A	N/A	C		1	59	-	503	2255	1353	37.2%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	M		1	75	-	0	-	0	0.0%

LinSig V1 style report

Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	5	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	54	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		1	31	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	K		1	20	-	0	-	0	0.0%

LinSig V1 style report

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	18.5	7.2	0.0	25.7	-	-	-	-
Unnamed Junction	-	-	0	0	0	18.5	7.2	0.0	25.7	-	-	-	-
1/1	649	649	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
2/1	177	177	-	-	-	1.3	0.5	-	1.8	36.8	3.9	0.5	4.4
2/2	475	475	-	-	-	4.0	1.3	-	5.3	40.3	11.6	1.3	13.0
3/1	349	349	-	-	-	3.0	0.9	-	3.9	39.9	8.4	0.9	9.3
3/2	427	427	-	-	-	3.8	1.3	-	5.1	42.9	10.6	1.3	11.9
4/1	553	553	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/1	240	240	-	-	-	2.7	1.3	-	4.0	59.3	6.3	1.3	7.6
6/1	196	196	-	-	-	0.0	0.1	-	0.1	1.8	0.7	0.1	0.7
7/1	737	737	-	-	-	1.4	0.6	-	2.0	9.6	9.4	0.6	10.0
7/2	148	148	-	-	-	1.2	0.2	-	1.4	34.1	3.2	0.2	3.4
8/1	177	177	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/2	475	475	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
8/3	503	503	-	-	-	0.0	0.2	-	0.2	1.1	1.2	0.2	1.3
9/1	503	503	-	-	-	1.1	0.3	-	1.4	10.1	4.0	0.3	4.3
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-

LinSig V1 style report

C1	PRC for Signalled Lanes (%):	23.1	Total Delay for Signalled Lanes (pcuHr):	24.91	Cycle Time (s):	100
	PRC Over All Lanes (%):	23.1	Total Delay Over All Lanes(pcuHr):	25.70		

Stage Timings

Scenario 12: '2026 Emp PM' (FG12: '2026 Emp (PM)', Plan 1: 'Network Control Plan 1')

Stage	1	2	3	4	5
Duration	23	5	11	4	17
Change Point	0	29	44	57	71

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	74.6%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	74.6%
1/1	A635 Old Mill Lane (East)	U	N/A	N/A	-		-	-	-	803	2115	2115	38.0%
2/1	A635 Old Mill Lane (West) Left	U	N/A	N/A	B		1	23	-	133	1144	305	43.6%
2/2	A635 Old Mill Lane (West) Left	U	N/A	N/A	B		1	23	-	404	2030	541	74.6%
3/1	Huddersfield Road (South) Left	U	N/A	N/A	A		1	23	-	337	1890	504	66.9%
3/2	Huddersfield Road (South) Ahead	U	N/A	N/A	A		1	23	-	404	2030	541	74.6%
4/1	Huddersfield Road (North)	U	N/A	N/A	-		-	-	-	689	1940	1940	35.5%
5/1	Victoria Road (East) Ahead Left Right	U	N/A	N/A	G		1	18	-	310	2065	436	71.1%
6/1	Victoria Road (West)	U	N/A	N/A	F		1	78	-	122	2065	1813	6.7%
7/1	A635 Ahead Left	U	N/A	N/A	D		1	57	-	803	1940	1250	64.2%
7/2	A635 Right	U	N/A	N/A	E		1	17	-	248	2080	416	59.6%
8/1	Old Mill Lane (South)	U	N/A	N/A	-		-	-	-	133	1890	1890	7.0%
8/2	Old Mill Lane (South)	U	N/A	N/A	-		-	-	-	404	2030	2030	19.9%
8/3	Old Mill Lane (South)	U	N/A	N/A	-		-	-	-	488	2080	2080	23.5%
9/1	Ahead	U	N/A	N/A	C		1	57	-	488	2255	1453	33.6%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	M		1	62	-	0	-	0	0.0%

LinSig V1 style report

Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	5	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	52	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		1	23	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	K		1	23	-	0	-	0	0.0%

LinSig V1 style report

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	18.6	8.3	0.0	26.9	-	-	-	-
Unnamed Junction	-	-	0	0	0	18.6	8.3	0.0	26.9	-	-	-	-
1/1	803	803	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
2/1	133	133	-	-	-	1.0	0.4	-	1.4	37.8	2.7	0.4	3.1
2/2	404	404	-	-	-	3.4	1.4	-	4.8	43.1	9.2	1.4	10.6
3/1	337	337	-	-	-	2.8	1.0	-	3.8	40.1	7.5	1.0	8.5
3/2	404	404	-	-	-	3.4	1.4	-	4.8	43.1	9.2	1.4	10.6
4/1	689	689	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
5/1	310	310	-	-	-	2.8	1.2	-	4.0	47.0	7.1	1.2	8.4
6/1	122	122	-	-	-	0.0	0.0	-	0.1	2.0	0.4	0.0	0.5
7/1	803	803	-	-	-	2.2	0.9	-	3.1	13.7	12.0	0.9	12.9
7/2	248	248	-	-	-	2.3	0.7	-	3.0	43.3	5.6	0.7	6.3
8/1	133	133	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
8/2	404	404	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/3	488	488	-	-	-	0.0	0.2	-	0.2	1.1	0.6	0.2	0.7
9/1	488	488	-	-	-	0.8	0.3	-	1.1	7.8	3.5	0.3	3.8
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-

LinSig V1 style report

C1	PRC for Signalled Lanes (%):	20.6	Total Delay for Signalled Lanes (pcuHr):	26.03	Cycle Time (s):	90
	PRC Over All Lanes (%):	20.6	Total Delay Over All Lanes(pcuHr):	26.93		

Stage Timings

Scenario 13: '2026 P1 +Emp AM' (FG13: '2026 P1 +Emp AM', Plan 1: 'Network Control Plan 1')

Stage	1	2	3	4	5
Duration	28	5	9	4	24
Change Point	0	34	49	60	74

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	72.7%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	72.7%
1/1	A635 Old Mill Lane (East)	U	N/A	N/A	-		-	-	-	657	2115	2115	31.1%
2/1	A635 Old Mill Lane (West) Left	U	N/A	N/A	B		1	30	-	201	1144	355	56.7%
2/2	A635 Old Mill Lane (West) Left	U	N/A	N/A	B		1	30	-	454	2030	629	72.1%
3/1	Huddersfield Road (South) Left	U	N/A	N/A	A		1	28	-	354	1890	548	64.6%
3/2	Huddersfield Road (South) Ahead	U	N/A	N/A	A		1	28	-	428	2030	589	72.7%
4/1	Huddersfield Road (North)	U	N/A	N/A	-		-	-	-	554	1940	1940	28.6%
5/1	Victoria Road (East) Ahead Left Right	U	N/A	N/A	G		1	16	-	243	2065	351	69.2%
6/1	Victoria Road (West)	U	N/A	N/A	F		1	88	-	197	2065	1838	10.7%
7/1	A635 Ahead Left	U	N/A	N/A	D		1	69	-	739	1940	1358	54.4%
7/2	A635 Right	U	N/A	N/A	E		1	24	-	148	2080	520	28.5%
8/1	Old Mill Lane (South)	U	N/A	N/A	-		-	-	-	201	1890	1890	10.6%
8/2	Old Mill Lane (South)	U	N/A	N/A	-		-	-	-	454	2030	2030	22.4%
8/3	Old Mill Lane (South)	U	N/A	N/A	-		-	-	-	504	2080	2080	24.2%
9/1	Ahead	U	N/A	N/A	C		1	60	-	504	2255	1376	36.6%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	M		1	74	-	0	-	0	0.0%

LinSig V1 style report

Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	5	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	55	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		1	30	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	K		1	21	-	0	-	0	0.0%

LinSig V1 style report

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	18.8	7.2	0.0	25.9	-	-	-	-
Unnamed Junction	-	-	0	0	0	18.8	7.2	0.0	25.9	-	-	-	-
1/1	657	657	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
2/1	201	201	-	-	-	1.6	0.6	-	2.3	40.5	4.6	0.6	5.3
2/2	454	454	-	-	-	3.9	1.3	-	5.1	40.8	11.1	1.3	12.4
3/1	354	354	-	-	-	3.1	0.9	-	4.0	40.2	8.6	0.9	9.5
3/2	428	428	-	-	-	3.8	1.3	-	5.1	43.0	10.6	1.3	11.9
4/1	554	554	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/1	243	243	-	-	-	2.6	1.1	-	3.7	55.4	6.3	1.1	7.4
6/1	197	197	-	-	-	0.0	0.1	-	0.1	1.8	0.7	0.1	0.7
7/1	739	739	-	-	-	1.5	0.6	-	2.1	10.2	9.9	0.6	10.4
7/2	148	148	-	-	-	1.2	0.2	-	1.4	35.1	3.3	0.2	3.5
8/1	201	201	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/2	454	454	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/3	504	504	-	-	-	0.0	0.2	-	0.2	1.1	1.2	0.2	1.3
9/1	504	504	-	-	-	1.0	0.3	-	1.3	9.4	3.9	0.3	4.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-

LinSig V1 style report

C1	PRC for Signalled Lanes (%):	23.8	Total Delay for Signalled Lanes (pcuHr):	25.16	Cycle Time (s):	100
	PRC Over All Lanes (%):	23.8	Total Delay Over All Lanes(pcuHr):	25.94		

Stage Timings

Scenario 14: '2026 P1 + Emp PM' (FG14: '2026 P1 + Emp PM', Plan 1: 'Network Control Plan 1')

Stage	1	2	3	4	5
Duration	24	5	11	4	16
Change Point	0	30	45	58	72

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	74.0%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	74.0%
1/1	A635 Old Mill Lane (East)	U	N/A	N/A	-		-	-	-	808	2115	2115	38.2%
2/1	A635 Old Mill Lane (West) Left	U	N/A	N/A	B		1	22	-	162	1144	292	55.4%
2/2	A635 Old Mill Lane (West) Left	U	N/A	N/A	B		1	22	-	384	2030	519	74.0%
3/1	Huddersfield Road (South) Left	U	N/A	N/A	A		1	24	-	340	1890	525	64.8%
3/2	Huddersfield Road (South) Ahead	U	N/A	N/A	A		1	24	-	404	2030	564	71.6%
4/1	Huddersfield Road (North)	U	N/A	N/A	-		-	-	-	695	1940	1940	35.8%
5/1	Victoria Road (East) Ahead Left Right	U	N/A	N/A	G		1	18	-	312	2065	436	71.6%
6/1	Victoria Road (West)	U	N/A	N/A	F		1	78	-	126	2065	1813	7.0%
7/1	A635 Ahead Left	U	N/A	N/A	D		1	57	-	813	1940	1250	65.0%
7/2	A635 Right	U	N/A	N/A	E		1	16	-	248	2080	393	63.1%
8/1	Old Mill Lane (South)	U	N/A	N/A	-		-	-	-	162	1890	1890	8.6%
8/2	Old Mill Lane (South)	U	N/A	N/A	-		-	-	-	384	2030	2030	18.9%
8/3	Old Mill Lane (South)	U	N/A	N/A	-		-	-	-	488	2080	2080	23.5%
9/1	Ahead	U	N/A	N/A	C		1	58	-	488	2255	1478	33.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	M		1	62	-	0	-	0	0.0%

LinSig V1 style report

Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	5	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	53	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		1	22	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	K		1	23	-	0	-	0	0.0%

LinSig V1 style report

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	18.7	8.4	0.0	27.1	-	-	-	-
Unnamed Junction	-	-	0	0	0	18.7	8.4	0.0	27.1	-	-	-	-
1/1	808	808	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
2/1	162	162	-	-	-	1.3	0.6	-	1.9	42.7	3.5	0.6	4.1
2/2	384	384	-	-	-	3.3	1.4	-	4.7	43.8	8.7	1.4	10.1
3/1	340	340	-	-	-	2.7	0.9	-	3.6	38.3	7.5	0.9	8.4
3/2	404	404	-	-	-	3.3	1.2	-	4.5	40.4	9.1	1.2	10.3
4/1	695	695	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
5/1	312	312	-	-	-	2.9	1.2	-	4.1	47.2	7.2	1.2	8.4
6/1	126	126	-	-	-	0.0	0.0	-	0.1	2.0	0.5	0.0	0.5
7/1	813	813	-	-	-	2.2	0.9	-	3.1	13.9	12.4	0.9	13.3
7/2	248	248	-	-	-	2.3	0.8	-	3.2	45.9	5.6	0.8	6.5
8/1	162	162	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
8/2	384	384	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/3	488	488	-	-	-	0.0	0.2	-	0.2	1.1	0.6	0.2	0.7
9/1	488	488	-	-	-	0.7	0.2	-	1.0	7.2	3.4	0.2	3.6
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-

LinSig V1 style report

C1	PRC for Signalled Lanes (%):	21.6	Total Delay for Signalled Lanes (pcuHr):	26.19	Cycle Time (s):	90
	PRC Over All Lanes (%):	21.6	Total Delay Over All Lanes(pcuHr):	27.09		

Stage Timings

Scenario 15: '2033 Full Dev AM' (FG15: '2033 Full Dev (AM)', Plan 1: 'Network Control Plan 1')

Stage	1	2	3	4	5
Duration	27	5	9	4	25
Change Point	0	33	48	59	73

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	80.4%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	80.4%
1/1	A635 Old Mill Lane (East)	U	N/A	N/A	-		-	-	-	747	2115	2115	35.3%
2/1	A635 Old Mill Lane (West) Left	U	N/A	N/A	B		1	31	-	197	1144	366	53.8%
2/2	A635 Old Mill Lane (West) Left	U	N/A	N/A	B		1	31	-	508	2030	650	78.2%
3/1	Huddersfield Road (South) Left	U	N/A	N/A	A		1	27	-	404	1890	529	76.3%
3/2	Huddersfield Road (South) Ahead	U	N/A	N/A	A		1	27	-	457	2030	568	80.4%
4/1	Huddersfield Road (North)	U	N/A	N/A	-		-	-	-	596	1940	1940	30.7%
5/1	Victoria Road (East) Ahead Left Right	U	N/A	N/A	G		1	16	-	279	2065	351	79.5%
6/1	Victoria Road (West)	U	N/A	N/A	F		1	88	-	214	2065	1838	11.6%
7/1	A635 Ahead Left	U	N/A	N/A	D		1	69	-	797	1940	1358	58.7%
7/2	A635 Right	U	N/A	N/A	E		1	25	-	161	2080	541	29.8%
8/1	Old Mill Lane (South)	U	N/A	N/A	-		-	-	-	197	1890	1890	10.4%
8/2	Old Mill Lane (South)	U	N/A	N/A	-		-	-	-	508	2030	2030	25.0%
8/3	Old Mill Lane (South)	U	N/A	N/A	-		-	-	-	541	2080	2080	26.0%
9/1	Ahead	U	N/A	N/A	C		1	59	-	541	2255	1353	40.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	M		1	74	-	0	-	0	0.0%

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Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	5	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	54	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		1	31	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	K		1	21	-	0	-	0	0.0%

LinSig V1 style report

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	21.2	9.9	0.0	31.2	-	-	-	-
Unnamed Junction	-	-	0	0	0	21.2	9.9	0.0	31.2	-	-	-	-
1/1	747	747	-	-	-	0.0	0.3	-	0.3	1.3	0.0	0.3	0.3
2/1	197	197	-	-	-	1.5	0.6	-	2.1	38.5	4.5	0.6	5.1
2/2	508	508	-	-	-	4.4	1.8	-	6.1	43.2	12.7	1.8	14.5
3/1	404	404	-	-	-	3.7	1.6	-	5.3	47.0	10.2	1.6	11.8
3/2	457	457	-	-	-	4.2	2.0	-	6.2	49.1	11.7	2.0	13.7
4/1	596	596	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/1	279	279	-	-	-	3.1	1.8	-	4.9	63.6	7.4	1.8	9.2
6/1	214	214	-	-	-	0.0	0.1	-	0.1	1.8	0.7	0.1	0.8
7/1	797	797	-	-	-	1.7	0.7	-	2.4	10.8	11.1	0.7	11.8
7/2	161	161	-	-	-	1.3	0.2	-	1.5	34.4	3.6	0.2	3.8
8/1	197	197	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/2	508	508	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
8/3	541	541	-	-	-	0.0	0.2	-	0.2	1.2	1.8	0.2	2.0
9/1	541	541	-	-	-	1.3	0.3	-	1.6	10.6	4.5	0.3	4.8
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-

LinSig V1 style report

C1	PRC for Signalled Lanes (%):	11.9	Total Delay for Signalled Lanes (pcuHr):	30.28	Cycle Time (s):	100
	PRC Over All Lanes (%):	11.9	Total Delay Over All Lanes(pcuHr):	31.18		

LinSig V1 style report

Stage Timings

Scenario 16: '2033 Full Dev PM' (FG16: '2033 Full Dev (PM)', Plan 1: 'Network Control Plan 1')

Stage	1	2	3	4	5
Duration	22	5	11	4	18
Change Point	0	28	43	56	70

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	83.1%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	83.1%
1/1	A635 Old Mill Lane (East)	U	N/A	N/A	-		-	-	-	888	2115	2115	42.0%
2/1	A635 Old Mill Lane (West) Left	U	N/A	N/A	B		1	24	-	169	1144	318	53.2%
2/2	A635 Old Mill Lane (West) Left	U	N/A	N/A	B		1	24	-	464	2030	564	82.3%
3/1	Huddersfield Road (South) Left	U	N/A	N/A	A		1	22	-	378	1890	483	78.3%
3/2	Huddersfield Road (South) Ahead	U	N/A	N/A	A		1	22	-	431	2030	519	83.1%
4/1	Huddersfield Road (North)	U	N/A	N/A	-		-	-	-	773	1940	1940	39.8%
5/1	Victoria Road (East) Ahead Left Right	U	N/A	N/A	G		1	18	-	344	2065	436	78.9%
6/1	Victoria Road (West)	U	N/A	N/A	F		1	78	-	155	2065	1813	8.6%
7/1	A635 Ahead Left	U	N/A	N/A	D		1	57	-	919	1940	1250	73.5%
7/2	A635 Right	U	N/A	N/A	E		1	18	-	266	2080	439	60.6%
8/1	Old Mill Lane (South)	U	N/A	N/A	-		-	-	-	169	1890	1890	8.9%
8/2	Old Mill Lane (South)	U	N/A	N/A	-		-	-	-	464	2030	2030	22.9%
8/3	Old Mill Lane (South)	U	N/A	N/A	-		-	-	-	522	2080	2080	25.1%
9/1	Ahead	U	N/A	N/A	C		1	56	-	522	2255	1428	36.6%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	M		1	62	-	0	-	0	0.0%

LinSig V1 style report

Ped Link: P2	Unnamed Ped Link	-	N/A	-	L		1	5	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	I		1	51	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	J		1	24	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	N/A	-	K		1	23	-	0	-	0	0.0%

LinSig V1 style report

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	21.7	12.2	0.0	33.8	-	-	-	-
Unnamed Junction	-	-	0	0	0	21.7	12.2	0.0	33.8	-	-	-	-
1/1	888	888	-	-	-	0.0	0.4	-	0.4	1.5	0.0	0.4	0.4
2/1	169	169	-	-	-	1.3	0.6	-	1.9	39.6	3.6	0.6	4.1
2/2	464	464	-	-	-	3.9	2.2	-	6.1	47.7	10.8	2.2	13.1
3/1	378	378	-	-	-	3.3	1.7	-	5.0	47.8	8.7	1.7	10.5
3/2	431	431	-	-	-	3.8	2.3	-	6.1	51.1	10.2	2.3	12.5
4/1	773	773	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
5/1	344	344	-	-	-	3.2	1.8	-	5.0	52.4	8.1	1.8	9.9
6/1	155	155	-	-	-	0.0	0.0	-	0.1	2.1	0.7	0.0	0.7
7/1	919	919	-	-	-	2.8	1.4	-	4.1	16.2	15.3	1.4	16.7
7/2	266	266	-	-	-	2.4	0.8	-	3.1	42.4	6.0	0.8	6.7
8/1	169	169	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
8/2	464	464	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/3	522	522	-	-	-	0.0	0.2	-	0.2	1.2	1.2	0.2	1.4
9/1	522	522	-	-	-	1.0	0.3	-	1.3	8.8	4.1	0.3	4.4
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-

LinSig V1 style report

C1	PRC for Signalled Lanes (%):	8.3	Total Delay for Signalled Lanes (pcuHr):	32.79	Cycle Time (s):	90
	PRC Over All Lanes (%):	8.3	Total Delay Over All Lanes(pcuHr):	33.85		

Appendix J-27

LinSig Output - Pogmoor Road / Gawber Road

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	J14 Pogmoor Road - Gawber Road.lsg3x
Author:	
Company:	
Address:	

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Ind. Arrow	A	4	4
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Pedestrian		5	5
G	Pedestrian		5	5
H	Pedestrian		5	5
I	Pedestrian		5	5

Phase Intergreens Matrix

		Starting Phase								
		A	B	C	D	E	F	G	H	I
Terminating Phase	A	-	-	6	6	5	5	8	8	
	B	-	6	6	6	5	-	-	8	
	C	-	5	6	6	8	8	5	7	
	D	5	5	5	-	8	5	7	8	
	E	5	5	5	-	8	8	8	5	
	F	0	0	0	0	0	-	-	-	
	G	0	-	0	0	0	-	-	-	
	H	0	-	0	0	0	-	-	-	
	I	0	0	0	0	0	-	-	-	

Phase Delays

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

Prohibited Stage Change

		To Stage			
		1	2	3	4
From Stage	1		5	6	8
	2	6		6	8
	3	5	5		8
	4	2	X	2	

Phases in Stage

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

Give-Way Lane Input Data

Junction: Unnamed Junction											
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)
1/1 (Greenfoot Lane South)	7/1 (Right)	1439	0	5/1	1.09	All	2.00	2.00	0.50	2	2.00
3/1 (Gawber Road (West))	2/1 (Right)	1439	0	8/1	1.09	All	2.00	2.00	0.50	2	2.00
5/1 (Pogmoor Road (North))	4/1 (Right)	1439	0	1/1	1.09	All	2.00	2.00	0.50	2	2.00
8/1 (Gawber Road (East))	6/1 (Right)	1439	0	3/1	1.09	All	3.00	1.00	0.50	3	2.00

Lane Input Data

Junction: Unnamed Junction												
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 (Greenfoot Lane South)	O	D	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 4 Left	Inf
											Arm 6 Ahead	Inf
											Arm 7 Right	Inf
2/1 (Greenfoot Lane (North))	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1 (Gawber Road (West))	O	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 2 Right	Inf
											Arm 6 Left	Inf
											Arm 7 Ahead	Inf
4/1 (Gawber Road (East))	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Pogmoor Road (North))	O	E	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 2 Ahead	Inf
											Arm 4 Right	Inf
											Arm 7 Left	Inf
6/1 (Pogmoor Road (South))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Gawber Road (West))	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Gawber Road (East))	O	A B	2	3	60.0	User	1800	-	-	-	-	-

Lane Saturation Flows

Scenario 1: '2022 Base AM' (FG1: '2022 Base (AM)', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
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 (Greenfoot Lane South)	3.25	0.00	Y	Arm 4 Left	Inf	13.1 %	1940	1940
				Arm 6 Ahead	Inf	75.9 %		
				Arm 7 Right	Inf	11.1 %		
2/1 (Greenfoot Lane (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Gawber Road (West))	3.25	0.00	Y	Arm 2 Right	Inf	6.2 %	1940	1940
				Arm 6 Left	Inf	33.2 %		
				Arm 7 Ahead	Inf	60.6 %		
4/1 (Gawber Road (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Pogmoor Road (North))	3.25	0.00	Y	Arm 2 Ahead	Inf	21.3 %	1940	1940
				Arm 4 Right	Inf	27.1 %		
				Arm 7 Left	Inf	51.7 %		
6/1 (Pogmoor Road (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Gawber Road (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Gawber Road (East) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 2: '2022 Base PM' (FG2: '2022 Base (PM)', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
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 (Greenfoot Lane South)	3.25	0.00	Y	Arm 4 Left	Inf	15.8 %	1940	1940
				Arm 6 Ahead	Inf	65.4 %		
				Arm 7 Right	Inf	18.8 %		
2/1 (Greenfoot Lane (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Gawber Road (West))	3.25	0.00	Y	Arm 2 Right	Inf	3.0 %	1940	1940
				Arm 6 Left	Inf	34.7 %		
				Arm 7 Ahead	Inf	62.3 %		
4/1 (Gawber Road (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Pogmoor Road (North))	3.25	0.00	Y	Arm 2 Ahead	Inf	20.2 %	1940	1940
				Arm 4 Right	Inf	16.9 %		
				Arm 7 Left	Inf	62.9 %		
6/1 (Pogmoor Road (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Gawber Road (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Gawber Road (East) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 3: '2026 Do Min AM' (FG3: '2026 Do Min (AM)', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
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 (Greenfoot Lane South)	3.25	0.00	Y	Arm 4 Left	Inf	12.8 %	1940	1940
				Arm 6 Ahead	Inf	76.4 %		
				Arm 7 Right	Inf	10.8 %		
2/1 (Greenfoot Lane (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Gawber Road (West))	3.25	0.00	Y	Arm 2 Right	Inf	6.1 %	1940	1940
				Arm 6 Left	Inf	33.2 %		
				Arm 7 Ahead	Inf	60.7 %		
4/1 (Gawber Road (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Pogmoor Road (North))	3.25	0.00	Y	Arm 2 Ahead	Inf	21.5 %	1940	1940
				Arm 4 Right	Inf	27.0 %		
				Arm 7 Left	Inf	51.5 %		
6/1 (Pogmoor Road (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Gawber Road (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Gawber Road (East) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 4: '2026 Do Min PM' (FG4: '2026 Do Min (PM)', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
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 (Greenfoot Lane South)	3.25	0.00	Y	Arm 4 Left	Inf	15.7 %	1940	1940
				Arm 6 Ahead	Inf	65.7 %		
				Arm 7 Right	Inf	18.7 %		
2/1 (Greenfoot Lane (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Gawber Road (West))	3.25	0.00	Y	Arm 2 Right	Inf	3.0 %	1940	1940
				Arm 6 Left	Inf	34.7 %		
				Arm 7 Ahead	Inf	62.3 %		
4/1 (Gawber Road (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Pogmoor Road (North))	3.25	0.00	Y	Arm 2 Ahead	Inf	20.2 %	1940	1940
				Arm 4 Right	Inf	16.9 %		
				Arm 7 Left	Inf	62.9 %		
6/1 (Pogmoor Road (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Gawber Road (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Gawber Road (East) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 5: '2033 Do Min AM' (FG5: '2033 Do Min (AM)', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
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 (Greenfoot Lane South)	3.25	0.00	Y	Arm 4 Left	Inf	13.0 %	1940	1940
				Arm 6 Ahead	Inf	76.4 %		
				Arm 7 Right	Inf	10.6 %		
2/1 (Greenfoot Lane (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Gawber Road (West))	3.25	0.00	Y	Arm 2 Right	Inf	6.3 %	1940	1940
				Arm 6 Left	Inf	33.2 %		
				Arm 7 Ahead	Inf	60.6 %		
4/1 (Gawber Road (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Pogmoor Road (North))	3.25	0.00	Y	Arm 2 Ahead	Inf	21.3 %	1940	1940
				Arm 4 Right	Inf	26.9 %		
				Arm 7 Left	Inf	51.8 %		
6/1 (Pogmoor Road (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Gawber Road (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Gawber Road (East) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 6: '2033 Do Min PM' (FG6: '2033 Do Min (PM)', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
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 (Greenfoot Lane South)	3.25	0.00	Y	Arm 4 Left	Inf	15.5 %	1940	1940
				Arm 6 Ahead	Inf	65.5 %		
				Arm 7 Right	Inf	19.0 %		
2/1 (Greenfoot Lane (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Gawber Road (West))	3.25	0.00	Y	Arm 2 Right	Inf	2.8 %	1940	1940
				Arm 6 Left	Inf	34.6 %		
				Arm 7 Ahead	Inf	62.6 %		
4/1 (Gawber Road (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Pogmoor Road (North))	3.25	0.00	Y	Arm 2 Ahead	Inf	20.1 %	1940	1940
				Arm 4 Right	Inf	16.9 %		
				Arm 7 Left	Inf	63.0 %		
6/1 (Pogmoor Road (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Gawber Road (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Gawber Road (East) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 7: '2026 Resi P1A AM' (FG7: '2026 Resi P1A (AM)', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
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 (Greenfoot Lane South)	3.25	0.00	Y	Arm 4 Left	Inf	12.7 %	1940	1940
				Arm 6 Ahead	Inf	76.5 %		
				Arm 7 Right	Inf	10.8 %		
2/1 (Greenfoot Lane (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Gawber Road (West))	3.25	0.00	Y	Arm 2 Right	Inf	6.1 %	1940	1940
				Arm 6 Left	Inf	33.0 %		
				Arm 7 Ahead	Inf	60.9 %		
4/1 (Gawber Road (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Pogmoor Road (North))	3.25	0.00	Y	Arm 2 Ahead	Inf	21.4 %	1940	1940
				Arm 4 Right	Inf	26.9 %		
				Arm 7 Left	Inf	51.6 %		
6/1 (Pogmoor Road (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Gawber Road (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Gawber Road (East) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 8: '2026 Resi P1A PM' (FG8: '2026 Resi P1A (PM)', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
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 (Greenfoot Lane South)	3.25	0.00	Y	Arm 4 Left	Inf	15.7 %	1940	1940
				Arm 6 Ahead	Inf	65.7 %		
				Arm 7 Right	Inf	18.7 %		
2/1 (Greenfoot Lane (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Gawber Road (West))	3.25	0.00	Y	Arm 2 Right	Inf	3.0 %	1940	1940
				Arm 6 Left	Inf	34.0 %		
				Arm 7 Ahead	Inf	63.1 %		
4/1 (Gawber Road (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Pogmoor Road (North))	3.25	0.00	Y	Arm 2 Ahead	Inf	20.1 %	1940	1940
				Arm 4 Right	Inf	16.9 %		
				Arm 7 Left	Inf	63.0 %		
6/1 (Pogmoor Road (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Gawber Road (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Gawber Road (East) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 9: '2033 Full Resi AM' (FG9: '2033 Full Resi (AM)', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
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 (Greenfoot Lane South)	3.25	0.00	Y	Arm 4 Left	Inf	12.7 %	1940	1940
				Arm 6 Ahead	Inf	76.8 %		
				Arm 7 Right	Inf	10.5 %		
2/1 (Greenfoot Lane (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Gawber Road (West))	3.25	0.00	Y	Arm 2 Right	Inf	6.1 %	1940	1940
				Arm 6 Left	Inf	32.2 %		
				Arm 7 Ahead	Inf	61.7 %		
4/1 (Gawber Road (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Pogmoor Road (North))	3.25	0.00	Y	Arm 2 Ahead	Inf	21.5 %	1940	1940
				Arm 4 Right	Inf	26.6 %		
				Arm 7 Left	Inf	51.8 %		
6/1 (Pogmoor Road (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Gawber Road (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Gawber Road (East) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 10: '2033 Full Resi PM' (FG10: '2033 Full Resi (PM)', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
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 (Greenfoot Lane South)	3.25	0.00	Y	Arm 4 Left	Inf	15.3 %	1940	1940
				Arm 6 Ahead	Inf	66.0 %		
				Arm 7 Right	Inf	18.8 %		
2/1 (Greenfoot Lane (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Gawber Road (West))	3.25	0.00	Y	Arm 2 Right	Inf	2.6 %	1940	1940
				Arm 6 Left	Inf	31.2 %		
				Arm 7 Ahead	Inf	66.2 %		
4/1 (Gawber Road (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Pogmoor Road (North))	3.25	0.00	Y	Arm 2 Ahead	Inf	20.3 %	1940	1940
				Arm 4 Right	Inf	16.4 %		
				Arm 7 Left	Inf	63.3 %		
6/1 (Pogmoor Road (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Gawber Road (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Gawber Road (East) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 11: '2026 Emp AM' (FG11: '2026 Emp (AM)', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
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 (Greenfoot Lane South)	3.25	0.00	Y	Arm 4 Left	Inf	12.7 %	1940	1940
				Arm 6 Ahead	Inf	76.5 %		
				Arm 7 Right	Inf	10.8 %		
2/1 (Greenfoot Lane (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Gawber Road (West))	3.25	0.00	Y	Arm 2 Right	Inf	5.7 %	1940	1940
				Arm 6 Left	Inf	31.1 %		
				Arm 7 Ahead	Inf	63.2 %		
4/1 (Gawber Road (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Pogmoor Road (North))	3.25	0.00	Y	Arm 2 Ahead	Inf	21.1 %	1940	1940
				Arm 4 Right	Inf	26.5 %		
				Arm 7 Left	Inf	52.5 %		
6/1 (Pogmoor Road (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Gawber Road (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Gawber Road (East) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 12: '2026 Emp PM' (FG12: '2026 Emp (PM)', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
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 (Greenfoot Lane South)	3.25	0.00	Y	Arm 4 Left	Inf	15.7 %	1940	1940
				Arm 6 Ahead	Inf	65.7 %		
				Arm 7 Right	Inf	18.7 %		
2/1 (Greenfoot Lane (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Gawber Road (West))	3.25	0.00	Y	Arm 2 Right	Inf	2.9 %	1940	1940
				Arm 6 Left	Inf	33.7 %		
				Arm 7 Ahead	Inf	63.4 %		
4/1 (Gawber Road (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Pogmoor Road (North))	3.25	0.00	Y	Arm 2 Ahead	Inf	20.1 %	1940	1940
				Arm 4 Right	Inf	16.8 %		
				Arm 7 Left	Inf	63.1 %		
6/1 (Pogmoor Road (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Gawber Road (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Gawber Road (East) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 13: '2026 P1 AM' (FG13: '2026 P1 AM', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
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 (Greenfoot Lane South)	3.25	0.00	Y	Arm 4 Left	Inf	12.7 %	1940	1940
				Arm 6 Ahead	Inf	76.5 %		
				Arm 7 Right	Inf	10.8 %		
2/1 (Greenfoot Lane (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Gawber Road (West))	3.25	0.00	Y	Arm 2 Right	Inf	5.7 %	1940	1940
				Arm 6 Left	Inf	31.0 %		
				Arm 7 Ahead	Inf	63.3 %		
4/1 (Gawber Road (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Pogmoor Road (North))	3.25	0.00	Y	Arm 2 Ahead	Inf	21.2 %	1940	1940
				Arm 4 Right	Inf	26.3 %		
				Arm 7 Left	Inf	52.5 %		
6/1 (Pogmoor Road (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Gawber Road (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Gawber Road (East) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 14: '2026 P1 PM' (FG14: '2026 P1 PM', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
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 (Greenfoot Lane South)	3.25	0.00	Y	Arm 4 Left	Inf	15.6 %	1940	1940
				Arm 6 Ahead	Inf	65.9 %		
				Arm 7 Right	Inf	18.5 %		
2/1 (Greenfoot Lane (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Gawber Road (West))	3.25	0.00	Y	Arm 2 Right	Inf	2.9 %	1940	1940
				Arm 6 Left	Inf	33.2 %		
				Arm 7 Ahead	Inf	63.9 %		
4/1 (Gawber Road (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Pogmoor Road (North))	3.25	0.00	Y	Arm 2 Ahead	Inf	20.1 %	1940	1940
				Arm 4 Right	Inf	16.8 %		
				Arm 7 Left	Inf	63.1 %		
6/1 (Pogmoor Road (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Gawber Road (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Gawber Road (East) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 15: '2033 Full Dev AM' (FG15: '2033 Full Dev (AM)', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
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 (Greenfoot Lane South)	3.25	0.00	Y	Arm 4 Left	Inf	12.7 %	1940	1940
				Arm 6 Ahead	Inf	76.8 %		
				Arm 7 Right	Inf	10.5 %		
2/1 (Greenfoot Lane (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Gawber Road (West))	3.25	0.00	Y	Arm 2 Right	Inf	5.7 %	1940	1940
				Arm 6 Left	Inf	30.3 %		
				Arm 7 Ahead	Inf	64.0 %		
4/1 (Gawber Road (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Pogmoor Road (North))	3.25	0.00	Y	Arm 2 Ahead	Inf	21.1 %	1940	1940
				Arm 4 Right	Inf	26.2 %		
				Arm 7 Left	Inf	52.7 %		
6/1 (Pogmoor Road (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Gawber Road (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Gawber Road (East) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800

Scenario 16: '2033 Full Dev PM' (FG16: '2033 Full Dev (PM)', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
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 (Greenfoot Lane South)	3.25	0.00	Y	Arm 4 Left	Inf	15.2 %	1940	1940
				Arm 6 Ahead	Inf	66.2 %		
				Arm 7 Right	Inf	18.6 %		
2/1 (Greenfoot Lane (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Gawber Road (West))	3.25	0.00	Y	Arm 2 Right	Inf	2.5 %	1940	1940
				Arm 6 Left	Inf	30.5 %		
				Arm 7 Ahead	Inf	66.9 %		
4/1 (Gawber Road (East) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Pogmoor Road (North))	3.25	0.00	Y	Arm 2 Ahead	Inf	20.2 %	1940	1940
				Arm 4 Right	Inf	16.3 %		
				Arm 7 Left	Inf	63.5 %		
6/1 (Pogmoor Road (South) Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Gawber Road (West) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Gawber Road (East) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2022 Base (AM)'	08:00	09:00	01:00	
2: '2022 Base (PM)'	16:30	17:30	01:00	
3: '2026 Do Min (AM)'	08:00	09:00	01:00	
4: '2026 Do Min (PM)'	16:30	17:30	01:00	
5: '2033 Do Min (AM)'	08:00	09:00	01:00	
6: '2033 Do Min (PM)'	16:30	17:30	01:00	
7: '2026 Resi P1A (AM)'	08:00	09:00	01:00	
8: '2026 Resi P1A (PM)'	16:30	17:30	01:00	
9: '2033 Full Resi (AM)'	08:00	09:00	01:00	
10: '2033 Full Resi (PM)'	16:30	17:30	01:00	
11: '2026 Emp (AM)'	08:00	09:00	01:00	
12: '2026 Emp (PM)'	16:30	17:30	01:00	
13: '2026 P1 AM'	08:00	09:00	01:00	
14: '2026 P1 PM'	16:30	17:30	01:00	
15: '2033 Full Dev (AM)'	08:00	09:00	01:00	
16: '2033 Full Dev (PM)'	16:30	17:30	01:00	

Traffic Flows, Desired

FG1: '2022 Base (AM)'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	22	151	26	199
	B	20	0	241	185	446
	C	96	233	0	122	451
	D	12	117	64	0	193
	Tot.	128	372	456	333	1289

FG2: '2022 Base (PM)'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	25	87	21	133
	B	20	0	190	132	342
	C	111	346	0	93	550
	D	6	124	69	0	199
	Tot.	137	495	346	246	1224

FG3: '2026 Do Min (AM)'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	22	155	26	203
	B	20	0	246	192	458
	C	98	235	0	123	456
	D	12	119	65	0	196
	Tot.	130	376	466	341	1313

FG4: '2026 Do Min (PM)'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	25	88	21	134
	B	20	0	191	133	344
	C	112	349	0	94	555
	D	6	124	69	0	199
	Tot.	138	498	348	248	1232

FG5: '2033 Do Min (AM)'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	23	165	28	216
	B	21	0	261	203	485
	C	103	250	0	130	483
	D	13	126	69	0	208
	Tot.	137	399	495	361	1392

FG6: '2033 Do Min (PM)'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	27	93	22	142
	B	21	0	203	141	365
	C	118	370	0	99	587
	D	6	132	73	0	211
	Tot.	145	529	369	262	1305

FG7: '2026 Resi P1A (AM)'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	22	156	26	204
	B	20	0	248	195	463
	C	98	236	0	123	457
	D	12	120	65	0	197
	Tot.	130	378	469	344	1321

FG8: '2026 Resi P1A (PM)'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	25	88	21	134
	B	20	0	192	135	347
	C	112	351	0	94	557
	D	6	128	69	0	203
	Tot.	138	504	349	250	1241

FG9: '2033 Full Resi (AM)'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	23	169	28	220
	B	21	0	273	225	519
	C	105	253	0	130	488
	D	13	132	69	0	214
	Tot.	139	408	511	383	1441

FG10: '2033 Full Resi (PM)'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	27	95	22	144
	B	21	0	210	154	385
	C	123	383	0	99	605
	D	6	155	73	0	234
	Tot.	150	565	378	275	1368

FG11: '2026 Emp (AM)'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	22	156	26	204
	B	20	0	250	198	468
	C	98	244	0	123	465
	D	12	132	65	0	209
	Tot.	130	398	471	347	1346

FG12: '2026 Emp (PM)'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	25	88	21	134
	B	20	0	199	144	363
	C	112	352	0	94	558
	D	6	130	69	0	205
	Tot.	138	507	356	259	1260

FG13: '2026 P1 AM'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	22	156	26	204
	B	20	0	252	201	473
	C	99	245	0	123	467
	D	12	133	65	0	210
	Tot.	131	400	473	350	1354

FG14: '2026 P1 PM'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	25	89	21	135
	B	20	0	200	146	366
	C	113	354	0	94	561
	D	6	133	69	0	208
	Tot.	139	512	358	261	1270

FG15: '2033 Full Dev (AM)'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	23	169	28	220
	B	21	0	277	231	529
	C	105	262	0	130	497
	D	13	146	69	0	228
	Tot.	139	431	515	389	1474

FG16: '2033 Full Dev (PM)'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	27	96	22	145
	B	21	0	218	165	404
	C	123	386	0	99	608
	D	6	160	73	0	239
	Tot.	150	573	387	286	1396

Stage Timings

Scenario 1: '2022 Base AM' (FG1: '2022 Base (AM)', Plan 1: 'Network Control Plan 1')

Stage	1	2	3	4
Duration	34	4	36	5
Change Point	0	36	45	87

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	63.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	63.8%
1/1	Greenfoot Lane South Left Ahead Right	O	N/A	N/A	D		1	36	-	199	1940	707	28.2%
2/1	Greenfoot Lane (North)	U	N/A	N/A	-		-	-	-	128	Inf	Inf	0.0%
3/1	Gawber Road (West) Right Left Ahead	O	N/A	N/A	C		1	34	-	193	1940	679	28.4%
4/1	Gawber Road (East)	U	N/A	N/A	-		-	-	-	333	Inf	Inf	0.0%
5/1	Pogmoor Road (North) Ahead Right Left	O	N/A	N/A	E		1	36	-	451	1940	707	63.8%
6/1	Pogmoor Road (South)	U	N/A	N/A	-		-	-	-	456	Inf	Inf	0.0%
7/1	Gawber Road (West)	U	N/A	N/A	-		-	-	-	372	Inf	Inf	0.0%
8/1	Gawber Road (East) Left Ahead Right	O	N/A	N/A	A	B	1	43	4	446	1800	715	62.4%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	I		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	F		1	5	-	0	-	0	0.0%

LinSig V1 style report

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	-	-	373	17	7	8.6	2.1	0.3	10.9	-	-	-	-
Unnamed Junction	-	-	373	17	7	8.6	2.1	0.3	10.9	-	-	-	-
1/1	199	199	22	0	0	1.2	0.2	0.1	1.5	27.2	3.9	0.2	4.1
2/1	128	128	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	193	193	12	0	0	1.3	0.2	0.0	1.5	27.3	3.9	0.2	4.1
4/1	333	333	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	451	451	122	0	0	3.3	0.9	0.1	4.2	33.5	10.3	0.9	11.1
6/1	456	456	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	372	372	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	446	446	217	17	7	2.8	0.8	0.1	3.8	30.5	9.9	0.8	10.7
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):	41.0	Total Delay for Signalled Lanes (pcuHr):	10.94	Cycle Time (s):		100				
			PRC Over All Lanes (%):	41.0	Total Delay Over All Lanes(pcuHr):	10.94							

Stage Timings

Scenario 2: '2022 Base PM' (FG2: '2022 Base (PM)', Plan 1: 'Network Control Plan 1')

Stage	1	2	3	4
Duration	35	4	55	5
Change Point	0	37	46	107

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	60.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	60.8%
1/1	Greenfoot Lane South Left Ahead Right	O	N/A	N/A	D		1	55	-	133	1940	755	17.6%
2/1	Greenfoot Lane (North)	U	N/A	N/A	-		-	-	-	137	Inf	Inf	0.0%
3/1	Gawber Road (West) Right Left Ahead	O	N/A	N/A	C		1	35	-	199	1940	582	34.2%
4/1	Gawber Road (East)	U	N/A	N/A	-		-	-	-	246	Inf	Inf	0.0%
5/1	Pogmoor Road (North) Ahead Right Left	O	N/A	N/A	E		1	55	-	550	1940	905	60.8%
6/1	Pogmoor Road (South)	U	N/A	N/A	-		-	-	-	346	Inf	Inf	0.0%
7/1	Gawber Road (West)	U	N/A	N/A	-		-	-	-	495	Inf	Inf	0.0%
8/1	Gawber Road (East) Left Ahead Right	O	N/A	N/A	A	B	1	44	4	342	1800	579	59.1%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	I		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	F		1	5	-	0	-	0	0.0%

LinSig V1 style report

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	-	-	298	11	5	9.2	1.9	0.3	11.3	-	-	-	-
Unnamed Junction	-	-	298	11	5	9.2	1.9	0.3	11.3	-	-	-	-
1/1	133	133	25	0	0	0.7	0.1	0.1	0.9	24.3	2.5	0.1	2.6
2/1	137	137	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	199	199	6	0	0	1.8	0.3	0.0	2.1	37.5	5.1	0.3	5.4
4/1	246	246	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	550	550	93	0	0	3.6	0.8	0.0	4.4	28.9	13.6	0.8	14.4
6/1	346	346	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	495	495	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	342	342	174	11	5	3.0	0.7	0.2	3.9	41.2	9.5	0.7	10.2
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):	48.1	Total Delay for Signalled Lanes (pcuHr):			11.31	Cycle Time (s): 120				
			PRC Over All Lanes (%):	48.1	Total Delay Over All Lanes(pcuHr):			11.31					

Stage Timings

Scenario 3: '2026 Do Min AM' (FG3: '2026 Do Min (AM)', Plan 1: 'Network Control Plan 1')

Stage	1	2	3	4
Duration	34	4	36	5
Change Point	0	36	45	87

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	64.5%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	64.5%
1/1	Greenfoot Lane South Left Ahead Right	O	N/A	N/A	D		1	36	-	203	1940	708	28.7%
2/1	Greenfoot Lane (North)	U	N/A	N/A	-		-	-	-	130	Inf	Inf	0.0%
3/1	Gawber Road (West) Right Left Ahead	O	N/A	N/A	C		1	34	-	196	1940	679	28.9%
4/1	Gawber Road (East)	U	N/A	N/A	-		-	-	-	341	Inf	Inf	0.0%
5/1	Pogmoor Road (North) Ahead Right Left	O	N/A	N/A	E		1	36	-	456	1940	707	64.5%
6/1	Pogmoor Road (South)	U	N/A	N/A	-		-	-	-	466	Inf	Inf	0.0%
7/1	Gawber Road (West)	U	N/A	N/A	-		-	-	-	376	Inf	Inf	0.0%
8/1	Gawber Road (East) Left Ahead Right	O	N/A	N/A	A	B	1	43	4	458	1800	715	64.1%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	I		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	F		1	5	-	0	-	0	0.0%

LinSig V1 style report

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	-	-	378	17	7	8.8	2.2	0.3	11.2	-	-	-	-
Unnamed Junction	-	-	378	17	7	8.8	2.2	0.3	11.2	-	-	-	-
1/1	203	203	22	0	0	1.3	0.2	0.1	1.5	27.2	3.9	0.2	4.1
2/1	130	130	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	196	196	12	0	0	1.3	0.2	0.0	1.5	27.3	3.9	0.2	4.1
4/1	341	341	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	456	456	123	0	0	3.3	0.9	0.1	4.3	33.7	10.4	0.9	11.3
6/1	466	466	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	376	376	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	458	458	221	17	7	2.9	0.9	0.1	3.9	31.0	10.2	0.9	11.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):	39.5	Total Delay for Signalled Lanes (pcuHr):	11.24	Cycle Time (s):		100				
			PRC Over All Lanes (%):	39.5	Total Delay Over All Lanes(pcuHr):	11.24							

Stage Timings

Scenario 4: '2026 Do Min PM' (FG4: '2026 Do Min (PM)', Plan 1: 'Network Control Plan 1')

Stage	1	2	3	4
Duration	34	5	55	5
Change Point	0	36	46	107

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	61.3%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	61.3%
1/1	Greenfoot Lane South Left Ahead Right	O	N/A	N/A	D		1	55	-	134	1940	742	18.1%
2/1	Greenfoot Lane (North)	U	N/A	N/A	-		-	-	-	138	Inf	Inf	0.0%
3/1	Gawber Road (West) Right Left Ahead	O	N/A	N/A	C		1	34	-	199	1940	566	35.2%
4/1	Gawber Road (East)	U	N/A	N/A	-		-	-	-	248	Inf	Inf	0.0%
5/1	Pogmoor Road (North) Ahead Right Left	O	N/A	N/A	E		1	55	-	555	1940	905	61.3%
6/1	Pogmoor Road (South)	U	N/A	N/A	-		-	-	-	348	Inf	Inf	0.0%
7/1	Gawber Road (West)	U	N/A	N/A	-		-	-	-	498	Inf	Inf	0.0%
8/1	Gawber Road (East) Left Ahead Right	O	N/A	N/A	A	B	1	44	5	344	1800	564	61.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	I		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	F		1	5	-	0	-	0	0.0%

LinSig V1 style report

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	-	-	298	13	5	9.3	1.9	0.3	11.6	-	-	-	-
Unnamed Junction	-	-	298	13	5	9.3	1.9	0.3	11.6	-	-	-	-
1/1	134	134	25	0	0	0.7	0.1	0.1	0.9	24.4	2.5	0.1	2.6
2/1	138	138	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	199	199	6	0	0	1.9	0.3	0.0	2.1	38.5	5.2	0.3	5.5
4/1	248	248	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	555	555	94	0	0	3.7	0.8	0.0	4.5	29.1	13.7	0.8	14.5
6/1	348	348	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	498	498	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	344	344	173	13	5	3.1	0.8	0.1	4.0	42.2	9.7	0.8	10.4
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):	46.8	Total Delay for Signalled Lanes (pcuHr):	11.56	Cycle Time (s):	120					
			PRC Over All Lanes (%):	46.8	Total Delay Over All Lanes(pcuHr):	11.56							

Stage Timings

Scenario 5: '2033 Do Min AM' (FG5: '2033 Do Min (AM)', Plan 1: 'Network Control Plan 1')

Stage	1	2	3	4
Duration	34	4	36	5
Change Point	0	36	45	87

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	69.6%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	69.6%
1/1	Greenfoot Lane South Left Ahead Right	O	N/A	N/A	D		1	36	-	216	1940	707	30.5%
2/1	Greenfoot Lane (North)	U	N/A	N/A	-		-	-	-	137	Inf	Inf	0.0%
3/1	Gawber Road (West) Right Left Ahead	O	N/A	N/A	C		1	34	-	208	1940	679	30.6%
4/1	Gawber Road (East)	U	N/A	N/A	-		-	-	-	361	Inf	Inf	0.0%
5/1	Pogmoor Road (North) Ahead Right Left	O	N/A	N/A	E		1	36	-	483	1940	699	69.1%
6/1	Pogmoor Road (South)	U	N/A	N/A	-		-	-	-	495	Inf	Inf	0.0%
7/1	Gawber Road (West)	U	N/A	N/A	-		-	-	-	399	Inf	Inf	0.0%
8/1	Gawber Road (East) Left Ahead Right	O	N/A	N/A	A	B	1	43	4	485	1800	697	69.6%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	I		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	F		1	5	-	0	-	0	0.0%

LinSig V1 style report

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	-	-	401	18	8	9.6	2.7	0.3	12.6	-	-	-	-
Unnamed Junction	-	-	401	18	8	9.6	2.7	0.3	12.6	-	-	-	-
1/1	216	216	23	0	0	1.3	0.2	0.1	1.6	27.5	4.2	0.2	4.4
2/1	137	137	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	208	208	13	0	0	1.4	0.2	0.0	1.6	27.6	4.2	0.2	4.4
4/1	361	361	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	483	483	130	0	0	3.6	1.1	0.1	4.8	35.6	11.4	1.1	12.5
6/1	495	495	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	399	399	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	485	485	235	18	8	3.3	1.1	0.1	4.5	33.6	11.2	1.1	12.3
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):	29.3	Total Delay for Signalled Lanes (pcuHr):			12.55	Cycle Time (s): 100				
			PRC Over All Lanes (%):	29.3	Total Delay Over All Lanes(pcuHr):			12.55					

Stage Timings

Scenario 6: '2033 Do Min PM' (FG6: '2033 Do Min (PM)', Plan 1: 'Network Control Plan 1')

Stage	1	2	3	4
Duration	35	4	55	5
Change Point	0	37	46	107

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	64.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	64.8%
1/1	Greenfoot Lane South Left Ahead Right	O	N/A	N/A	D		1	55	-	142	1940	704	20.2%
2/1	Greenfoot Lane (North)	U	N/A	N/A	-		-	-	-	145	Inf	Inf	0.0%
3/1	Gawber Road (West) Right Left Ahead	O	N/A	N/A	C		1	35	-	211	1940	582	36.3%
4/1	Gawber Road (East)	U	N/A	N/A	-		-	-	-	262	Inf	Inf	0.0%
5/1	Pogmoor Road (North) Ahead Right Left	O	N/A	N/A	E		1	55	-	587	1940	905	64.8%
6/1	Pogmoor Road (South)	U	N/A	N/A	-		-	-	-	369	Inf	Inf	0.0%
7/1	Gawber Road (West)	U	N/A	N/A	-		-	-	-	529	Inf	Inf	0.0%
8/1	Gawber Road (East) Left Ahead Right	O	N/A	N/A	A	B	1	44	4	365	1800	564	64.7%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	I		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	F		1	5	-	0	-	0	0.0%

LinSig V1 style report

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	-	-	318	12	5	10.0	2.2	0.3	12.6	-	-	-	-
Unnamed Junction	-	-	318	12	5	10.0	2.2	0.3	12.6	-	-	-	-
1/1	142	142	27	0	0	0.7	0.1	0.1	1.0	25.1	2.7	0.1	2.8
2/1	145	145	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	211	211	6	0	0	1.9	0.3	0.0	2.2	37.9	5.5	0.3	5.8
4/1	262	262	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	587	587	99	0	0	4.0	0.9	0.0	4.9	30.2	14.8	0.9	15.8
6/1	369	369	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	529	529	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	365	365	186	12	5	3.4	0.9	0.2	4.4	43.7	10.4	0.9	11.4
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):		38.8	Total Delay for Signalled Lanes (pcuHr):			12.56	Cycle Time (s): 120			
			PRC Over All Lanes (%):		38.8	Total Delay Over All Lanes(pcuHr):			12.56				

Stage Timings

Scenario 7: '2026 Resi P1A AM' (FG7: '2026 Resi P1A (AM)', Plan 1: 'Network Control Plan 1')

Stage	1	2	3	4
Duration	34	4	36	5
Change Point	0	36	45	87

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	64.7%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	64.7%
1/1	Greenfoot Lane South Left Ahead Right	O	N/A	N/A	D		1	36	-	204	1940	709	28.8%
2/1	Greenfoot Lane (North)	U	N/A	N/A	-		-	-	-	130	Inf	Inf	0.0%
3/1	Gawber Road (West) Right Left Ahead	O	N/A	N/A	C		1	34	-	197	1940	679	29.0%
4/1	Gawber Road (East)	U	N/A	N/A	-		-	-	-	344	Inf	Inf	0.0%
5/1	Pogmoor Road (North) Ahead Right Left	O	N/A	N/A	E		1	36	-	457	1940	707	64.6%
6/1	Pogmoor Road (South)	U	N/A	N/A	-		-	-	-	469	Inf	Inf	0.0%
7/1	Gawber Road (West)	U	N/A	N/A	-		-	-	-	378	Inf	Inf	0.0%
8/1	Gawber Road (East) Left Ahead Right	O	N/A	N/A	A	B	1	43	4	463	1800	715	64.7%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	I		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	F		1	5	-	0	-	0	0.0%

LinSig V1 style report

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	-	-	380	17	7	8.8	2.2	0.3	11.3	-	-	-	-
Unnamed Junction	-	-	380	17	7	8.8	2.2	0.3	11.3	-	-	-	-
1/1	204	204	22	0	0	1.3	0.2	0.1	1.5	27.2	4.0	0.2	4.2
2/1	130	130	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	197	197	12	0	0	1.3	0.2	0.0	1.5	27.4	3.9	0.2	4.1
4/1	344	344	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	457	457	123	0	0	3.3	0.9	0.1	4.3	33.8	10.4	0.9	11.3
6/1	469	469	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	378	378	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	463	463	223	17	7	3.0	0.9	0.1	4.0	31.2	10.4	0.9	11.3
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):	39.0	Total Delay for Signalled Lanes (pcuHr):	11.35	Cycle Time (s):		100				
			PRC Over All Lanes (%):	39.0	Total Delay Over All Lanes(pcuHr):	11.35							

Stage Timings

Scenario 8: '2026 Resi P1A PM' (FG8: '2026 Resi P1A (PM)', Plan 1: 'Network Control Plan 1')

Stage	1	2	3	4
Duration	35	4	55	5
Change Point	0	37	46	107

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	61.5%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	61.5%
1/1	Greenfoot Lane South Left Ahead Right	O	N/A	N/A	D		1	55	-	134	1940	742	18.1%
2/1	Greenfoot Lane (North)	U	N/A	N/A	-		-	-	-	138	Inf	Inf	0.0%
3/1	Gawber Road (West) Right Left Ahead	O	N/A	N/A	C		1	35	-	203	1940	582	34.9%
4/1	Gawber Road (East)	U	N/A	N/A	-		-	-	-	250	Inf	Inf	0.0%
5/1	Pogmoor Road (North) Ahead Right Left	O	N/A	N/A	E		1	55	-	557	1940	905	61.5%
6/1	Pogmoor Road (South)	U	N/A	N/A	-		-	-	-	349	Inf	Inf	0.0%
7/1	Gawber Road (West)	U	N/A	N/A	-		-	-	-	504	Inf	Inf	0.0%
8/1	Gawber Road (East) Left Ahead Right	O	N/A	N/A	A	B	1	44	4	347	1800	564	61.5%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	I		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	F		1	5	-	0	-	0	0.0%

LinSig V1 style report

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	-	-	301	11	5	9.4	2.0	0.3	11.6	-	-	-	-
Unnamed Junction	-	-	301	11	5	9.4	2.0	0.3	11.6	-	-	-	-
1/1	134	134	25	0	0	0.7	0.1	0.1	0.9	24.4	2.5	0.1	2.6
2/1	138	138	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	203	203	6	0	0	1.9	0.3	0.0	2.1	37.6	5.2	0.3	5.5
4/1	250	250	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	557	557	94	0	0	3.7	0.8	0.0	4.5	29.2	13.8	0.8	14.6
6/1	349	349	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	504	504	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	347	347	176	11	5	3.1	0.8	0.1	4.1	42.4	9.8	0.8	10.6
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):	46.3	Total Delay for Signalled Lanes (pcuHr):			11.63	Cycle Time (s): 120				
			PRC Over All Lanes (%):	46.3	Total Delay Over All Lanes(pcuHr):			11.63					

Stage Timings

Scenario 9: '2033 Full Resi AM' (FG9: '2033 Full Resi (AM)', Plan 1: 'Network Control Plan 1')

Stage	1	2	3	4
Duration	35	4	35	5
Change Point	0	37	46	87

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	72.4%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	72.4%
1/1	Greenfoot Lane South Left Ahead Right	O	N/A	N/A	D		1	35	-	220	1940	684	32.1%
2/1	Greenfoot Lane (North)	U	N/A	N/A	-		-	-	-	139	Inf	Inf	0.0%
3/1	Gawber Road (West) Right Left Ahead	O	N/A	N/A	C		1	35	-	214	1940	698	30.6%
4/1	Gawber Road (East)	U	N/A	N/A	-		-	-	-	383	Inf	Inf	0.0%
5/1	Pogmoor Road (North) Ahead Right Left	O	N/A	N/A	E		1	35	-	488	1940	680	71.7%
6/1	Pogmoor Road (South)	U	N/A	N/A	-		-	-	-	511	Inf	Inf	0.0%
7/1	Gawber Road (West)	U	N/A	N/A	-		-	-	-	408	Inf	Inf	0.0%
8/1	Gawber Road (East) Left Ahead Right	O	N/A	N/A	A	B	1	44	4	519	1800	716	72.4%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	I		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	F		1	5	-	0	-	0	0.0%

LinSig V1 style report

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	-	-	412	19	8	10.0	3.0	0.3	13.3	-	-	-	-
Unnamed Junction	-	-	412	19	8	10.0	3.0	0.3	13.3	-	-	-	-
1/1	220	220	23	0	0	1.4	0.2	0.1	1.7	28.6	4.4	0.2	4.6
2/1	139	139	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	214	214	13	0	0	1.4	0.2	0.0	1.6	26.9	4.2	0.2	4.4
4/1	383	383	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	488	488	130	0	0	3.8	1.3	0.1	5.1	37.6	11.7	1.3	12.9
6/1	511	511	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	408	408	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	519	519	246	19	8	3.5	1.3	0.1	4.9	34.0	12.1	1.3	13.4
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%): 24.2		PRC Over All Lanes (%): 24.2		Total Delay for Signalled Lanes (pcuHr): 13.33		Total Delay Over All Lanes(pcuHr): 13.33		Cycle Time (s): 100		

Stage Timings

Scenario 10: '2033 Full Resi PM' (FG10: '2033 Full Resi (PM)', Plan 1: 'Network Control Plan 1')

Stage	1	2	3	4
Duration	36	4	54	5
Change Point	0	38	47	107

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	68.1%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	68.1%
1/1	Greenfoot Lane South Left Ahead Right	O	N/A	N/A	D		1	54	-	144	1940	660	21.8%
2/1	Greenfoot Lane (North)	U	N/A	N/A	-		-	-	-	150	Inf	Inf	0.0%
3/1	Gawber Road (West) Right Left Ahead	O	N/A	N/A	C		1	36	-	234	1940	598	39.1%
4/1	Gawber Road (East)	U	N/A	N/A	-		-	-	-	275	Inf	Inf	0.0%
5/1	Pogmoor Road (North) Ahead Right Left	O	N/A	N/A	E		1	54	-	605	1940	889	68.0%
6/1	Pogmoor Road (South)	U	N/A	N/A	-		-	-	-	378	Inf	Inf	0.0%
7/1	Gawber Road (West)	U	N/A	N/A	-		-	-	-	565	Inf	Inf	0.0%
8/1	Gawber Road (East) Left Ahead Right	O	N/A	N/A	A	B	1	45	4	385	1800	565	68.1%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	I		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	F		1	5	-	0	-	0	0.0%

LinSig V1 style report

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	-	-	325	12	5	10.8	2.6	0.3	13.7	-	-	-	-
Unnamed Junction	-	-	325	12	5	10.8	2.6	0.3	13.7	-	-	-	-
1/1	144	144	27	0	0	0.8	0.1	0.2	1.1	26.3	2.8	0.1	2.9
2/1	150	150	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	234	234	6	0	0	2.1	0.3	0.0	2.4	37.6	6.1	0.3	6.4
4/1	275	275	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	605	605	99	0	0	4.3	1.1	0.0	5.4	32.0	15.8	1.1	16.9
6/1	378	378	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	565	565	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	385	385	192	12	5	3.6	1.1	0.2	4.8	45.0	11.1	1.1	12.2
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):	32.1	Total Delay for Signalled Lanes (pcuHr):			13.68	Cycle Time (s): 120				
			PRC Over All Lanes (%):	32.1	Total Delay Over All Lanes(pcuHr):			13.68					

Stage Timings

Scenario 11: '2026 Emp AM' (FG11: '2026 Emp (AM)', Plan 1: 'Network Control Plan 1')

Stage	1	2	3	4
Duration	34	4	36	5
Change Point	0	36	45	87

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	67.1%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	67.1%
1/1	Greenfoot Lane South Left Ahead Right	O	N/A	N/A	D		1	36	-	204	1940	709	28.8%
2/1	Greenfoot Lane (North)	U	N/A	N/A	-		-	-	-	130	Inf	Inf	0.0%
3/1	Gawber Road (West) Right Left Ahead	O	N/A	N/A	C		1	34	-	209	1940	679	30.8%
4/1	Gawber Road (East)	U	N/A	N/A	-		-	-	-	347	Inf	Inf	0.0%
5/1	Pogmoor Road (North) Ahead Right Left	O	N/A	N/A	E		1	36	-	465	1940	708	65.7%
6/1	Pogmoor Road (South)	U	N/A	N/A	-		-	-	-	471	Inf	Inf	0.0%
7/1	Gawber Road (West)	U	N/A	N/A	-		-	-	-	398	Inf	Inf	0.0%
8/1	Gawber Road (East) Left Ahead Right	O	N/A	N/A	A	B	1	43	4	468	1800	697	67.1%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	I		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	F		1	5	-	0	-	0	0.0%

LinSig V1 style report

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	-	-	382	17	7	9.1	2.4	0.3	11.8	-	-	-	-
Unnamed Junction	-	-	382	17	7	9.1	2.4	0.3	11.8	-	-	-	-
1/1	204	204	22	0	0	1.3	0.2	0.1	1.5	27.3	4.0	0.2	4.2
2/1	130	130	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	209	209	12	0	0	1.4	0.2	0.0	1.6	27.6	4.2	0.2	4.4
4/1	347	347	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	465	465	123	0	0	3.4	0.9	0.1	4.4	34.1	10.7	0.9	11.7
6/1	471	471	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	398	398	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	468	468	225	17	7	3.1	1.0	0.1	4.2	32.6	10.7	1.0	11.7
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):	34.1	Total Delay for Signalled Lanes (pcuHr):			11.79	Cycle Time (s): 100				
			PRC Over All Lanes (%):	34.1	Total Delay Over All Lanes(pcuHr):			11.79					

Stage Timings

Scenario 12: '2026 Emp PM' (FG12: '2026 Emp (PM)', Plan 1: 'Network Control Plan 1')

Stage	1	2	3	4
Duration	36	4	54	5
Change Point	0	38	47	107

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	62.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	62.8%
1/1	Greenfoot Lane South Left Ahead Right	O	N/A	N/A	D		1	54	-	134	1940	725	18.5%
2/1	Greenfoot Lane (North)	U	N/A	N/A	-		-	-	-	138	Inf	Inf	0.0%
3/1	Gawber Road (West) Right Left Ahead	O	N/A	N/A	C		1	36	-	205	1940	598	34.3%
4/1	Gawber Road (East)	U	N/A	N/A	-		-	-	-	259	Inf	Inf	0.0%
5/1	Pogmoor Road (North) Ahead Right Left	O	N/A	N/A	E		1	54	-	558	1940	889	62.8%
6/1	Pogmoor Road (South)	U	N/A	N/A	-		-	-	-	356	Inf	Inf	0.0%
7/1	Gawber Road (West)	U	N/A	N/A	-		-	-	-	507	Inf	Inf	0.0%
8/1	Gawber Road (East) Left Ahead Right	O	N/A	N/A	A	B	1	45	4	363	1800	580	62.6%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	I		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	F		1	5	-	0	-	0	0.0%

LinSig V1 style report

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	-	-	307	12	5	9.6	2.0	0.3	11.9	-	-	-	-
Unnamed Junction	-	-	307	12	5	9.6	2.0	0.3	11.9	-	-	-	-
1/1	134	134	25	0	0	0.7	0.1	0.1	0.9	25.2	2.6	0.1	2.7
2/1	138	138	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	205	205	6	0	0	1.8	0.3	0.0	2.1	36.7	5.2	0.3	5.5
4/1	259	259	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	558	558	94	0	0	3.8	0.8	0.0	4.7	30.2	14.1	0.8	14.9
6/1	356	356	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	507	507	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	363	363	182	12	5	3.2	0.8	0.1	4.2	41.9	10.2	0.8	11.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 43.4 Total Delay for Signalled Lanes (pcuHr): 11.94 Cycle Time (s): 120 PRC Over All Lanes (%): 43.4 Total Delay Over All Lanes(pcuHr): 11.94													

Stage Timings

Scenario 13: '2026 P1 AM' (FG13: '2026 P1 AM', Plan 1: 'Network Control Plan 1')

Stage	1	2	3	4
Duration	35	4	35	5
Change Point	0	37	46	87

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	67.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	67.8%
1/1	Greenfoot Lane South Left Ahead Right	O	N/A	N/A	D		1	35	-	204	1940	686	29.7%
2/1	Greenfoot Lane (North)	U	N/A	N/A	-		-	-	-	131	Inf	Inf	0.0%
3/1	Gawber Road (West) Right Left Ahead	O	N/A	N/A	C		1	35	-	210	1940	698	30.1%
4/1	Gawber Road (East)	U	N/A	N/A	-		-	-	-	350	Inf	Inf	0.0%
5/1	Pogmoor Road (North) Ahead Right Left	O	N/A	N/A	E		1	35	-	467	1940	689	67.8%
6/1	Pogmoor Road (South)	U	N/A	N/A	-		-	-	-	473	Inf	Inf	0.0%
7/1	Gawber Road (West)	U	N/A	N/A	-		-	-	-	400	Inf	Inf	0.0%
8/1	Gawber Road (East) Left Ahead Right	O	N/A	N/A	A	B	1	44	4	473	1800	716	66.1%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	I		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	F		1	5	-	0	-	0	0.0%

LinSig V1 style report

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	-	-	384	18	8	9.2	2.4	0.3	11.9	-	-	-	-
Unnamed Junction	-	-	384	18	8	9.2	2.4	0.3	11.9	-	-	-	-
1/1	204	204	22	0	0	1.3	0.2	0.1	1.6	28.2	4.0	0.2	4.2
2/1	131	131	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	210	210	12	0	0	1.3	0.2	0.0	1.6	26.8	4.1	0.2	4.4
4/1	350	350	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	467	467	123	0	0	3.5	1.0	0.1	4.6	35.7	10.9	1.0	11.9
6/1	473	473	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	400	400	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	473	473	227	18	8	3.0	1.0	0.1	4.1	31.4	10.6	1.0	11.6
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):	32.8	Total Delay for Signalled Lanes (pcuHr):			11.91	Cycle Time (s): 100				
			PRC Over All Lanes (%):	32.8	Total Delay Over All Lanes(pcuHr):			11.91					

Stage Timings

Scenario 14: '2026 P1 PM' (FG14: '2026 P1 PM', Plan 1: 'Network Control Plan 1')

Stage	1	2	3	4
Duration	36	4	54	5
Change Point	0	38	47	107

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	63.1%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	63.1%
1/1	Greenfoot Lane South Left Ahead Right	O	N/A	N/A	D		1	54	-	135	1940	727	18.6%
2/1	Greenfoot Lane (North)	U	N/A	N/A	-		-	-	-	139	Inf	Inf	0.0%
3/1	Gawber Road (West) Right Left Ahead	O	N/A	N/A	C		1	36	-	208	1940	598	34.8%
4/1	Gawber Road (East)	U	N/A	N/A	-		-	-	-	261	Inf	Inf	0.0%
5/1	Pogmoor Road (North) Ahead Right Left	O	N/A	N/A	E		1	54	-	561	1940	889	63.1%
6/1	Pogmoor Road (South)	U	N/A	N/A	-		-	-	-	358	Inf	Inf	0.0%
7/1	Gawber Road (West)	U	N/A	N/A	-		-	-	-	512	Inf	Inf	0.0%
8/1	Gawber Road (East) Left Ahead Right	O	N/A	N/A	A	B	1	45	4	366	1800	580	63.1%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	I		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	F		1	5	-	0	-	0	0.0%

LinSig V1 style report

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	-	-	308	12	5	9.7	2.1	0.3	12.1	-	-	-	-
Unnamed Junction	-	-	308	12	5	9.7	2.1	0.3	12.1	-	-	-	-
1/1	135	135	25	0	0	0.7	0.1	0.1	0.9	25.2	2.6	0.1	2.7
2/1	139	139	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	208	208	6	0	0	1.9	0.3	0.0	2.1	36.8	5.3	0.3	5.6
4/1	261	261	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	561	561	94	0	0	3.9	0.9	0.0	4.7	30.3	14.2	0.9	15.0
6/1	358	358	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	512	512	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	366	366	183	12	5	3.3	0.8	0.1	4.3	42.1	10.4	0.8	11.2
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 42.6 Total Delay for Signalled Lanes (pcuHr): 12.08 Cycle Time (s): 120 PRC Over All Lanes (%): 42.6 Total Delay Over All Lanes(pcuHr): 12.08													

Stage Timings

Scenario 15: '2033 Full Dev AM' (FG15: '2033 Full Dev (AM)', Plan 1: 'Network Control Plan 1')

Stage	1	2	3	4
Duration	35	4	35	5
Change Point	0	37	46	87

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	73.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	73.8%
1/1	Greenfoot Lane South Left Ahead Right	O	N/A	N/A	D		1	35	-	220	1940	683	32.2%
2/1	Greenfoot Lane (North)	U	N/A	N/A	-		-	-	-	139	Inf	Inf	0.0%
3/1	Gawber Road (West) Right Left Ahead	O	N/A	N/A	C		1	35	-	228	1940	698	32.6%
4/1	Gawber Road (East)	U	N/A	N/A	-		-	-	-	389	Inf	Inf	0.0%
5/1	Pogmoor Road (North) Ahead Right Left	O	N/A	N/A	E		1	35	-	497	1940	682	72.9%
6/1	Pogmoor Road (South)	U	N/A	N/A	-		-	-	-	515	Inf	Inf	0.0%
7/1	Gawber Road (West)	U	N/A	N/A	-		-	-	-	431	Inf	Inf	0.0%
8/1	Gawber Road (East) Left Ahead Right	O	N/A	N/A	A	B	1	44	4	529	1800	717	73.8%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	I		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	F		1	5	-	0	-	0	0.0%

LinSig V1 style report

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	-	-	415	19	8	10.3	3.2	0.4	13.8	-	-	-	-
Unnamed Junction	-	-	415	19	8	10.3	3.2	0.4	13.8	-	-	-	-
1/1	220	220	23	0	0	1.4	0.2	0.1	1.8	28.7	4.4	0.2	4.6
2/1	139	139	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	228	228	13	0	0	1.5	0.2	0.0	1.7	27.2	4.6	0.2	4.8
4/1	389	389	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	497	497	130	0	0	3.9	1.3	0.1	5.3	38.1	12.0	1.3	13.3
6/1	515	515	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	431	431	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	529	529	249	19	8	3.6	1.4	0.2	5.1	34.8	12.5	1.4	13.9
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):		21.9	Total Delay for Signalled Lanes (pcuHr):			13.84	Cycle Time (s): 100			
			PRC Over All Lanes (%):		21.9	Total Delay Over All Lanes(pcuHr):			13.84				

Stage Timings

Scenario 16: '2033 Full Dev PM' (FG16: '2033 Full Dev (PM)', Plan 1: 'Network Control Plan 1')

Stage	1	2	3	4
Duration	37	4	53	5
Change Point	0	39	48	107

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	69.6%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	69.6%
1/1	Greenfoot Lane South Left Ahead Right	O	N/A	N/A	D		1	53	-	145	1940	645	22.5%
2/1	Greenfoot Lane (North)	U	N/A	N/A	-		-	-	-	150	Inf	Inf	0.0%
3/1	Gawber Road (West) Right Left Ahead	O	N/A	N/A	C		1	37	-	239	1940	614	38.9%
4/1	Gawber Road (East)	U	N/A	N/A	-		-	-	-	286	Inf	Inf	0.0%
5/1	Pogmoor Road (North) Ahead Right Left	O	N/A	N/A	E		1	53	-	608	1940	873	69.6%
6/1	Pogmoor Road (South)	U	N/A	N/A	-		-	-	-	387	Inf	Inf	0.0%
7/1	Gawber Road (West)	U	N/A	N/A	-		-	-	-	573	Inf	Inf	0.0%
8/1	Gawber Road (East) Left Ahead Right	O	N/A	N/A	A	B	1	46	4	404	1800	581	69.6%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	I		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	5	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	F		1	5	-	0	-	0	0.0%

LinSig V1 style report

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	-	-	332	13	5	11.1	2.7	0.4	14.2	-	-	-	-
Unnamed Junction	-	-	332	13	5	11.1	2.7	0.4	14.2	-	-	-	-
1/1	145	145	27	0	0	0.8	0.1	0.2	1.1	27.1	2.9	0.1	3.0
2/1	150	150	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	239	239	6	0	0	2.1	0.3	0.0	2.4	36.8	6.2	0.3	6.5
4/1	286	286	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	608	608	99	0	0	4.5	1.1	0.0	5.6	33.3	16.2	1.1	17.4
6/1	387	387	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	573	573	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	404	404	200	13	5	3.7	1.1	0.2	5.0	44.9	11.7	1.1	12.8
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):	29.2	Total Delay for Signalled Lanes (pcuHr):	14.19	Cycle Time (s):		120				
			PRC Over All Lanes (%):	29.2	Total Delay Over All Lanes(pcuHr):	14.19							

Appendix J-28

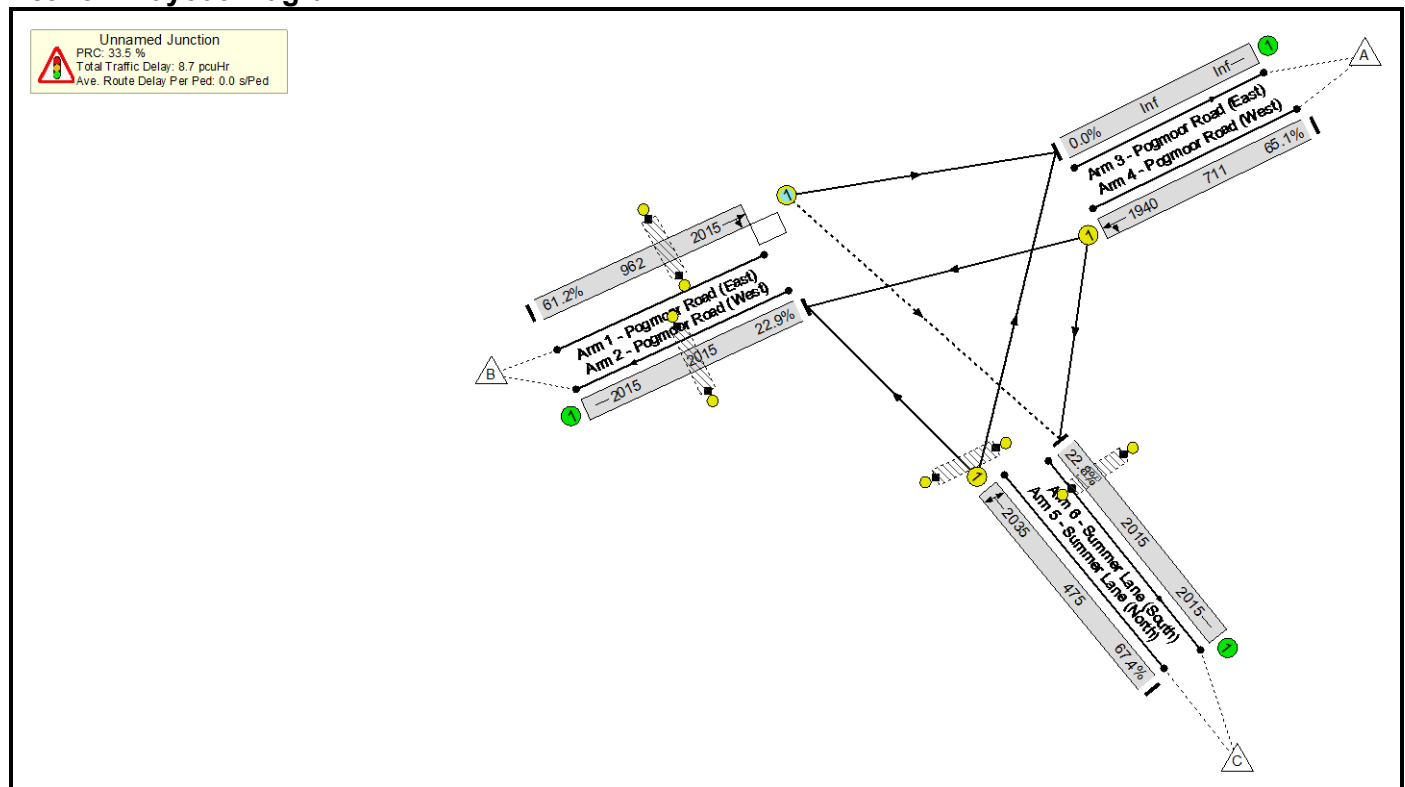
Junctions 10 Output - Pogmoor Road / Summer Lane Junction

Basic Results Summary
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	J15 - Pogmoor Road - Summer Lane.lsg3x
Author:	
Company:	
Address:	

Scenario 1: '2022 Base AM' (FG1: '2022 Base (AM)', Plan 1: 'Network Control Plan 1')
Network Layout Diagram



Basic Results Summary

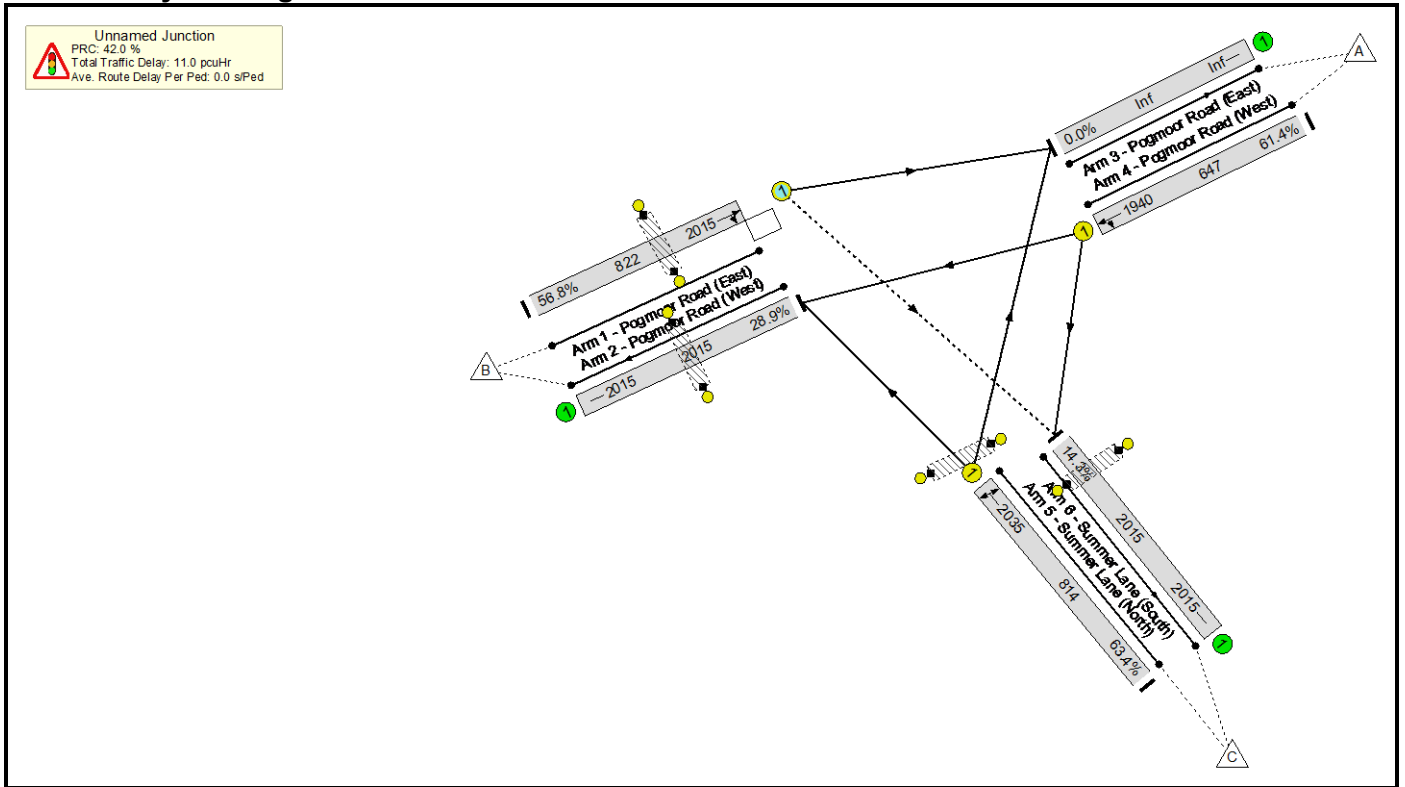
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item	
Network	-	-	-		-	-	-	-	-	-	67.4%	156	110	9	8.7	-	-	Network	
Unnamed Junction	-	-	-		-	-	-	-	-	-	67.4%	156	110	9	8.7	-	-	Unnamed Junction	
1/1	Pogmoor Road (East) Ahead Right	O	A	D	1	35	10	589	2015	962	61.2%	156	110	9	2.6	16.0	8.0	1/1	
2/1	Pogmoor Road (West)	U	-		-	-	-	461	2015	2015	22.9%	-	-	-	0.1	1.2	0.1	2/1	
4/1	Pogmoor Road (West) Ahead Left	U	B		1	21	-	463	1940	711	65.1%	-	-	-	3.0	23.0	7.2	4/1	
5/1	Summer Lane (North) Left Right	U	C		1	13	-	320	2035	475	67.4%	-	-	-	2.9	32.4	5.8	5/1	
6/1	Summer Lane (South)	U	-		-	-	-	460	2015	2015	22.8%	-	-	-	0.1	1.2	0.1	6/1	
Ped Link: P1	Unnamed Ped Link	-	F		1	14	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P1	
Ped Link: P2	Unnamed Ped Link	-	E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P2	
Ped Link: P3	Unnamed Ped Link	-	H		1	36	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P3	
Ped Link: P4	Unnamed Ped Link	-	G		1	10	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P4	
C1					PRC for Signalled Lanes (%): 33.5			33.5		Total Delay for Signalled Lanes (pcuHr): 8.45			8.45		Cycle Time (s): 60				
					PRC Over All Lanes (%):			33.5		Total Delay Over All Lanes(pcuHr):			8.75						

Basic Results Summary

Scenario 2: '2022 Base PM' (FG2: '2022 Base (PM)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

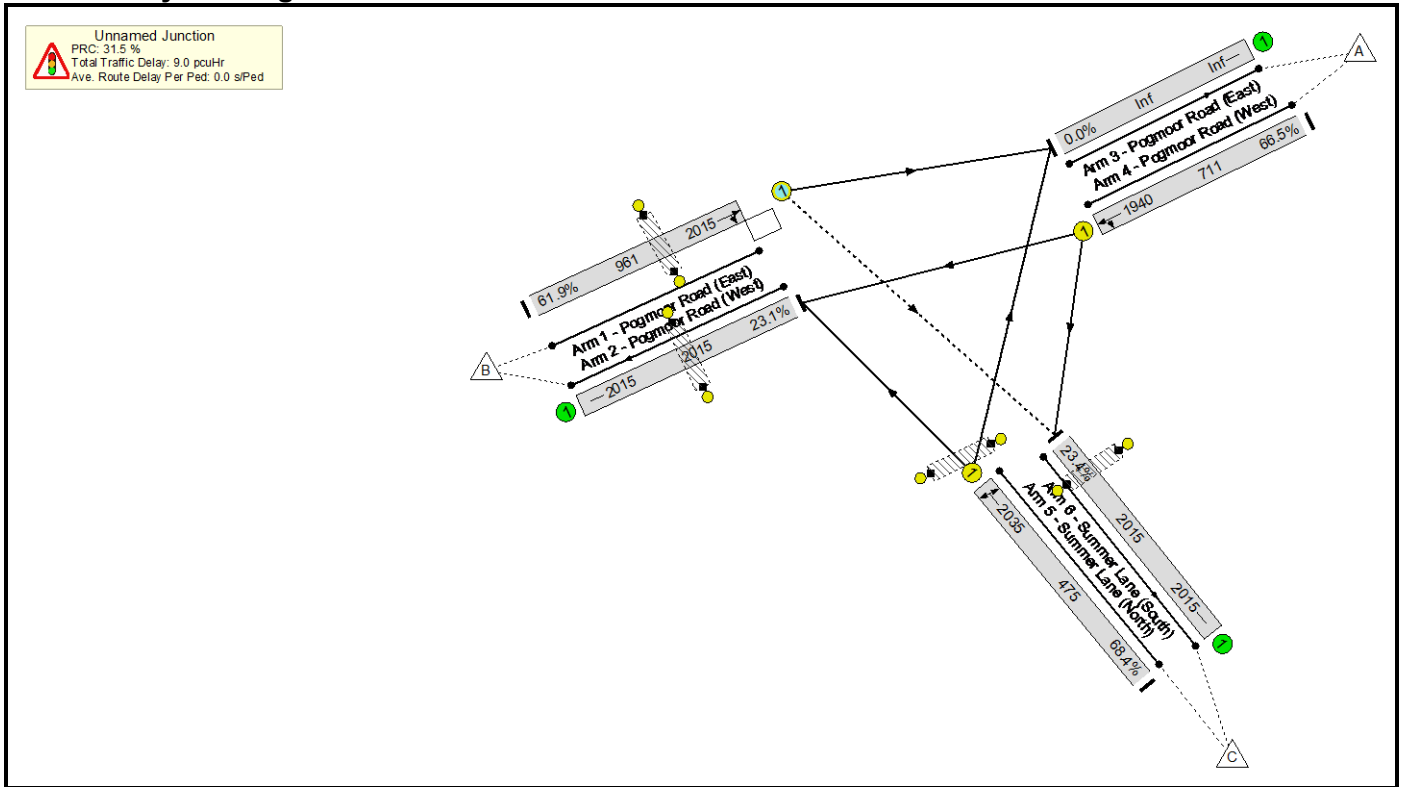
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item	
Network	-	-	-		-	-	-	-	-	-	63.4%	130	23	3	11.0	-	-	Network	
Unnamed Junction	-	-	-		-	-	-	-	-	-	63.4%	130	23	3	11.0	-	-	Unnamed Junction	
1/1	Pogmoor Road (East) Ahead Right	O	A	D	1	43	10	467	2015	822	56.8%	130	23	3	3.2	24.4	9.6	1/1	
2/1	Pogmoor Road (West)	U	-		-	-	-	583	2015	2015	28.9%	-	-	-	0.2	1.3	0.2	2/1	
4/1	Pogmoor Road (West) Ahead Left	U	B		1	29	-	397	1940	647	61.4%	-	-	-	3.6	32.3	9.1	4/1	
5/1	Summer Lane (North) Left Right	U	C		1	35	-	516	2035	814	63.4%	-	-	-	4.0	27.7	11.2	5/1	
6/1	Summer Lane (South)	U	-		-	-	-	288	2015	2015	14.3%	-	-	-	0.1	1.0	0.1	6/1	
Ped Link: P1	Unnamed Ped Link	-	F		1	36	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P1	
Ped Link: P2	Unnamed Ped Link	-	E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P2	
Ped Link: P3	Unnamed Ped Link	-	H		1	44	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P3	
Ped Link: P4	Unnamed Ped Link	-	G		1	32	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P4	
C1					PRC for Signalled Lanes (%):			42.0	Total Delay for Signalled Lanes (pcuHr):			10.70	Cycle Time (s):			90			
					PRC Over All Lanes (%):			42.0	Total Delay Over All Lanes(pcuHr):			10.98							

Basic Results Summary

Scenario 3: '2026 Do Min AM' (FG3: '2026 Do Min (AM)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

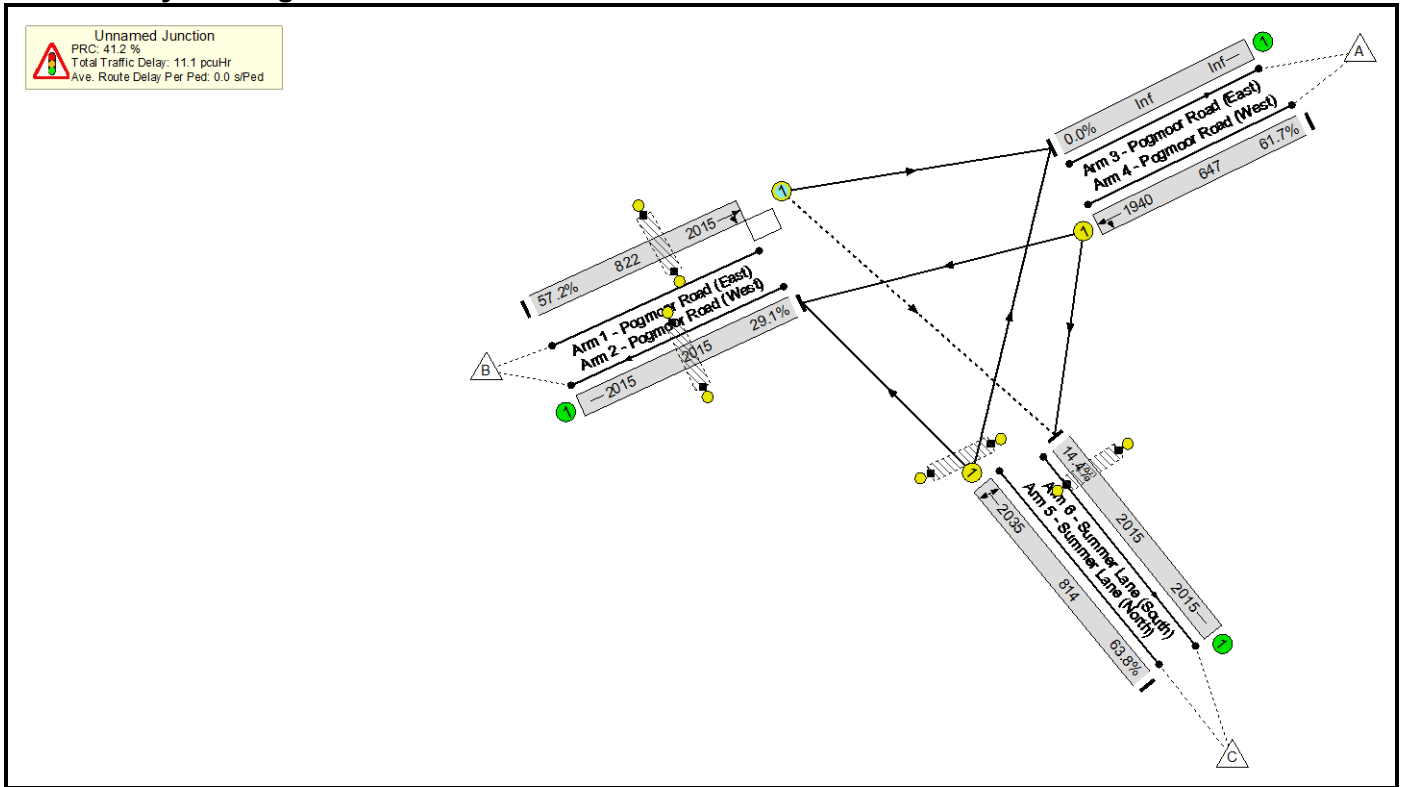
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item	
Network	-	-	-		-	-	-	-	-	-	68.4%	147	123	9	9.0	-	-	Network	
Unnamed Junction	-	-	-		-	-	-	-	-	-	68.4%	147	123	9	9.0	-	-	Unnamed Junction	
1/1	Pogmoor Road (East) Ahead Right	O	A	D	1	35	10	595	2015	961	61.9%	147	123	9	2.7	16.3	8.1	1/1	
2/1	Pogmoor Road (West)	U	-		-	-	-	465	2015	2015	23.1%	-	-	-	0.1	1.2	0.1	2/1	
4/1	Pogmoor Road (West) Ahead Left	U	B		1	21	-	473	1940	711	66.5%	-	-	-	3.1	23.4	7.6	4/1	
5/1	Summer Lane (North) Left Right	U	C		1	13	-	325	2035	475	68.4%	-	-	-	3.0	32.8	5.9	5/1	
6/1	Summer Lane (South)	U	-		-	-	-	472	2015	2015	23.4%	-	-	-	0.2	1.2	0.2	6/1	
Ped Link: P1	Unnamed Ped Link	-	F		1	14	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P1	
Ped Link: P2	Unnamed Ped Link	-	E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P2	
Ped Link: P3	Unnamed Ped Link	-	H		1	36	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P3	
Ped Link: P4	Unnamed Ped Link	-	G		1	10	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P4	
C1					PRC for Signalled Lanes (%):			31.5	Total Delay for Signalled Lanes (pcuHr):				8.74	Cycle Time (s):		60			
					PRC Over All Lanes (%):			31.5	Total Delay Over All Lanes(pcuHr):				9.04						

Basic Results Summary

Scenario 4: '2026 Do Min PM' (FG4: '2026 Do Min (PM)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

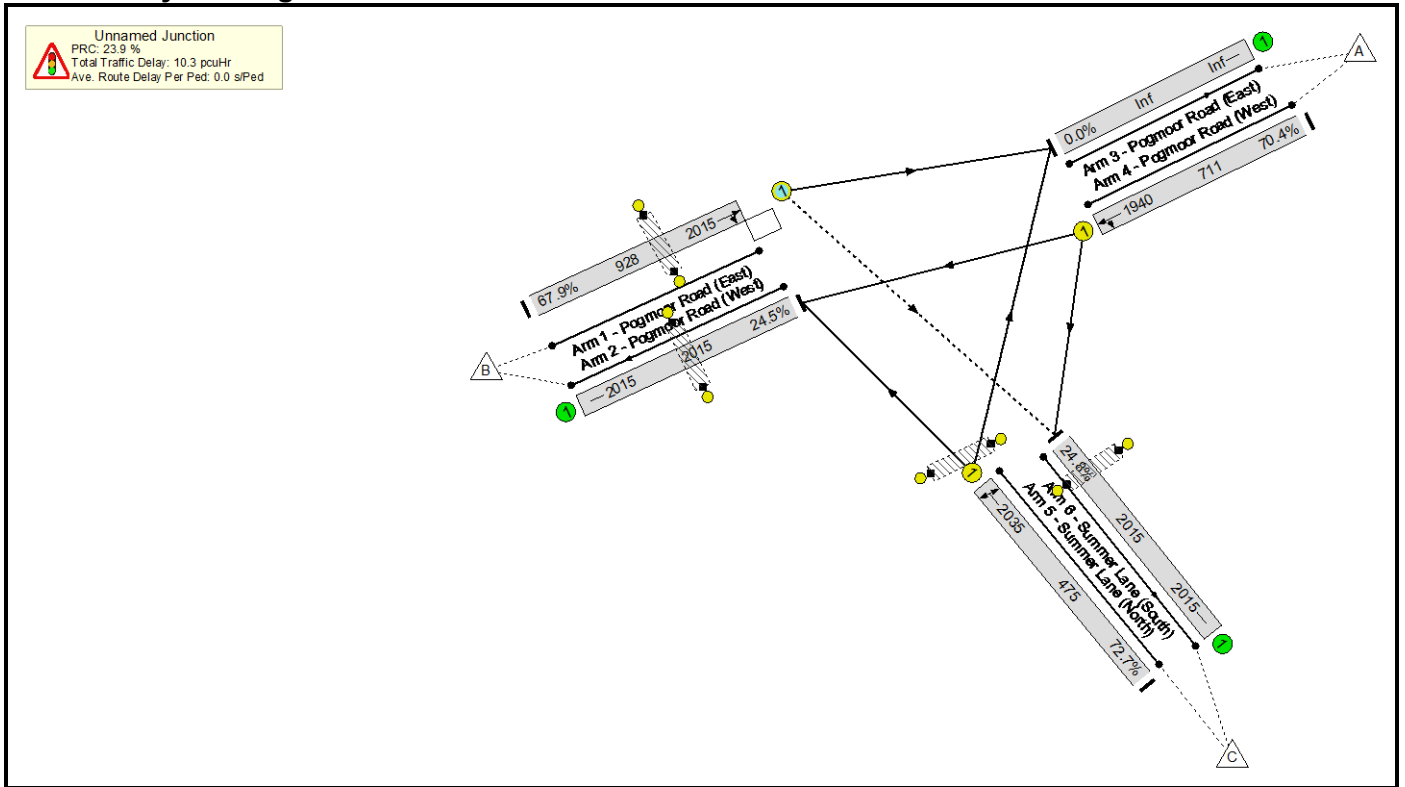
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item
Network	-	-	-		-	-	-	-	-	-	63.8%	131	23	3	11.1	-	-	Network
Unnamed Junction	-	-	-		-	-	-	-	-	-	63.8%	131	23	3	11.1	-	-	Unnamed Junction
1/1	Pogmoor Road (East) Ahead Right	O	A	D	1	43	10	470	2015	822	57.2%	131	23	3	3.2	24.5	9.7	1/1
2/1	Pogmoor Road (West)	U	-		-	-	-	586	2015	2015	29.1%	-	-	-	0.2	1.3	0.2	2/1
4/1	Pogmoor Road (West) Ahead Left	U	B		1	29	-	399	1940	647	61.7%	-	-	-	3.6	32.4	9.1	4/1
5/1	Summer Lane (North) Left Right	U	C		1	35	-	519	2035	814	63.8%	-	-	-	4.0	27.8	11.3	5/1
6/1	Summer Lane (South)	U	-		-	-	-	290	2015	2015	14.4%	-	-	-	0.1	1.0	0.1	6/1
Ped Link: P1	Unnamed Ped Link	-	F		1	36	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P1
Ped Link: P2	Unnamed Ped Link	-	E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P2
Ped Link: P3	Unnamed Ped Link	-	H		1	44	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P3
Ped Link: P4	Unnamed Ped Link	-	G		1	32	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P4
C1					PRC for Signalled Lanes (%): 41.2			41.2		Total Delay for Signalled Lanes (pcuHr): 10.80			Cycle Time (s): 90					
					PRC Over All Lanes (%): 41.2					Total Delay Over All Lanes(pcuHr): 11.09								

Basic Results Summary

Scenario 5: '2033 Do Min AM' (FG5: '2033 Do Min (AM)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

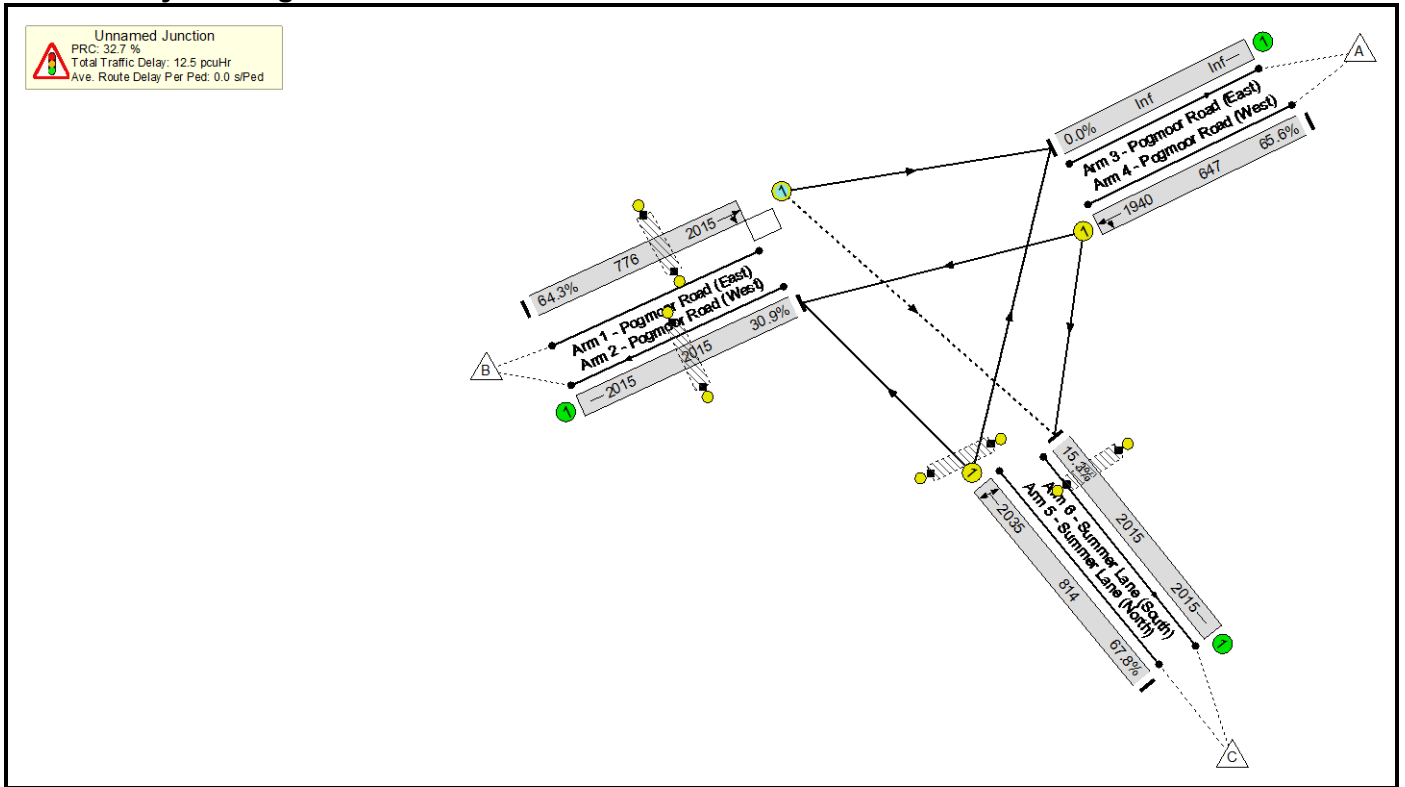
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item
Network	-	-	-		-	-	-	-	-	-	72.7%	128	157	10	10.3	-	-	Network
Unnamed Junction	-	-	-		-	-	-	-	-	-	72.7%	128	157	10	10.3	-	-	Unnamed Junction
1/1	Pogmoor Road (East) Ahead Right	O	A	D	1	35	10	630	2015	928	67.9%	128	157	10	3.2	18.3	9.3	1/1
2/1	Pogmoor Road (West)	U	-		-	-	-	493	2015	2015	24.5%	-	-	-	0.2	1.2	0.2	2/1
4/1	Pogmoor Road (West) Ahead Left	U	B		1	21	-	501	1940	711	70.4%	-	-	-	3.4	24.7	8.3	4/1
5/1	Summer Lane (North) Left Right	U	C		1	13	-	345	2035	475	72.7%	-	-	-	3.3	34.8	6.6	5/1
6/1	Summer Lane (South)	U	-		-	-	-	499	2015	2015	24.8%	-	-	-	0.2	1.2	0.2	6/1
Ped Link: P1	Unnamed Ped Link	-	F		1	14	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P1
Ped Link: P2	Unnamed Ped Link	-	E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P2
Ped Link: P3	Unnamed Ped Link	-	H		1	36	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P3
Ped Link: P4	Unnamed Ped Link	-	G		1	10	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P4
C1					PRC for Signalled Lanes (%):		23.9	Total Delay for Signalled Lanes (pcuHr):		9.99	Cycle Time (s):		60					
					PRC Over All Lanes (%):		23.9	Total Delay Over All Lanes(pcuHr):		10.31								

Basic Results Summary

Scenario 6: '2033 Do Min PM' (FG6: '2033 Do Min (PM)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

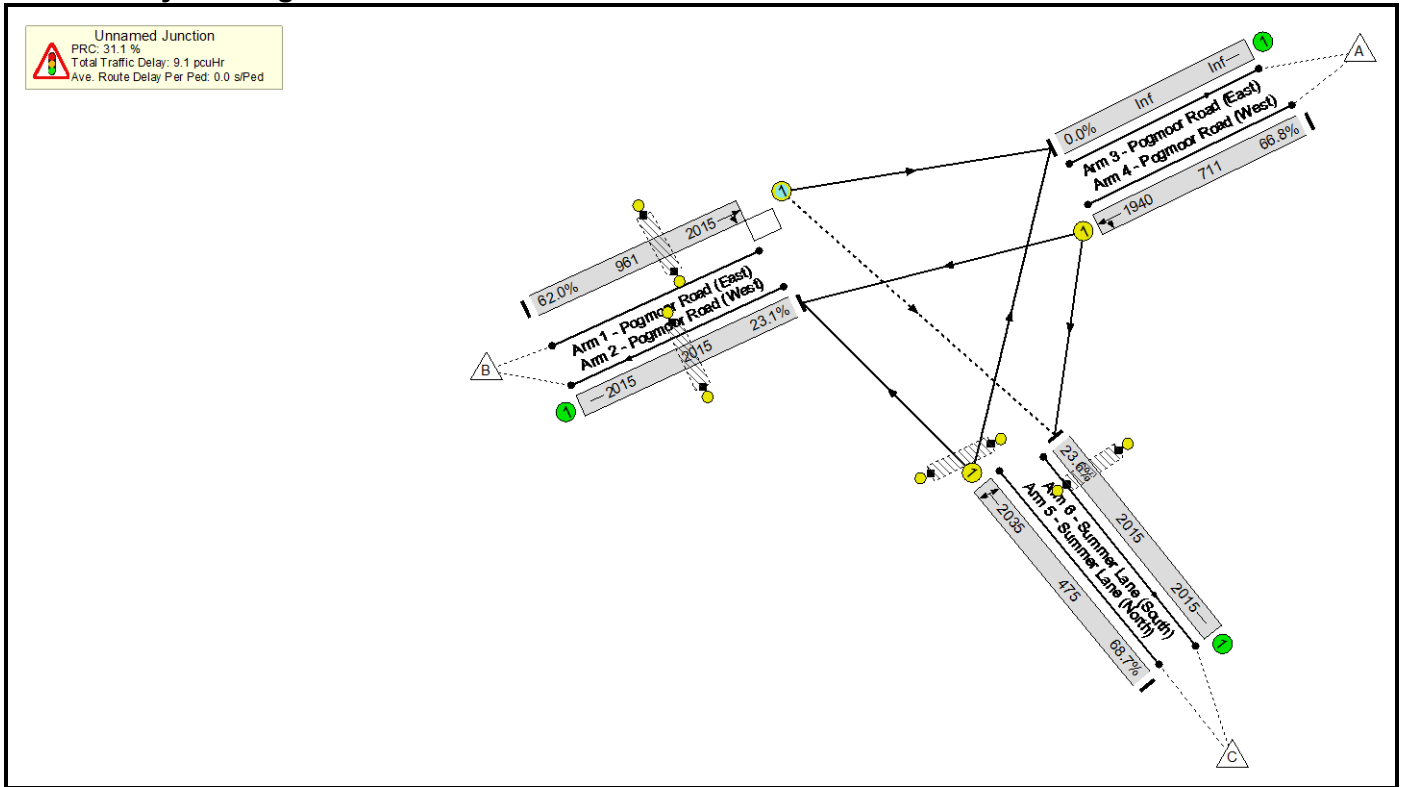
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item	
Network	-	-	-		-	-	-	-	-	-	67.8%	139	24	4	12.5	-	-	Network	
Unnamed Junction	-	-	-		-	-	-	-	-	-	67.8%	139	24	4	12.5	-	-	Unnamed Junction	
1/1	Pogmoor Road (East) Ahead Right	O	A	D	1	43	10	499	2015	776	64.3%	139	24	4	3.8	27.2	11.0	1/1	
2/1	Pogmoor Road (West)	U	-		-	-	-	623	2015	2015	30.9%	-	-	-	0.2	1.3	0.2	2/1	
4/1	Pogmoor Road (West) Ahead Left	U	B		1	29	-	424	1940	647	65.6%	-	-	-	4.0	33.6	9.9	4/1	
5/1	Summer Lane (North) Left Right	U	C		1	35	-	552	2035	814	67.8%	-	-	-	4.5	29.0	12.4	5/1	
6/1	Summer Lane (South)	U	-		-	-	-	308	2015	2015	15.3%	-	-	-	0.1	1.1	0.1	6/1	
Ped Link: P1	Unnamed Ped Link	-	F		1	36	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P1	
Ped Link: P2	Unnamed Ped Link	-	E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P2	
Ped Link: P3	Unnamed Ped Link	-	H		1	44	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P3	
Ped Link: P4	Unnamed Ped Link	-	G		1	32	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P4	
C1					PRC for Signalled Lanes (%):			32.7	Total Delay for Signalled Lanes (pcuHr):			12.18	Cycle Time (s):			90			
					PRC Over All Lanes (%):			32.7	Total Delay Over All Lanes(pcuHr):			12.49							

Basic Results Summary

Scenario 7: '2026 Resi P1A AM' (FG7: '2026 Resi P1A (AM)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

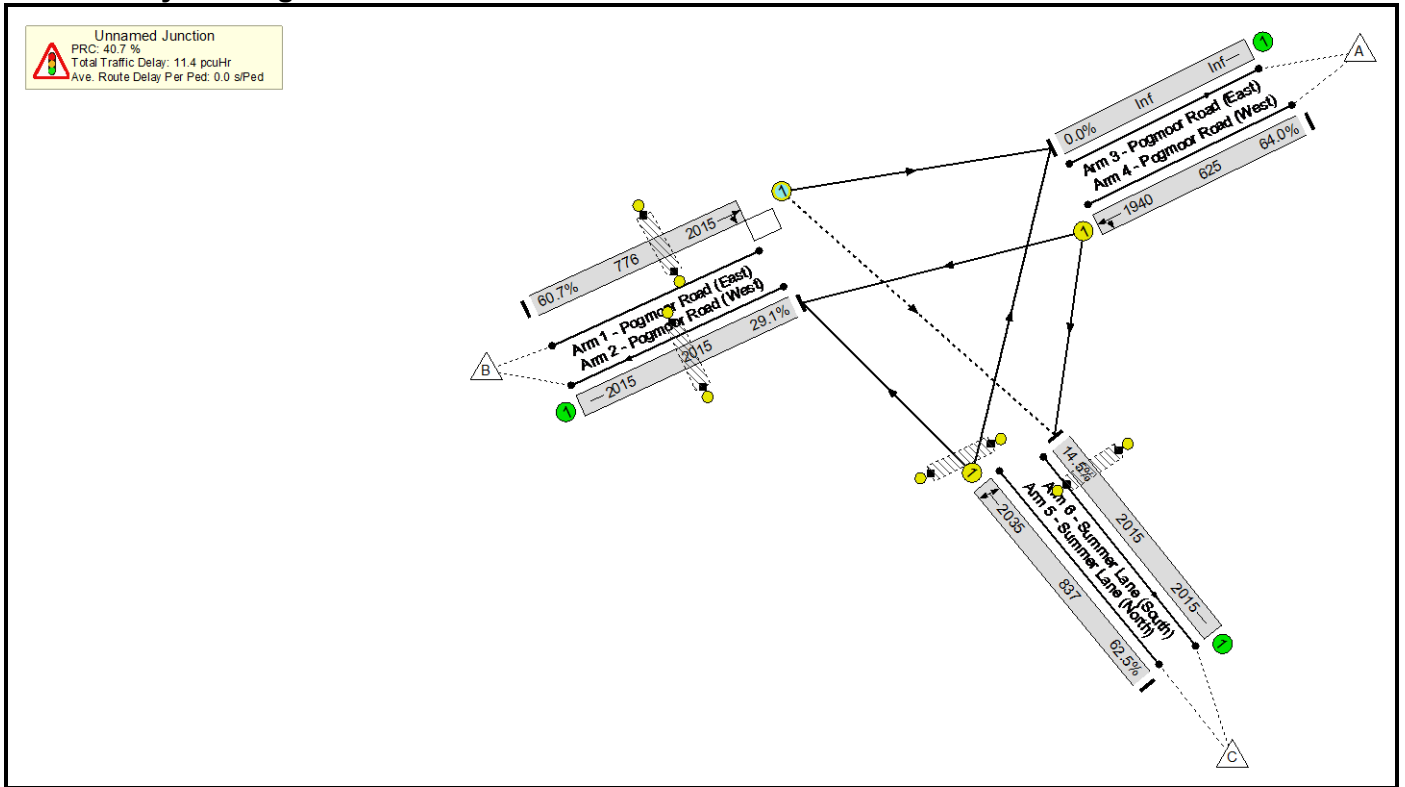
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item
Network	-	-	-		-	-	-	-	-	-	68.7%	145	126	9	9.1	-	-	Network
Unnamed Junction	-	-	-		-	-	-	-	-	-	68.7%	145	126	9	9.1	-	-	Unnamed Junction
1/1	Pogmoor Road (East) Ahead Right	O	A	D	1	35	10	596	2015	961	62.0%	145	126	9	2.7	16.4	8.1	1/1
2/1	Pogmoor Road (West)	U	-		-	-	-	465	2015	2015	23.1%	-	-	-	0.1	1.2	0.1	2/1
4/1	Pogmoor Road (West) Ahead Left	U	B		1	21	-	475	1940	711	66.8%	-	-	-	3.1	23.5	7.6	4/1
5/1	Summer Lane (North) Left Right	U	C		1	13	-	326	2035	475	68.7%	-	-	-	3.0	32.9	6.0	5/1
6/1	Summer Lane (South)	U	-		-	-	-	475	2015	2015	23.6%	-	-	-	0.2	1.2	0.2	6/1
Ped Link: P1	Unnamed Ped Link	-	F		1	14	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P1
Ped Link: P2	Unnamed Ped Link	-	E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P2
Ped Link: P3	Unnamed Ped Link	-	H		1	36	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P3
Ped Link: P4	Unnamed Ped Link	-	G		1	10	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P4
C1					PRC for Signalled Lanes (%):		31.1	Total Delay for Signalled Lanes (pcuHr):		8.80	Cycle Time (s):		60					
					PRC Over All Lanes (%):		31.1	Total Delay Over All Lanes(pcuHr):		9.10								

Basic Results Summary

Scenario 8: '2026 Resi P1A PM' (FG8: '2026 Resi P1A (PM)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

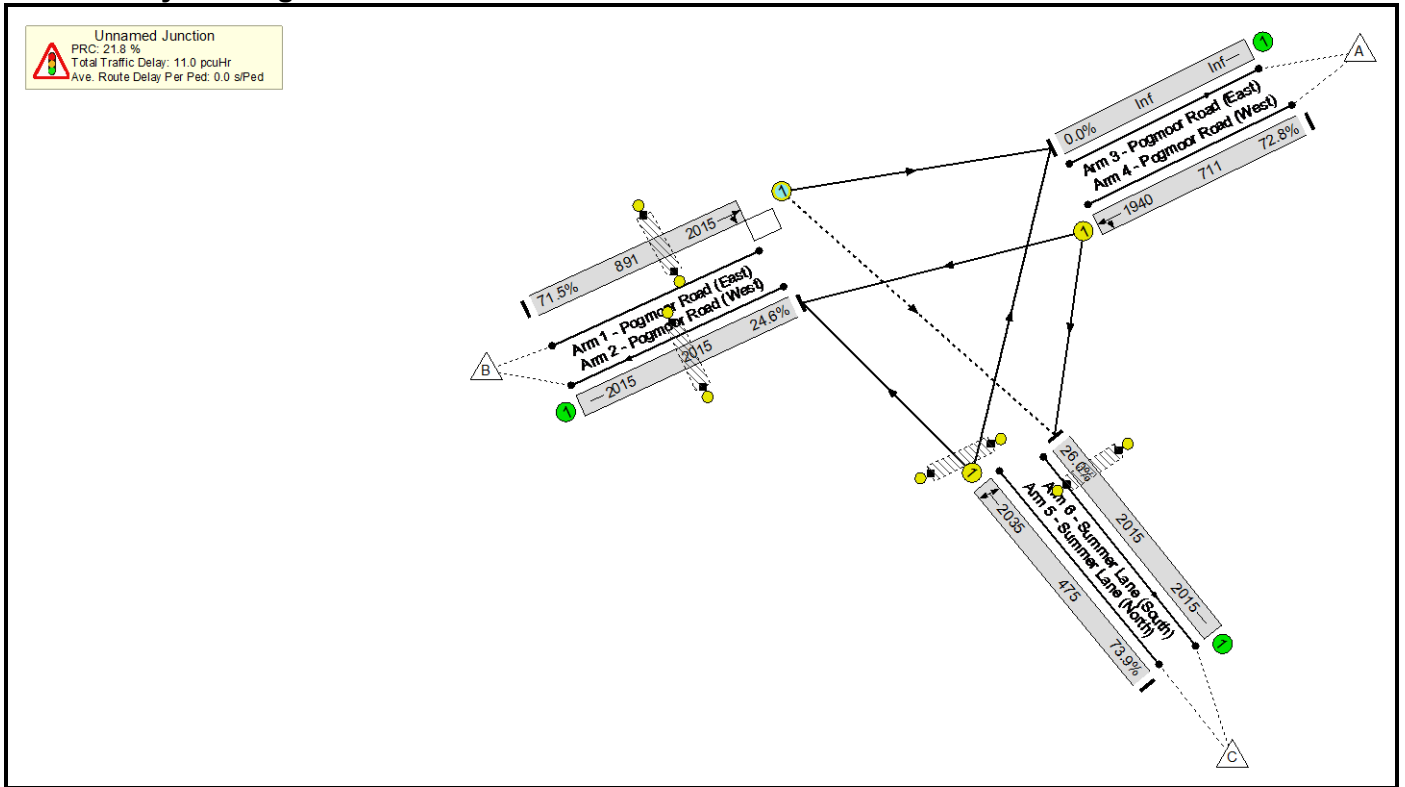
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item	
Network	-	-	-		-	-	-	-	-	-	64.0%	132	23	4	11.4	-	-	Network	
Unnamed Junction	-	-	-		-	-	-	-	-	-	64.0%	132	23	4	11.4	-	-	Unnamed Junction	
1/1	Pogmoor Road (East) Ahead Right	O	A	D	1	42	10	471	2015	776	60.7%	132	23	4	3.4	26.4	10.2	1/1	
2/1	Pogmoor Road (West)	U	-		-	-	-	587	2015	2015	29.1%	-	-	-	0.2	1.3	0.2	2/1	
4/1	Pogmoor Road (West) Ahead Left	U	B		1	28	-	400	1940	625	64.0%	-	-	-	3.8	34.0	9.3	4/1	
5/1	Summer Lane (North) Left Right	U	C		1	36	-	523	2035	837	62.5%	-	-	-	3.9	26.7	11.1	5/1	
6/1	Summer Lane (South)	U	-		-	-	-	292	2015	2015	14.5%	-	-	-	0.1	1.0	0.1	6/1	
Ped Link: P1	Unnamed Ped Link	-	F		1	37	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P1	
Ped Link: P2	Unnamed Ped Link	-	E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P2	
Ped Link: P3	Unnamed Ped Link	-	H		1	43	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P3	
Ped Link: P4	Unnamed Ped Link	-	G		1	33	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P4	
C1					PRC for Signalled Lanes (%):			40.7	Total Delay for Signalled Lanes (pcuHr):			11.11	Cycle Time (s):			90			
					PRC Over All Lanes (%):			40.7	Total Delay Over All Lanes(pcuHr):			11.40							

Basic Results Summary

Scenario 9: '2033 Full Resi AM' (FG9: '2033 Full Resi (AM)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

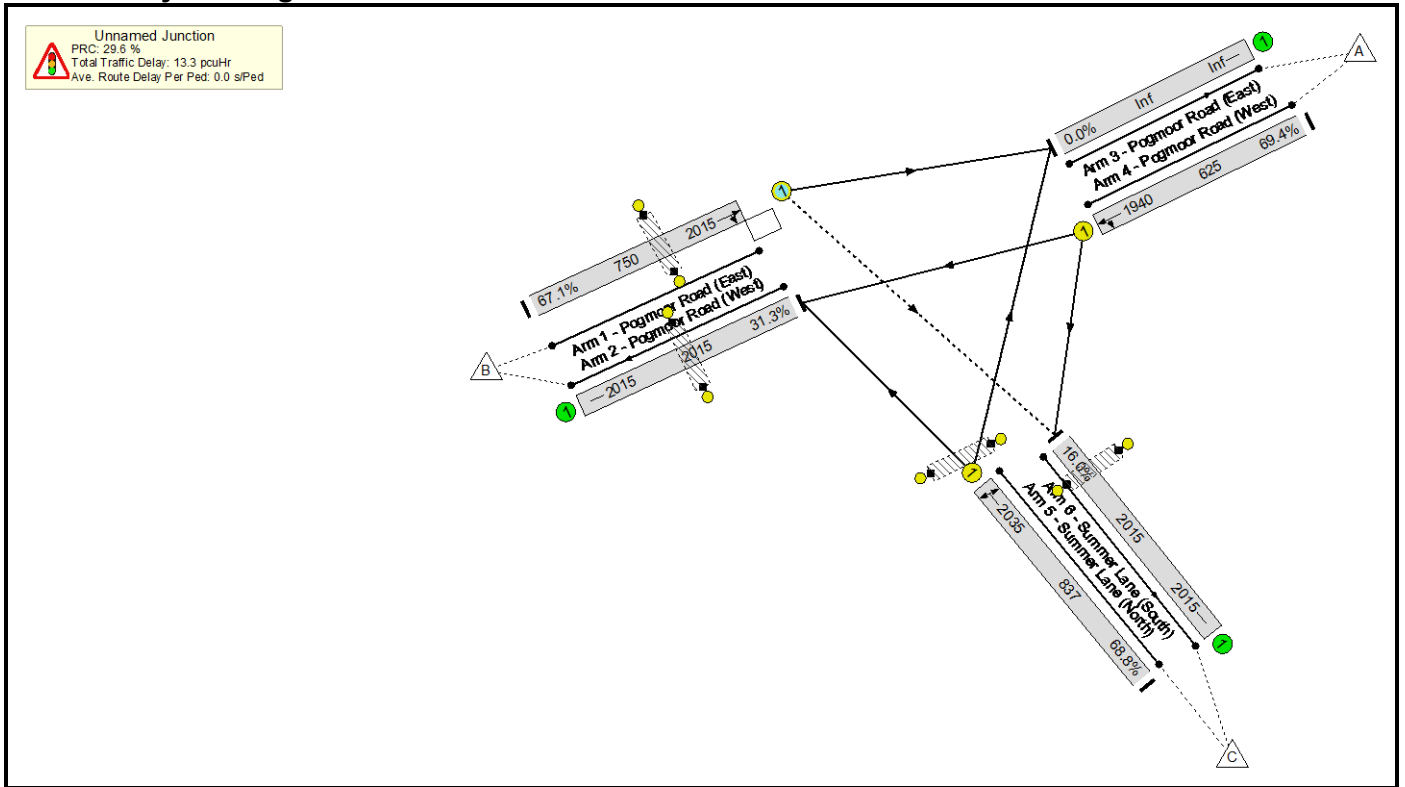
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item	
Network	-	-	-		-	-	-	-	-	-	73.9%	117	175	10	11.0	-	-	Network	
Unnamed Junction	-	-	-		-	-	-	-	-	-	73.9%	117	175	10	11.0	-	-	Unnamed Junction	
1/1	Pogmoor Road (East) Ahead Right	O	A	D	1	35	10	637	2015	891	71.5%	117	175	10	3.5	20.0	9.7	1/1	
2/1	Pogmoor Road (West)	U	-		-	-	-	495	2015	2015	24.6%	-	-	-	0.2	1.2	0.2	2/1	
4/1	Pogmoor Road (West) Ahead Left	U	B		1	21	-	518	1940	711	72.8%	-	-	-	3.7	25.6	8.7	4/1	
5/1	Summer Lane (North) Left Right	U	C		1	13	-	351	2035	475	73.9%	-	-	-	3.5	35.5	6.7	5/1	
6/1	Summer Lane (South)	U	-		-	-	-	523	2015	2015	26.0%	-	-	-	0.2	1.2	0.2	6/1	
Ped Link: P1	Unnamed Ped Link	-	F		1	14	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P1	
Ped Link: P2	Unnamed Ped Link	-	E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P2	
Ped Link: P3	Unnamed Ped Link	-	H		1	36	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P3	
Ped Link: P4	Unnamed Ped Link	-	G		1	10	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P4	
C1					PRC for Signalled Lanes (%): 21.8			21.8	Total Delay for Signalled Lanes (pcuHr): 10.69			11.03		Cycle Time (s): 60					
					PRC Over All Lanes (%):				Total Delay Over All Lanes(pcuHr):										

Basic Results Summary

Scenario 10: '2033 Full Resi PM' (FG10: '2033 Full Resi (PM)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

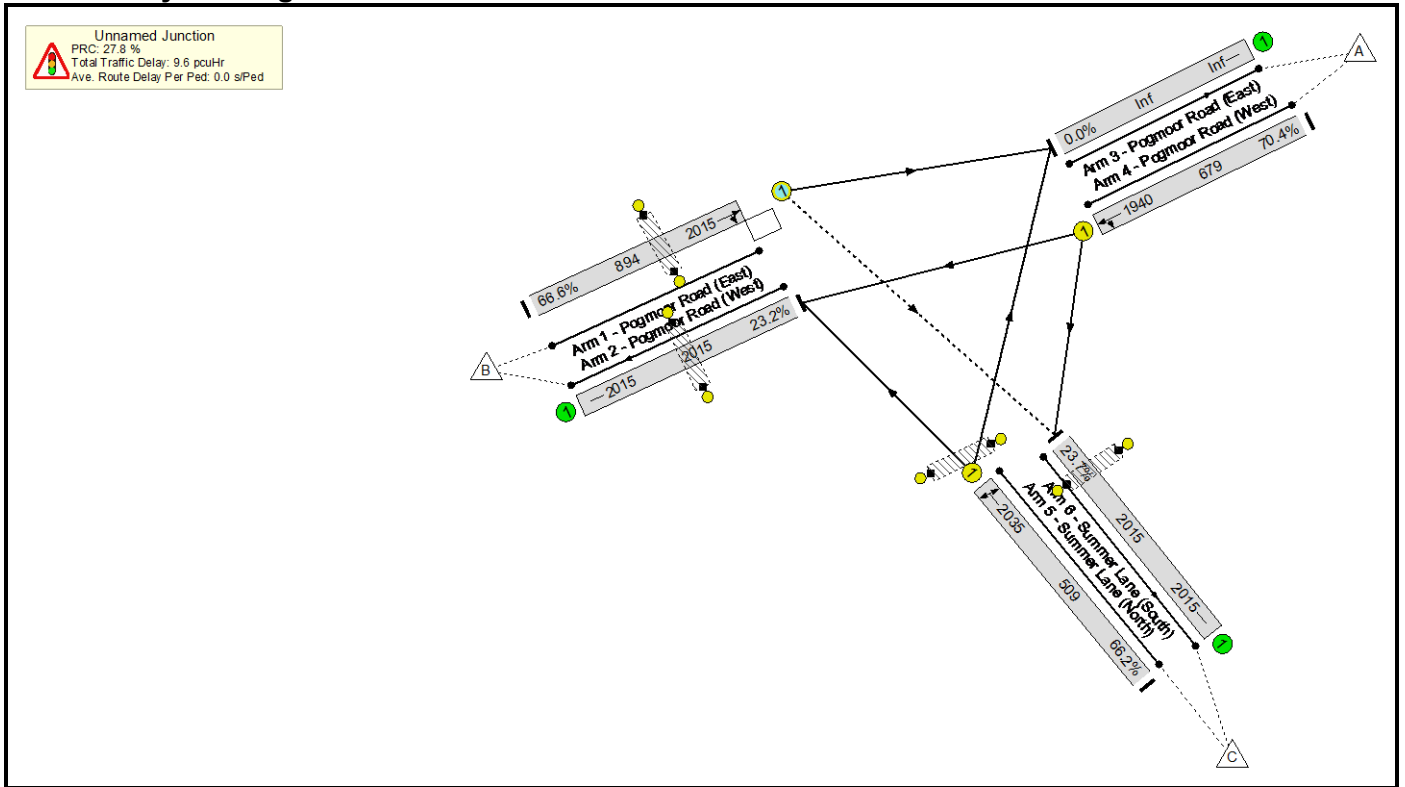
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item
Network	-	-	-		-	-	-	-	-	-	69.4%	118	49	4	13.3	-	-	Network
Unnamed Junction	-	-	-		-	-	-	-	-	-	69.4%	118	49	4	13.3	-	-	Unnamed Junction
1/1	Pogmoor Road (East) Ahead Right	O	A	D	1	42	10	503	2015	750	67.1%	118	49	4	4.1	29.3	11.5	1/1
2/1	Pogmoor Road (West)	U	-		-	-	-	630	2015	2015	31.3%	-	-	-	0.2	1.3	0.2	2/1
4/1	Pogmoor Road (West) Ahead Left	U	B		1	28	-	434	1940	625	69.4%	-	-	-	4.3	35.9	10.5	4/1
5/1	Summer Lane (North) Left Right	U	C		1	36	-	576	2035	837	68.8%	-	-	-	4.6	28.6	12.8	5/1
6/1	Summer Lane (South)	U	-		-	-	-	322	2015	2015	16.0%	-	-	-	0.1	1.1	0.1	6/1
Ped Link: P1	Unnamed Ped Link	-	F		1	37	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P1
Ped Link: P2	Unnamed Ped Link	-	E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P2
Ped Link: P3	Unnamed Ped Link	-	H		1	43	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P3
Ped Link: P4	Unnamed Ped Link	-	G		1	33	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P4
C1					PRC for Signalled Lanes (%):		29.6	Total Delay for Signalled Lanes (pcuHr):		13.00	Cycle Time (s):		90					
					PRC Over All Lanes (%):		29.6	Total Delay Over All Lanes(pcuHr):		13.33								

Basic Results Summary

Scenario 11: '2026 Emp AM' (FG11: '2026 Emp (AM)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

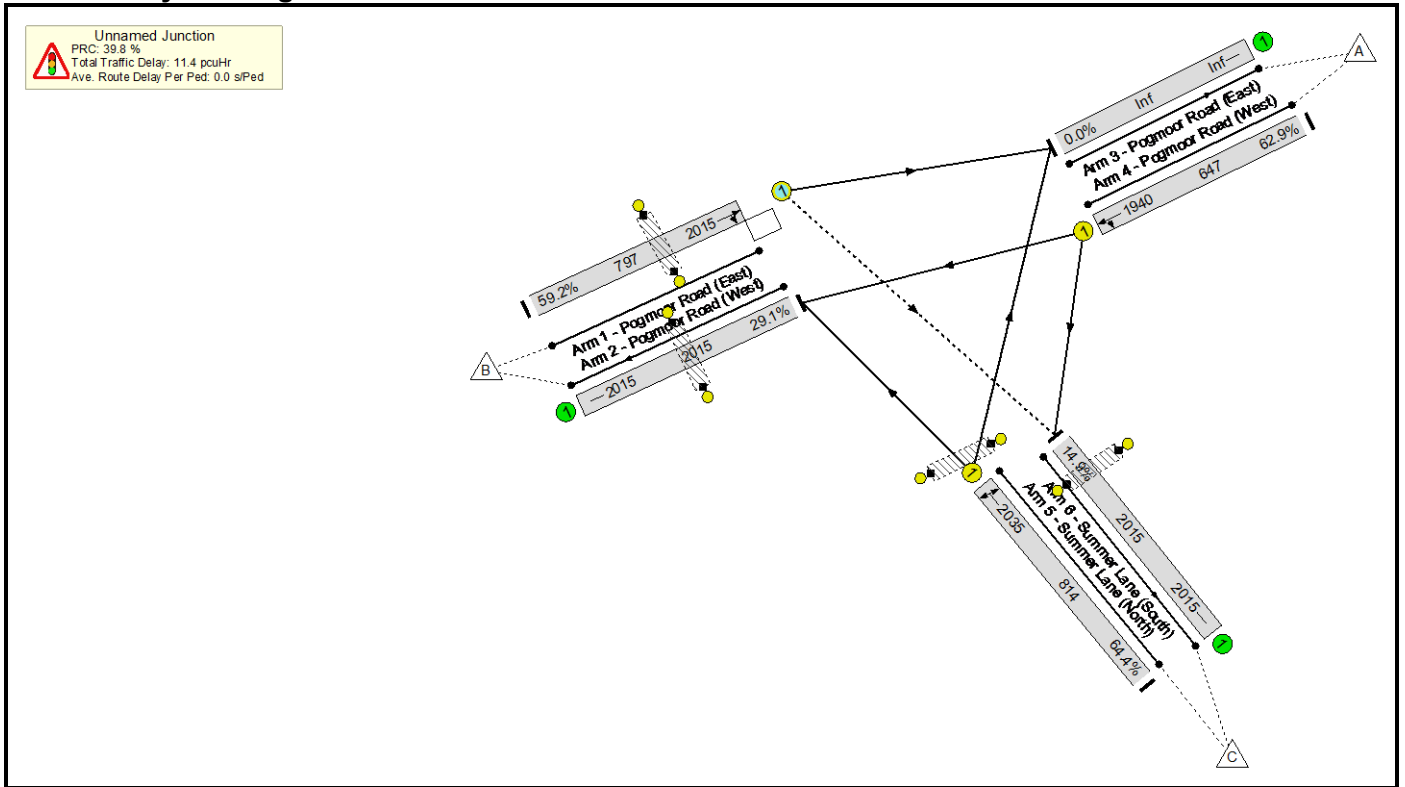
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item
Network	-	-	-		-	-	-	-	-	-	70.4%	122	147	9	9.6	-	-	Network
Unnamed Junction	-	-	-		-	-	-	-	-	-	70.4%	122	147	9	9.6	-	-	Unnamed Junction
1/1	Pogmoor Road (East) Ahead Right	O	A	D	1	34	10	595	2015	894	66.6%	122	147	9	3.1	18.5	8.8	1/1
2/1	Pogmoor Road (West)	U	-		-	-	-	467	2015	2015	23.2%	-	-	-	0.2	1.2	0.2	2/1
4/1	Pogmoor Road (West) Ahead Left	U	B		1	20	-	478	1940	679	70.4%	-	-	-	3.4	25.7	7.9	4/1
5/1	Summer Lane (North) Left Right	U	C		1	14	-	337	2035	509	66.2%	-	-	-	2.9	30.6	5.9	5/1
6/1	Summer Lane (South)	U	-		-	-	-	477	2015	2015	23.7%	-	-	-	0.2	1.2	0.2	6/1
Ped Link: P1	Unnamed Ped Link	-	F		1	15	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P1
Ped Link: P2	Unnamed Ped Link	-	E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P2
Ped Link: P3	Unnamed Ped Link	-	H		1	35	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P3
Ped Link: P4	Unnamed Ped Link	-	G		1	11	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P4
C1					PRC for Signalled Lanes (%):		27.8	Total Delay for Signalled Lanes (pcuHr):		9.33	Cycle Time (s):		60					
					PRC Over All Lanes (%):		27.8	Total Delay Over All Lanes(pcuHr):		9.64								

Basic Results Summary

Scenario 12: '2026 Emp PM' (FG12: '2026 Emp (PM)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

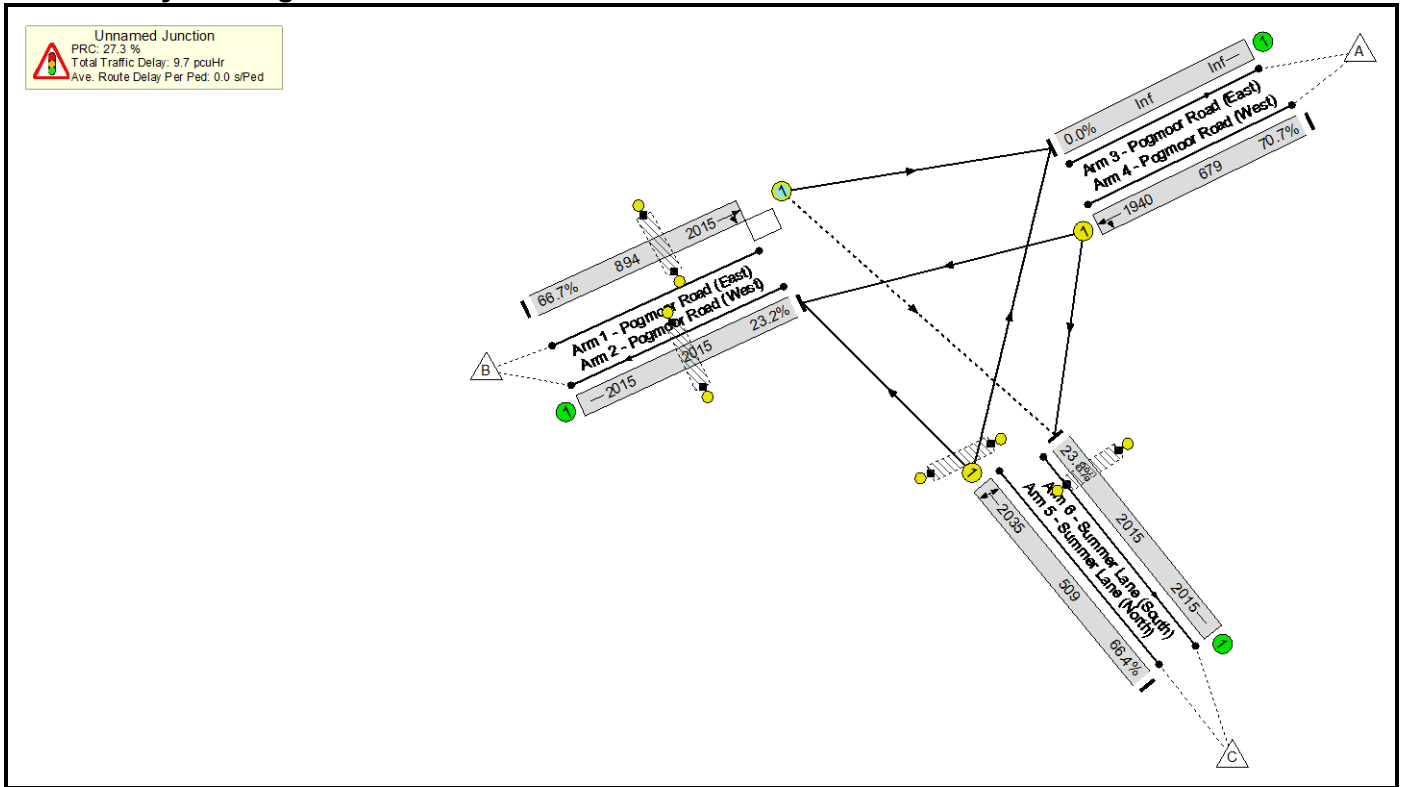
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item
Network	-	-	-		-	-	-	-	-	-	64.4%	133	23	4	11.4	-	-	Network
Unnamed Junction	-	-	-		-	-	-	-	-	-	64.4%	133	23	4	11.4	-	-	Unnamed Junction
1/1	Pogmoor Road (East) Ahead Right	O	A	D	1	43	10	472	2015	797	59.2%	133	23	4	3.3	25.3	10.0	1/1
2/1	Pogmoor Road (West)	U	-		-	-	-	587	2015	2015	29.1%	-	-	-	0.2	1.3	0.2	2/1
4/1	Pogmoor Road (West) Ahead Left	U	B		1	29	-	407	1940	647	62.9%	-	-	-	3.7	32.8	9.3	4/1
5/1	Summer Lane (North) Left Right	U	C		1	35	-	524	2035	814	64.4%	-	-	-	4.1	28.0	11.4	5/1
6/1	Summer Lane (South)	U	-		-	-	-	300	2015	2015	14.9%	-	-	-	0.1	1.0	0.1	6/1
Ped Link: P1	Unnamed Ped Link	-	F		1	36	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P1
Ped Link: P2	Unnamed Ped Link	-	E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P2
Ped Link: P3	Unnamed Ped Link	-	H		1	44	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P3
Ped Link: P4	Unnamed Ped Link	-	G		1	32	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P4
C1					PRC for Signalled Lanes (%): 39.8			39.8		Total Delay for Signalled Lanes (pcuHr): 11.09			11.09		Cycle Time (s): 90			
					PRC Over All Lanes (%): 39.8			39.8		Total Delay Over All Lanes(pcuHr): 11.38			11.38					

Basic Results Summary

Scenario 13: '2026 P1 AM' (FG13: '2026 P1 AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

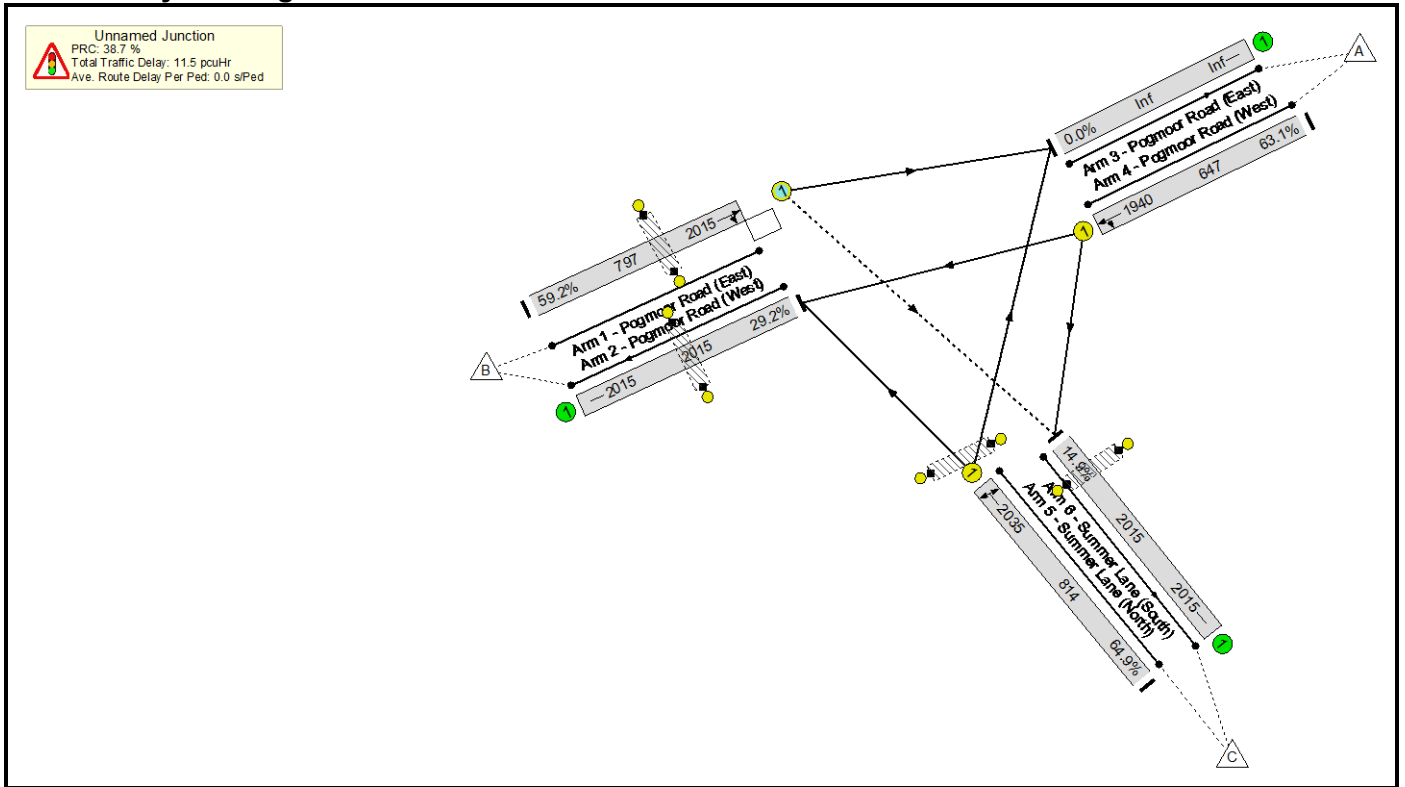
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item	
Network	-	-	-		-	-	-	-	-	-	70.7%	122	149	9	9.7	-	-	Network	
Unnamed Junction	-	-	-		-	-	-	-	-	-	70.7%	122	149	9	9.7	-	-	Unnamed Junction	
1/1	Pogmoor Road (East) Ahead Right	O	A	D	1	34	10	596	2015	894	66.7%	122	149	9	3.1	18.6	8.8	1/1	
2/1	Pogmoor Road (West)	U	-		-	-	-	467	2015	2015	23.2%	-	-	-	0.2	1.2	0.2	2/1	
4/1	Pogmoor Road (West) Ahead Left	U	B		1	20	-	480	1940	679	70.7%	-	-	-	3.4	25.8	8.0	4/1	
5/1	Summer Lane (North) Left Right	U	C		1	14	-	338	2035	509	66.4%	-	-	-	2.9	30.7	6.0	5/1	
6/1	Summer Lane (South)	U	-		-	-	-	480	2015	2015	23.8%	-	-	-	0.2	1.2	0.2	6/1	
Ped Link: P1	Unnamed Ped Link	-	F		1	15	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P1	
Ped Link: P2	Unnamed Ped Link	-	E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P2	
Ped Link: P3	Unnamed Ped Link	-	H		1	35	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P3	
Ped Link: P4	Unnamed Ped Link	-	G		1	11	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P4	
C1					PRC for Signalled Lanes (%):			27.3	Total Delay for Signalled Lanes (pcuHr):				9.39	Cycle Time (s):		60			
					PRC Over All Lanes (%):			27.3	Total Delay Over All Lanes(pcuHr):				9.70						

Basic Results Summary

Scenario 14: '2026 P1 PM' (FG14: '2026 P1 PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

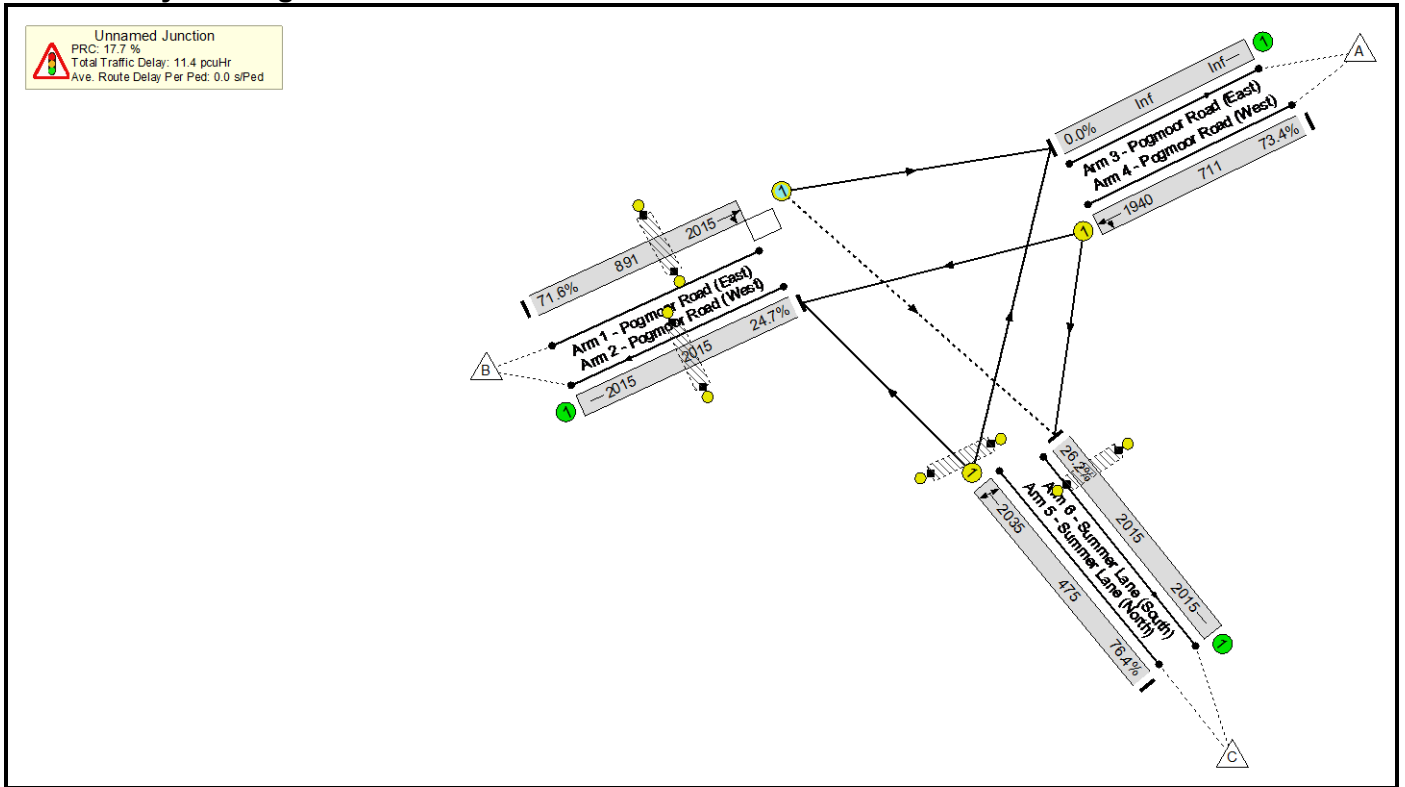
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item
Network	-	-	-		-	-	-	-	-	-	64.9%	133	23	4	11.5	-	-	Network
Unnamed Junction	-	-	-		-	-	-	-	-	-	64.9%	133	23	4	11.5	-	-	Unnamed Junction
1/1	Pogmoor Road (East) Ahead Right	O	A	D	1	43	10	472	2015	797	59.2%	133	23	4	3.3	25.3	10.0	1/1
2/1	Pogmoor Road (West)	U	-		-	-	-	588	2015	2015	29.2%	-	-	-	0.2	1.3	0.2	2/1
4/1	Pogmoor Road (West) Ahead Left	U	B		1	29	-	408	1940	647	63.1%	-	-	-	3.7	32.8	9.3	4/1
5/1	Summer Lane (North) Left Right	U	C		1	35	-	528	2035	814	64.9%	-	-	-	4.1	28.1	11.5	5/1
6/1	Summer Lane (South)	U	-		-	-	-	301	2015	2015	14.9%	-	-	-	0.1	1.1	0.1	6/1
Ped Link: P1	Unnamed Ped Link	-	F		1	36	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P1
Ped Link: P2	Unnamed Ped Link	-	E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P2
Ped Link: P3	Unnamed Ped Link	-	H		1	44	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P3
Ped Link: P4	Unnamed Ped Link	-	G		1	32	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P4
C1					PRC for Signalled Lanes (%):		38.7	Total Delay for Signalled Lanes (pcuHr):		11.16	Cycle Time (s):		90					
					PRC Over All Lanes (%):		38.7	Total Delay Over All Lanes(pcuHr):		11.45								

Basic Results Summary

Scenario 15: '2033 Full Dev AM' (FG15: '2033 Full Dev (AM)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

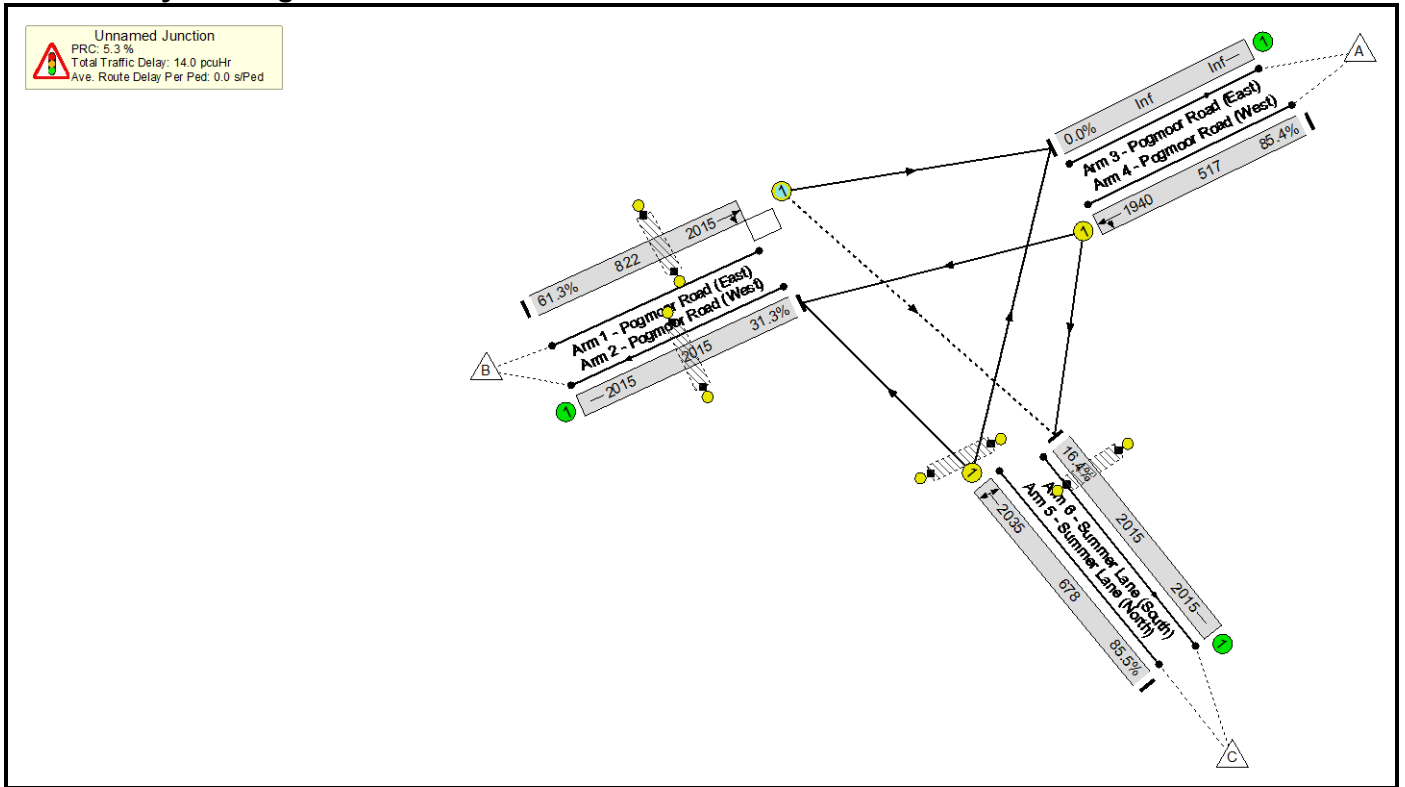
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item	
Network	-	-	-		-	-	-	-	-	-	76.4%	116	177	10	11.4	-	-	Network	
Unnamed Junction	-	-	-		-	-	-	-	-	-	76.4%	116	177	10	11.4	-	-	Unnamed Junction	
1/1	Pogmoor Road (East) Ahead Right	O	A	D	1	35	10	638	2015	891	71.6%	116	177	10	3.6	20.1	9.8	1/1	
2/1	Pogmoor Road (West)	U	-		-	-	-	497	2015	2015	24.7%	-	-	-	0.2	1.2	0.2	2/1	
4/1	Pogmoor Road (West) Ahead Left	U	B		1	21	-	522	1940	711	73.4%	-	-	-	3.7	25.8	8.8	4/1	
5/1	Summer Lane (North) Left Right	U	C		1	13	-	363	2035	475	76.4%	-	-	-	3.7	37.1	7.1	5/1	
6/1	Summer Lane (South)	U	-		-	-	-	528	2015	2015	26.2%	-	-	-	0.2	1.2	0.2	6/1	
Ped Link: P1	Unnamed Ped Link	-	F		1	14	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P1	
Ped Link: P2	Unnamed Ped Link	-	E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P2	
Ped Link: P3	Unnamed Ped Link	-	H		1	36	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P3	
Ped Link: P4	Unnamed Ped Link	-	G		1	10	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P4	
C1					PRC for Signalled Lanes (%):			17.7	Total Delay for Signalled Lanes (pcuHr):			11.05	Cycle Time (s):			60			
					PRC Over All Lanes (%):			17.7	Total Delay Over All Lanes(pcuHr):			11.39							

Basic Results Summary

Scenario 16: '2033 Full Dev PM' (FG16: '2033 Full Dev (PM)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Item	
Network	-	-	-		-	-	-	-	-	-	85.5%	48	118	6	14.0	-	-	Network	
Unnamed Junction	-	-	-		-	-	-	-	-	-	85.5%	48	118	6	14.0	-	-	Unnamed Junction	
1/1	Pogmoor Road (East) Ahead Right	O	A	D	1	29	10	504	2015	822	61.3%	48	118	6	2.6	18.3	7.4	1/1	
2/1	Pogmoor Road (West)	U	-		-	-	-	631	2015	2015	31.3%	-	-	-	0.2	1.3	0.2	2/1	
4/1	Pogmoor Road (West) Ahead Left	U	B		1	15	-	442	1940	517	85.4%	-	-	-	5.3	43.2	9.6	4/1	
5/1	Summer Lane (North) Left Right	U	C		1	19	-	580	2035	678	85.5%	-	-	-	5.8	36.0	11.7	5/1	
6/1	Summer Lane (South)	U	-		-	-	-	331	2015	2015	16.4%	-	-	-	0.1	1.1	0.1	6/1	
Ped Link: P1	Unnamed Ped Link	-	F		1	20	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P1	
Ped Link: P2	Unnamed Ped Link	-	E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P2	
Ped Link: P3	Unnamed Ped Link	-	H		1	30	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P3	
Ped Link: P4	Unnamed Ped Link	-	G		1	16	-	0	-	0	0.0%	-	-	-	-	-	-	Ped Link: P4	
C1					PRC for Signalled Lanes (%):			5.3	Total Delay for Signalled Lanes (pcuHr):			13.66	Cycle Time (s):			60			
					PRC Over All Lanes (%):			5.3	Total Delay Over All Lanes(pcuHr):			13.98							

Appendix J-29

Junctions 10 Output - Summer Lane / Victoria Crescent West Junction

<h1>Junctions 10</h1>
<h2>PICADY 10 - Priority Intersection Module</h2>
Version: 10.0.2.1574 © Copyright TRL Software Limited, 2021
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Filename: Summer Lane - Victoria Crescent West Junction.j10

Path: G:\Shared drives\Jobs3000\3062 Barugh Green Barnsley\Junction Models\Summer Lane - Victoria Crescent West Junction

Report generation date: 09/11/2023 15:03:45

- »2022 Base, AM
- »2022 Base, PM
- »2026 Do Minimum, AM
- »2026 Do Minimum, PM
- »2033 Do Minimum, AM
- »2033 Do Minimum, PM
- »2026 Residential Phase 1a, AM
- »2026 Residential Phase 1a, PM
- »2033 Full Residential , AM
- »2033 Full Residential , PM
- »2026 Employment , AM
- »2026 Employment , PM
- »2026 Phase 1 (Without Link Road), AM
- »2026 Phase 1 (Without Link Road), PM
- »2026 Phase 1 (With Link Road), AM
- »2026 Phase 1 (With Link Road), PM
- »2033 Full Development , AM
- »2033 Full Development , PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2022 Base						
Stream B-C	0.2	6.81	0.16	0.2	6.61	0.14
Stream B-A	0.2	11.27	0.13	0.2	10.68	0.15
Stream C-AB	0.5	6.13	0.24	0.6	5.56	0.27
2026 Do Minimum						
Stream B-C	0.2	6.89	0.17	0.2	6.61	0.14
Stream B-A	0.2	11.51	0.14	0.2	10.71	0.15
Stream C-AB	0.5	6.12	0.25	0.6	5.57	0.27
2033 Do Minimum						
Stream B-C	0.2	7.11	0.18	0.2	6.78	0.15
Stream B-A	0.2	12.05	0.15	0.2	11.23	0.17
Stream C-AB	0.6	6.27	0.27	0.7	5.68	0.29
2026 Residential Phase 1a						
Stream B-C	0.2	6.90	0.17	0.2	6.64	0.14
Stream B-A	0.2	11.53	0.14	0.2	10.76	0.16
Stream C-AB	0.5	6.12	0.25	0.6	5.57	0.27
2033 Full Residential						
Stream B-C	0.2	7.20	0.18	0.2	6.96	0.15
Stream B-A	0.2	12.30	0.16	0.2	11.63	0.19
Stream C-AB	0.6	6.27	0.28	0.7	5.69	0.30
2026 Employment						
Stream B-C	0.2	6.92	0.17	0.2	6.65	0.14
Stream B-A	0.2	11.62	0.14	0.2	10.82	0.15
Stream C-AB	0.5	6.09	0.25	0.6	5.57	0.27
2026 Phase 1 (Without Link Road)						
Stream B-C	0.2	6.93	0.17	0.2	6.67	0.14
Stream B-A	0.2	11.64	0.14	0.2	10.86	0.16
Stream C-AB	0.5	6.09	0.25	0.6	5.58	0.27
2026 Phase 1 (With Link Road)						
Stream B-C	0.2	6.93	0.17	0.2	6.67	0.14
Stream B-A	0.2	11.64	0.14	0.2	10.86	0.16
Stream C-AB	0.5	6.09	0.25	0.6	5.58	0.27
2033 Full Development						
Stream B-C	0.2	7.23	0.18	0.2	7.00	0.15
Stream B-A	0.2	12.43	0.16	0.2	11.74	0.19
Stream C-AB	0.6	6.24	0.28	0.7	5.70	0.30

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	Summer Lane/Victoria Crescent
Location	
Site number	
Date	22/09/2023
Version	
Status	Existing
Identifier	
Client	Strata Sterling Barnsley West Ltd
Jobnumber	3062
Enumerator	Fore Consulting Ltd
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 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2022 Base	PM	ONE HOUR	15:45	17:15	15	✓
D3	2026 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓
D4	2026 Do Minimum	PM	ONE HOUR	15:45	17:15	15	✓
D5	2033 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓
D6	2033 Do Minimum	PM	ONE HOUR	15:45	17:15	15	✓
D7	2026 Residential Phase 1a	AM	ONE HOUR	07:45	09:15	15	✓
D8	2026 Residential Phase 1a	PM	ONE HOUR	15:45	17:15	15	✓
D9	2033 Full Residential	AM	ONE HOUR	07:45	09:15	15	✓
D10	2033 Full Residential	PM	ONE HOUR	15:45	17:15	15	✓
D11	2026 Employment	AM	ONE HOUR	07:45	09:15	15	✓
D12	2026 Employment	PM	ONE HOUR	15:45	17:15	15	✓
D13	2026 Phase 1 (Without Link Road)	AM	ONE HOUR	07:45	09:15	15	✓
D14	2026 Phase 1 (Without Link Road)	PM	ONE HOUR	15:45	17:15	15	✓
D15	2026 Phase 1 (With Link Road)	AM	ONE HOUR	07:45	09:15	15	✓
D16	2026 Phase 1 (With Link Road)	PM	ONE HOUR	15:45	17:15	15	✓
D17	2033 Full Development	AM	ONE HOUR	07:45	09:15	15	✓
D18	2033 Full Development	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

2022 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.25	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.25	A

Arms

Arms

Arm	Name	Description	Arm type
A	Summer Lane West		Major
B	Victoria Crescent West		Minor
C	Summer Lane South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	8.40			200.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	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	One lane plus flare	10.00	6.10	4.20	4.20	4.20	✓	1.00	50	83

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	561	0.090	0.228	0.143	0.326
B-C	782	0.109	0.275	-	-
C-B	690	0.239	0.239	-	-

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	2022 Base	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		ONE HOUR	✓	430	100.000
B		ONE HOUR	✓	142	100.000
C		ONE HOUR	✓	390	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A	B	C
A	0	97	333
B	46	0	96
C	285	105	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A	B	C
A	0	2	2
B	4	0	2
C	1	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	0.16	6.81	0.2	A	88	132
B-A	0.13	11.27	0.2	B	42	63
C-AB	0.24	6.13	0.5	A	148	223
C-A					209	314
AB					89	134
AC					306	458

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	72	18	690	0.105	72	0.0	0.1	5.933	A
B-A	35	9	440	0.079	34	0.0	0.1	9.219	A
C-AB	110	28	754	0.147	110	0.0	0.2	5.679	A
C-A	183	46			183				
AB	73	18			73				
AC	251	63			251				

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	86	22	671	0.129	86	0.1	0.1	6.272	A
B-A	41	10	416	0.099	41	0.1	0.1	9.984	A
C-AB	142	35	769	0.185	142	0.2	0.3	5.843	A
C-A	209	52			209				
A-B	87	22			87				
A-C	299	75			299				

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	106	26	645	0.164	106	0.1	0.2	6.809	A
B-A	51	13	383	0.132	50	0.1	0.2	11.255	B
C-AB	192	48	790	0.244	192	0.3	0.5	6.121	A
C-A	237	59			237				
A-B	107	27			107				
A-C	367	92			367				

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	106	26	645	0.164	106	0.2	0.2	6.813	A
B-A	51	13	383	0.132	51	0.2	0.2	11.270	B
C-AB	193	48	790	0.244	193	0.5	0.5	6.133	A
C-A	237	59			237				
A-B	107	27			107				
A-C	367	92			367				

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	86	22	671	0.129	86	0.2	0.2	6.281	A
B-A	41	10	416	0.099	42	0.2	0.1	10.003	B
C-AB	142	36	769	0.185	143	0.5	0.3	5.854	A
C-A	208	52			208				
A-B	87	22			87				
A-C	299	75			299				

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	72	18	690	0.105	72	0.2	0.1	5.947	A
B-A	35	9	440	0.079	35	0.1	0.1	9.245	A
C-AB	111	28	754	0.147	111	0.3	0.2	5.700	A
C-A	183	46			183				
A-B	73	18			73				
A-C	251	63			251				

2022 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.25	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.25	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 Base	PM	ONE HOUR	15:45	17:15	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		ONE HOUR	✓	333	100.000
B		ONE HOUR	✓	136	100.000
C		ONE HOUR	✓	512	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	104	229
	B	55	0	81
	C	403	109	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	1
	B	0	0	4
	C	1	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	0.14	6.61	0.2	A	74	111
B-A	0.15	10.68	0.2	B	50	76
C-AB	0.27	5.56	0.6	A	180	270
C-A					290	435
A-B					95	143
A-C					210	315

Main Results for each time segment

15:45 - 16:00

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	61	15	693	0.088	61	0.0	0.1	5.912	A
B-A	41	10	454	0.091	41	0.0	0.1	8.703	A
C-AB	130	32	827	0.157	128	0.0	0.3	5.235	A
C-A	256	64			256				
A-B	78	20			78				
A-C	172	43			172				

16:00 - 16:15

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	73	18	678	0.107	73	0.1	0.1	6.186	A
B-A	49	12	431	0.115	49	0.1	0.1	9.438	A
C-AB	170	43	856	0.199	170	0.3	0.4	5.336	A
C-A	290	72			290				
A-B	93	23			93				
A-C	206	51			206				

16:15 - 16:30

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	89	22	656	0.136	89	0.1	0.2	6.604	A
B-A	61	15	398	0.152	60	0.1	0.2	10.658	B
C-AB	238	60	898	0.265	238	0.4	0.6	5.546	A
C-A	325	81			325				
A-B	115	29			115				
A-C	252	63			252				

16:30 - 16:45

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	89	22	656	0.136	89	0.2	0.2	6.609	A
B-A	61	15	398	0.152	61	0.2	0.2	10.676	B
C-AB	239	60	898	0.266	239	0.6	0.6	5.555	A
C-A	325	81			325				
A-B	115	29			115				
A-C	252	63			252				

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	73	18	678	0.107	73	0.2	0.1	6.194	A
B-A	49	12	430	0.115	50	0.2	0.1	9.458	A
C-AB	171	43	857	0.199	172	0.6	0.4	5.350	A
C-A	289	72			289				
A-B	93	23			93				
A-C	206	51			206				

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	61	15	693	0.088	61	0.1	0.1	5.925	A
B-A	41	10	454	0.091	42	0.1	0.1	8.731	A
C-AB	130	33	827	0.157	131	0.4	0.3	5.259	A
C-A	255	64			255				
A-B	78	20			78				
A-C	172	43			172				

2026 Do Minimum, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.25	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.25	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	2026 Do Minimum	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		ONE HOUR	✓	444	100.000
B		ONE HOUR	✓	144	100.000
C		ONE HOUR	✓	406	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	99	345
	B	47	0	97
	C	300	106	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	2
	B	4	0	2
	C	1	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	0.17	6.89	0.2	A	89	134
B-A	0.14	11.51	0.2	B	43	65
C-AB	0.25	6.12	0.5	A	153	230
C-A					219	329
A-B					91	136
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	73	18	687	0.106	73	0.0	0.1	5.978	A
B-A	35	9	436	0.081	35	0.0	0.1	9.321	A
C-AB	114	28	759	0.150	113	0.0	0.2	5.660	A
C-A	192	48			192				
A-B	75	19			75				
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	87	22	667	0.131	87	0.1	0.2	6.327	A
B-A	42	11	412	0.103	42	0.1	0.1	10.131	B
C-AB	147	37	775	0.189	146	0.2	0.3	5.825	A
C-A	218	55			218				
A-B	89	22			89				
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	107	27	640	0.167	107	0.2	0.2	6.890	A
B-A	52	13	377	0.137	52	0.1	0.2	11.492	B
C-AB	200	50	798	0.250	199	0.3	0.5	6.111	A
C-A	247	62			247				
A-B	109	27			109				
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	107	27	639	0.167	107	0.2	0.2	6.894	A
B-A	52	13	377	0.137	52	0.2	0.2	11.508	B
C-AB	200	50	799	0.250	200	0.5	0.5	6.125	A
C-A	247	62			247				
A-B	109	27			109				
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	87	22	667	0.131	87	0.2	0.2	6.336	A
B-A	42	11	411	0.103	42	0.2	0.1	10.153	B
C-AB	147	37	775	0.189	147	0.5	0.3	5.839	A
C-A	218	55			218				
A-B	89	22			89				
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	73	18	686	0.106	73	0.2	0.1	5.988	A
B-A	35	9	436	0.081	35	0.1	0.1	9.350	A
C-AB	114	28	759	0.150	114	0.3	0.3	5.683	A
C-A	192	48			192				
A-B	75	19			75				
A-C	260	65			260				

2026 Do Minimum, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.26	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.26	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2026 Do Minimum	PM	ONE HOUR	15:45	17:15	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		ONE HOUR	✓	335	100.000
B		ONE HOUR	✓	136	100.000
C		ONE HOUR	✓	516	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	105	230
	B	55	0	81
	C	406	110	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	1
	B	0	0	4
	C	1	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	0.14	6.61	0.2	A	74	111
B-A	0.15	10.71	0.2	B	50	76
C-AB	0.27	5.57	0.6	A	182	273
C-A					291	437
A-B					96	145
A-C					211	317

Main Results for each time segment

15:45 - 16:00

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	61	15	693	0.088	61	0.0	0.1	5.915	A
B-A	41	10	453	0.091	41	0.0	0.1	8.721	A
C-AB	131	33	828	0.158	130	0.0	0.3	5.238	A
C-A	257	64			257				
A-B	79	20			79				
A-C	173	43			173				

16:00 - 16:15

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	73	18	678	0.107	73	0.1	0.1	6.190	A
B-A	49	12	430	0.115	49	0.1	0.1	9.463	A
C-AB	173	43	858	0.201	172	0.3	0.4	5.341	A
C-A	291	73			291				
A-B	94	24			94				
A-C	207	52			207				

16:15 - 16:30

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	89	22	655	0.136	89	0.1	0.2	6.610	A
B-A	61	15	397	0.153	60	0.1	0.2	10.697	B
C-AB	242	60	900	0.269	241	0.4	0.6	5.558	A
C-A	326	82			326				
A-B	116	29			116				
A-C	253	63			253				

16:30 - 16:45

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	89	22	655	0.136	89	0.2	0.2	6.614	A
B-A	61	15	397	0.153	61	0.2	0.2	10.715	B
C-AB	242	61	900	0.269	242	0.6	0.6	5.572	A
C-A	326	81			326				
A-B	116	29			116				
A-C	253	63			253				

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	73	18	677	0.108	73	0.2	0.1	6.198	A
B-A	49	12	429	0.115	50	0.2	0.1	9.483	A
C-AB	173	43	858	0.202	174	0.6	0.4	5.358	A
C-A	291	73			291				
A-B	94	24			94				
A-C	207	52			207				

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	61	15	693	0.088	61	0.1	0.1	5.930	A
B-A	41	10	453	0.091	42	0.1	0.1	8.747	A
C-AB	132	33	829	0.159	132	0.4	0.3	5.262	A
C-A	257	64			257				
A-B	79	20			79				
A-C	173	43			173				

2033 Do Minimum, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.36	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.36	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	2033 Do Minimum	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		ONE HOUR	✓	470	100.000
B		ONE HOUR	✓	153	100.000
C		ONE HOUR	✓	430	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	105	365
	B	50	0	103
	C	317	113	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	2
	B	4	0	2
	C	1	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	7.11	0.2	A	95	142
B-A	0.15	12.05	0.2	B	46	69
C-AB	0.27	6.27	0.6	A	168	253
C-A					226	339
A-B					96	145
A-C					335	502

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	78	19	681	0.114	77	0.0	0.1	6.075	A
B-A	38	9	429	0.088	37	0.0	0.1	9.550	A
C-AB	124	31	764	0.162	123	0.0	0.3	5.707	A
C-A	200	50			200				
A-B	79	20			79				
A-C	275	69			275				

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	93	23	660	0.140	92	0.1	0.2	6.468	A
B-A	45	11	403	0.112	45	0.1	0.1	10.463	B
C-AB	160	40	781	0.206	160	0.3	0.4	5.903	A
C-A	226	57			226				
A-B	94	24			94				
A-C	328	82			328				

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	113	28	630	0.180	113	0.2	0.2	7.099	A
B-A	55	14	366	0.150	55	0.1	0.2	12.025	B
C-AB	220	55	806	0.274	220	0.4	0.6	6.249	A
C-A	253	63			253				
A-B	116	29			116				
A-C	402	100			402				

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	113	28	630	0.180	113	0.2	0.2	7.107	A
B-A	55	14	366	0.150	55	0.2	0.2	12.047	B
C-AB	221	55	806	0.274	221	0.6	0.6	6.265	A
C-A	253	63			253				
A-B	116	29			116				
A-C	402	100			402				

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	93	23	660	0.140	93	0.2	0.2	6.479	A
B-A	45	11	402	0.112	45	0.2	0.1	10.487	B
C-AB	161	40	781	0.206	162	0.6	0.4	5.920	A
C-A	226	56			226				
A-B	94	24			94				
A-C	328	82			328				

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	78	19	680	0.114	78	0.2	0.1	6.094	A
B-A	38	9	429	0.088	38	0.1	0.1	9.584	A
C-AB	124	31	764	0.163	125	0.4	0.3	5.733	A
C-A	200	50			200				
A-B	79	20			79				
A-C	275	69			275				

2033 Do Minimum, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.38	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
D6	2033 Do Minimum	PM	ONE HOUR	15:45	17:15	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		ONE HOUR	✓	355	100.000
B		ONE HOUR	✓	145	100.000
C		ONE HOUR	✓	548	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	111	244
	B	59	0	86
	C	431	117	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	1
	B	0	0	4
	C	1	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	0.15	6.78	0.2	A	79	118
B-A	0.17	11.23	0.2	B	54	81
C-AB	0.29	5.68	0.7	A	201	302
C-A					301	452
A-B					102	153
A-C					224	336

Main Results for each time segment

15:45 - 16:00

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	65	16	688	0.094	64	0.0	0.1	6.001	A
B-A	44	11	446	0.100	44	0.0	0.1	8.940	A
C-AB	144	36	837	0.172	143	0.0	0.3	5.260	A
C-A	269	67			269				
A-B	84	21			84				
A-C	184	46			184				

16:00 - 16:15

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	77	19	671	0.115	77	0.1	0.1	6.305	A
B-A	53	13	421	0.126	53	0.1	0.1	9.779	A
C-AB	191	48	869	0.219	190	0.3	0.4	5.390	A
C-A	302	76			302				
A-B	100	25			100				
A-C	219	55			219				

16:15 - 16:30

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	95	24	647	0.146	95	0.1	0.2	6.779	A
B-A	65	16	386	0.168	65	0.1	0.2	11.205	B
C-AB	269	67	914	0.295	268	0.4	0.7	5.668	A
C-A	334	84			334				
A-B	122	31			122				
A-C	269	67			269				

16:30 - 16:45

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	95	24	646	0.146	95	0.2	0.2	6.784	A
B-A	65	16	386	0.168	65	0.2	0.2	11.226	B
C-AB	270	67	915	0.295	270	0.7	0.7	5.685	A
C-A	334	83			334				
A-B	122	31			122				
A-C	269	67			269				

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	77	19	671	0.115	77	0.2	0.1	6.314	A
B-A	53	13	421	0.126	53	0.2	0.1	9.806	A
C-AB	191	48	870	0.220	192	0.7	0.5	5.408	A
C-A	302	75			302				
A-B	100	25			100				
A-C	219	55			219				

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	65	16	687	0.094	65	0.1	0.1	6.018	A
B-A	44	11	446	0.100	45	0.1	0.1	8.971	A
C-AB	144	36	838	0.172	145	0.5	0.3	5.286	A
C-A	268	67			268				
A-B	84	21			84				
A-C	184	46			184				

2026 Residential Phase 1a, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.24	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.24	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2026 Residential Phase 1a	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		ONE HOUR	✓	446	100.000
B		ONE HOUR	✓	144	100.000
C		ONE HOUR	✓	407	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	100	346
	B	47	0	97
	C	301	106	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	2
	B	4	0	2
	C	1	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	0.17	6.90	0.2	A	89	134
B-A	0.14	11.53	0.2	B	43	65
C-AB	0.25	6.12	0.5	A	154	231
C-A					220	330
A-B					92	138
A-C					317	476

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	73	18	687	0.106	73	0.0	0.1	5.981	A
B-A	35	9	436	0.081	35	0.0	0.1	9.329	A
C-AB	114	28	759	0.150	113	0.0	0.2	5.659	A
C-A	193	48			193				
A-B	75	19			75				
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	87	22	667	0.131	87	0.1	0.2	6.331	A
B-A	42	11	411	0.103	42	0.1	0.1	10.142	B
C-AB	147	37	775	0.189	146	0.2	0.3	5.825	A
C-A	219	55			219				
A-B	90	22			90				
A-C	311	78			311				

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	107	27	639	0.167	107	0.2	0.2	6.896	A
B-A	52	13	377	0.137	52	0.1	0.2	11.510	B
C-AB	200	50	799	0.251	200	0.3	0.5	6.112	A
C-A	248	62			248				
A-B	110	28			110				
A-C	381	95			381				

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	107	27	639	0.167	107	0.2	0.2	6.899	A
B-A	52	13	377	0.137	52	0.2	0.2	11.526	B
C-AB	200	50	799	0.251	200	0.5	0.5	6.123	A
C-A	248	62			248				
A-B	110	28			110				
A-C	381	95			381				

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	87	22	667	0.131	87	0.2	0.2	6.340	A
B-A	42	11	411	0.103	42	0.2	0.1	10.165	B
C-AB	147	37	776	0.190	148	0.5	0.3	5.839	A
C-A	219	55			219				
A-B	90	22			90				
A-C	311	78			311				

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	73	18	686	0.106	73	0.2	0.1	5.993	A
B-A	35	9	436	0.081	35	0.1	0.1	9.358	A
C-AB	114	29	760	0.150	115	0.3	0.3	5.683	A
C-A	192	48			192				
A-B	75	19			75				
A-C	260	65			260				

2026 Residential Phase 1a, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.27	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.27	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	2026 Residential Phase 1a	PM	ONE HOUR	15:45	17:15	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		ONE HOUR	✓	337	100.000
B		ONE HOUR	✓	137	100.000
C		ONE HOUR	✓	518	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	105	232
	B	56	0	81
	C	408	110	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	1	1
	B	0	0	4
	C	1	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	0.14	6.64	0.2	A	74	111
B-A	0.16	10.76	0.2	B	51	77
C-AB	0.27	5.57	0.6	A	183	274
C-A					293	439
A-B					96	145
A-C					213	319

Main Results for each time segment

15:45 - 16:00

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	61	15	692	0.088	61	0.0	0.1	5.930	A
B-A	42	11	453	0.093	42	0.0	0.1	8.738	A
C-AB	132	33	829	0.159	130	0.0	0.3	5.235	A
C-A	258	65			258				
A-B	79	20			79				
A-C	175	44			175				

16:00 - 16:15

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	73	18	676	0.108	73	0.1	0.1	6.207	A
B-A	50	13	429	0.117	50	0.1	0.1	9.489	A
C-AB	173	43	859	0.202	173	0.3	0.4	5.340	A
C-A	292	73			292				
A-B	94	24			94				
A-C	209	52			209				

16:15 - 16:30

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	89	22	653	0.137	89	0.1	0.2	6.633	A
B-A	62	15	396	0.156	61	0.1	0.2	10.744	B
C-AB	243	61	901	0.269	242	0.4	0.6	5.558	A
C-A	328	82			328				
A-B	116	29			116				
A-C	255	64			255				

16:30 - 16:45

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	89	22	653	0.137	89	0.2	0.2	6.638	A
B-A	62	15	396	0.156	62	0.2	0.2	10.762	B
C-AB	243	61	901	0.270	243	0.6	0.6	5.568	A
C-A	327	82			327				
A-B	116	29			116				
A-C	255	64			255				

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	73	18	676	0.108	73	0.2	0.1	6.216	A
B-A	50	13	429	0.117	51	0.2	0.1	9.510	A
C-AB	174	43	859	0.202	174	0.6	0.4	5.353	A
C-A	292	73			292				
A-B	94	24			94				
A-C	209	52			209				

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	61	15	691	0.088	61	0.1	0.1	5.943	A
B-A	42	11	453	0.093	42	0.1	0.1	8.764	A
C-AB	132	33	829	0.159	133	0.4	0.3	5.257	A
C-A	258	64			258				
A-B	79	20			79				
A-C	175	44			175				

2033 Full Residential , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.36	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.36	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	2033 Full Residential	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		ONE HOUR	✓	487	100.000
B		ONE HOUR	✓	155	100.000
C		ONE HOUR	✓	441	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	112	375
	B	52	0	103
	C	328	113	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	2
	B	4	0	2
	C	1	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	7.20	0.2	A	95	142
B-A	0.16	12.30	0.2	B	48	72
C-AB	0.28	6.27	0.6	A	172	257
C-A					233	350
A-B					103	154
A-C					344	516

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	78	19	676	0.115	77	0.0	0.1	6.125	A
B-A	39	10	427	0.092	39	0.0	0.1	9.645	A
C-AB	126	31	766	0.164	124	0.0	0.3	5.697	A
C-A	206	52			206				
A-B	84	21			84				
A-C	282	71			282				

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	93	23	654	0.142	92	0.1	0.2	6.533	A
B-A	47	12	399	0.117	47	0.1	0.1	10.607	B
C-AB	163	41	784	0.208	163	0.3	0.4	5.895	A
C-A	233	58			233				
A-B	101	25			101				
A-C	337	84			337				

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	113	28	623	0.182	113	0.2	0.2	7.194	A
B-A	57	14	362	0.158	57	0.1	0.2	12.274	B
C-AB	225	56	810	0.278	225	0.4	0.6	6.251	A
C-A	260	65			260				
A-B	123	31			123				
A-C	413	103			413				

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	113	28	623	0.182	113	0.2	0.2	7.202	A
B-A	57	14	362	0.158	57	0.2	0.2	12.297	B
C-AB	226	56	811	0.278	226	0.6	0.6	6.265	A
C-A	260	65			260				
A-B	123	31			123				
A-C	413	103			413				

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	93	23	654	0.142	93	0.2	0.2	6.547	A
B-A	47	12	399	0.117	47	0.2	0.1	10.633	B
C-AB	164	41	785	0.209	164	0.6	0.4	5.913	A
C-A	233	58			233				
A-B	101	25			101				
A-C	337	84			337				

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	78	19	676	0.115	78	0.2	0.1	6.142	A
B-A	39	10	426	0.092	39	0.1	0.1	9.678	A
C-AB	126	32	767	0.164	126	0.4	0.3	5.726	A
C-A	206	52			206				
A-B	84	21			84				
A-C	282	71			282				

2033 Full Residential , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.43	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.43	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
D10	2033 Full Residential	PM	ONE HOUR	15:45	17:15	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		ONE HOUR	✓	373	100.000
B		ONE HOUR	✓	152	100.000
C		ONE HOUR	✓	561	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	115	258
	B	66	0	86
	C	444	117	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	1
	B	0	0	4
	C	1	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	0.15	6.96	0.2	A	79	118
B-A	0.19	11.63	0.2	B	61	91
C-AB	0.30	5.69	0.7	A	206	309
C-A					309	463
A-B					106	158
A-C					237	355

Main Results for each time segment

15:45 - 16:00

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	65	16	677	0.096	64	0.0	0.1	6.104	A
B-A	50	12	446	0.112	49	0.0	0.1	9.073	A
C-AB	146	37	841	0.174	145	0.0	0.3	5.249	A
C-A	276	69			276				
A-B	87	22			87				
A-C	194	49			194				

16:00 - 16:15

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	77	19	659	0.117	77	0.1	0.1	6.430	A
B-A	59	15	419	0.142	59	0.1	0.2	9.999	A
C-AB	194	49	874	0.222	194	0.3	0.5	5.383	A
C-A	310	77			310				
A-B	103	26			103				
A-C	232	58			232				

16:15 - 16:30

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	95	24	633	0.150	95	0.1	0.2	6.956	A
B-A	73	18	382	0.190	72	0.2	0.2	11.600	B
C-AB	276	69	920	0.300	275	0.5	0.7	5.677	A
C-A	341	85			341				
A-B	127	32			127				
A-C	284	71			284				

16:30 - 16:45

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	95	24	632	0.150	95	0.2	0.2	6.962	A
B-A	73	18	382	0.190	73	0.2	0.2	11.627	B
C-AB	277	69	921	0.301	277	0.7	0.7	5.693	A
C-A	341	85			341				
A-B	127	32			127				
A-C	284	71			284				

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	77	19	659	0.117	77	0.2	0.1	6.441	A
B-A	59	15	419	0.142	60	0.2	0.2	10.029	B
C-AB	195	49	875	0.223	196	0.7	0.5	5.404	A
C-A	309	77			309				
A-B	103	26			103				
A-C	232	58			232				

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	65	16	677	0.096	65	0.1	0.1	6.121	A
B-A	50	12	445	0.112	50	0.2	0.1	9.111	A
C-AB	147	37	842	0.174	147	0.5	0.3	5.278	A
C-A	275	69			275				
A-B	87	22			87				
A-C	194	49			194				

2026 Employment , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.23	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.23	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
D11	2026 Employment	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		ONE HOUR	✓	450	100.000
B		ONE HOUR	✓	144	100.000
C		ONE HOUR	✓	417	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	99	351
	B	47	0	97
	C	311	106	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	2
	B	4	0	2
	C	1	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	0.17	6.92	0.2	A	89	134
B-A	0.14	11.62	0.2	B	43	65
C-AB	0.25	6.09	0.5	A	156	234
C-A					227	340
A-B					91	136
A-C					322	483

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	73	18	686	0.107	73	0.0	0.1	5.981	A
B-A	35	9	434	0.082	35	0.0	0.1	9.373	A
C-AB	115	29	764	0.151	114	0.0	0.3	5.632	A
C-A	199	50			199				
A-B	75	19			75				
A-C	264	66			264				

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	87	22	666	0.131	87	0.1	0.2	6.344	A
B-A	42	11	409	0.103	42	0.1	0.1	10.204	B
C-AB	149	37	781	0.191	149	0.3	0.3	5.793	A
C-A	226	56			226				
A-B	89	22			89				
A-C	316	79			316				

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	107	27	638	0.168	107	0.2	0.2	6.916	A
B-A	52	13	374	0.138	52	0.1	0.2	11.605	B
C-AB	204	51	805	0.253	203	0.3	0.5	6.080	A
C-A	255	64			255				
A-B	109	27			109				
A-C	386	97			386				

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	107	27	637	0.168	107	0.2	0.2	6.920	A
B-A	52	13	374	0.138	52	0.2	0.2	11.624	B
C-AB	204	51	806	0.253	204	0.5	0.5	6.092	A
C-A	255	64			255				
A-B	109	27			109				
A-C	386	97			386				

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	87	22	665	0.131	87	0.2	0.2	6.356	A
B-A	42	11	409	0.103	42	0.2	0.1	10.227	B
C-AB	149	37	781	0.191	150	0.5	0.4	5.810	A
C-A	226	56			226				
A-B	89	22			89				
A-C	316	79			316				

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	73	18	685	0.107	73	0.2	0.1	6.003	A
B-A	35	9	434	0.082	35	0.1	0.1	9.400	A
C-AB	116	29	764	0.151	116	0.4	0.3	5.656	A
C-A	198	50			198				
A-B	75	19			75				
A-C	264	66			264				

2026 Employment , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.25	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.25	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
D12	2026 Employment	PM	ONE HOUR	15:45	17:15	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		ONE HOUR	✓	344	100.000
B		ONE HOUR	✓	136	100.000
C		ONE HOUR	✓	521	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	105	239
	B	55	0	81
	C	411	110	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	1
	B	0	0	4
	C	1	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	0.14	6.65	0.2	A	74	111
B-A	0.15	10.82	0.2	B	50	76
C-AB	0.27	5.57	0.6	A	184	276
C-A					294	442
A-B					96	145
A-C					219	329

Main Results for each time segment

15:45 - 16:00

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	61	15	691	0.088	61	0.0	0.1	5.933	A
B-A	41	10	451	0.092	41	0.0	0.1	8.766	A
C-AB	132	33	829	0.159	131	0.0	0.3	5.236	A
C-A	260	65			260				
A-B	79	20			79				
A-C	180	45			180				

16:00 - 16:15

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	73	18	675	0.108	73	0.1	0.1	6.213	A
B-A	49	12	427	0.116	49	0.1	0.1	9.527	A
C-AB	174	44	859	0.203	174	0.3	0.4	5.340	A
C-A	294	74			294				
A-B	94	24			94				
A-C	215	54			215				

16:15 - 16:30

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	89	22	652	0.137	89	0.1	0.2	6.643	A
B-A	61	15	394	0.154	60	0.1	0.2	10.798	B
C-AB	244	61	901	0.271	243	0.4	0.6	5.563	A
C-A	329	82			329				
A-B	116	29			116				
A-C	263	66			263				

16:30 - 16:45

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	89	22	652	0.137	89	0.2	0.2	6.648	A
B-A	61	15	393	0.154	61	0.2	0.2	10.815	B
C-AB	245	61	902	0.271	245	0.6	0.6	5.574	A
C-A	329	82			329				
A-B	116	29			116				
A-C	263	66			263				

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	73	18	675	0.108	73	0.2	0.1	6.219	A
B-A	49	12	427	0.116	50	0.2	0.1	9.549	A
C-AB	175	44	860	0.203	175	0.6	0.4	5.355	A
C-A	294	73			294				
A-B	94	24			94				
A-C	215	54			215				

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	61	15	691	0.088	61	0.1	0.1	5.948	A
B-A	41	10	451	0.092	42	0.1	0.1	8.795	A
C-AB	133	33	830	0.160	133	0.4	0.3	5.260	A
C-A	260	65			260				
A-B	79	20			79				
A-C	180	45			180				

2026 Phase 1 (Without Link Road), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.23	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.23	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
D13	2026 Phase 1 (Without Link Road)	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		ONE HOUR	✓	452	100.000
B		ONE HOUR	✓	144	100.000
C		ONE HOUR	✓	418	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	100	352
	B	47	0	97
	C	312	106	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	2
	B	4	0	2
	C	1	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	0.17	6.93	0.2	A	89	134
B-A	0.14	11.64	0.2	B	43	65
C-AB	0.25	6.09	0.5	A	156	235
C-A					227	341
A-B					92	138
A-C					323	485

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	73	18	685	0.107	73	0.0	0.1	5.984	A
B-A	35	9	434	0.082	35	0.0	0.1	9.381	A
C-AB	115	29	764	0.151	114	0.0	0.3	5.632	A
C-A	199	50			199				
A-B	75	19			75				
A-C	265	66			265				

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	87	22	665	0.131	87	0.1	0.2	6.348	A
B-A	42	11	408	0.103	42	0.1	0.1	10.216	B
C-AB	149	37	781	0.191	149	0.3	0.3	5.795	A
C-A	227	57			227				
A-B	90	22			90				
A-C	316	79			316				

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	107	27	637	0.168	107	0.2	0.2	6.916	A
B-A	52	13	373	0.139	52	0.1	0.2	11.623	B
C-AB	204	51	806	0.254	204	0.3	0.5	6.081	A
C-A	256	64			256				
A-B	110	28			110				
A-C	388	97			388				

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	107	27	637	0.168	107	0.2	0.2	6.925	A
B-A	52	13	373	0.139	52	0.2	0.2	11.643	B
C-AB	204	51	806	0.254	204	0.5	0.5	6.093	A
C-A	256	64			256				
A-B	110	28			110				
A-C	388	97			388				

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	87	22	665	0.131	87	0.2	0.2	6.358	A
B-A	42	11	408	0.103	42	0.2	0.1	10.239	B
C-AB	149	37	781	0.191	150	0.5	0.4	5.810	A
C-A	226	57			226				
A-B	90	22			90				
A-C	316	79			316				

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	73	18	685	0.107	73	0.2	0.1	6.004	A
B-A	35	9	434	0.082	35	0.1	0.1	9.408	A
C-AB	116	29	764	0.151	116	0.4	0.3	5.656	A
C-A	199	50			199				
A-B	75	19			75				
A-C	265	66			265				

2026 Phase 1 (Without Link Road), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.26	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.26	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2026 Phase 1 (Without Link Road)	PM	ONE HOUR	15:45	17:15	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		ONE HOUR	✓	346	100.000
B		ONE HOUR	✓	137	100.000
C		ONE HOUR	✓	523	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	105	241
	B	56	0	81
	C	413	110	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	1
	B	0	0	4
	C	1	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	0.14	6.67	0.2	A	74	111
B-A	0.16	10.86	0.2	B	51	77
C-AB	0.27	5.58	0.6	A	184	276
C-A					296	443
A-B					96	145
A-C					221	332

Main Results for each time segment

15:45 - 16:00

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	61	15	690	0.088	61	0.0	0.1	5.947	A
B-A	42	11	451	0.093	42	0.0	0.1	8.780	A
C-AB	132	33	830	0.160	131	0.0	0.3	5.233	A
C-A	261	65			261				
A-B	79	20			79				
A-C	181	45			181				

16:00 - 16:15

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	73	18	674	0.108	73	0.1	0.1	6.230	A
B-A	50	13	427	0.118	50	0.1	0.1	9.554	A
C-AB	175	44	860	0.203	174	0.3	0.4	5.340	A
C-A	296	74			296				
A-B	94	24			94				
A-C	217	54			217				

16:15 - 16:30

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	89	22	650	0.137	89	0.1	0.2	6.666	A
B-A	62	15	393	0.157	61	0.1	0.2	10.846	B
C-AB	245	61	903	0.272	244	0.4	0.6	5.563	A
C-A	331	83			331				
A-B	116	29			116				
A-C	265	66			265				

16:30 - 16:45

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	89	22	650	0.137	89	0.2	0.2	6.671	A
B-A	62	15	393	0.157	62	0.2	0.2	10.864	B
C-AB	246	61	903	0.272	246	0.6	0.6	5.575	A
C-A	330	83			330				
A-B	116	29			116				
A-C	265	66			265				

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	73	18	673	0.108	73	0.2	0.1	6.239	A
B-A	50	13	427	0.118	51	0.2	0.1	9.577	A
C-AB	175	44	861	0.203	176	0.6	0.4	5.353	A
C-A	295	74			295				
A-B	94	24			94				
A-C	217	54			217				

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	61	15	689	0.088	61	0.1	0.1	5.960	A
B-A	42	11	451	0.093	42	0.1	0.1	8.810	A
C-AB	133	33	830	0.160	133	0.4	0.3	5.258	A
C-A	261	65			261				
A-B	79	20			79				
A-C	181	45			181				

2026 Phase 1 (With Link Road), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.23	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.23	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
D15	2026 Phase 1 (With Link Road)	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		ONE HOUR	✓	452	100.000
B		ONE HOUR	✓	144	100.000
C		ONE HOUR	✓	418	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	100	352
	B	47	0	97
	C	312	106	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	2
	B	4	0	2
	C	1	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	0.17	6.93	0.2	A	89	134
B-A	0.14	11.64	0.2	B	43	65
C-AB	0.25	6.09	0.5	A	156	235
C-A					227	341
A-B					92	138
A-C					323	485

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	73	18	685	0.107	73	0.0	0.1	5.984	A
B-A	35	9	434	0.082	35	0.0	0.1	9.381	A
C-AB	115	29	764	0.151	114	0.0	0.3	5.632	A
C-A	199	50			199				
A-B	75	19			75				
A-C	265	66			265				

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	87	22	665	0.131	87	0.1	0.2	6.348	A
B-A	42	11	408	0.103	42	0.1	0.1	10.216	B
C-AB	149	37	781	0.191	149	0.3	0.3	5.795	A
C-A	227	57			227				
A-B	90	22			90				
A-C	316	79			316				

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	107	27	637	0.168	107	0.2	0.2	6.916	A
B-A	52	13	373	0.139	52	0.1	0.2	11.623	B
C-AB	204	51	806	0.254	204	0.3	0.5	6.081	A
C-A	256	64			256				
A-B	110	28			110				
A-C	388	97			388				

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	107	27	637	0.168	107	0.2	0.2	6.925	A
B-A	52	13	373	0.139	52	0.2	0.2	11.643	B
C-AB	204	51	806	0.254	204	0.5	0.5	6.093	A
C-A	256	64			256				
A-B	110	28			110				
A-C	388	97			388				

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	87	22	665	0.131	87	0.2	0.2	6.358	A
B-A	42	11	408	0.103	42	0.2	0.1	10.239	B
C-AB	149	37	781	0.191	150	0.5	0.4	5.810	A
C-A	226	57			226				
A-B	90	22			90				
A-C	316	79			316				

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	73	18	685	0.107	73	0.2	0.1	6.004	A
B-A	35	9	434	0.082	35	0.1	0.1	9.408	A
C-AB	116	29	764	0.151	116	0.4	0.3	5.656	A
C-A	199	50			199				
A-B	75	19			75				
A-C	265	66			265				

2026 Phase 1 (With Link Road), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.26	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.26	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	2026 Phase 1 (With Link Road)	PM	ONE HOUR	15:45	17:15	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		ONE HOUR	✓	346	100.000
B		ONE HOUR	✓	137	100.000
C		ONE HOUR	✓	523	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	105	241
	B	56	0	81
	C	413	110	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	1
	B	0	0	4
	C	1	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	0.14	6.67	0.2	A	74	111
B-A	0.16	10.86	0.2	B	51	77
C-AB	0.27	5.58	0.6	A	184	276
C-A					296	443
A-B					96	145
A-C					221	332

Main Results for each time segment

15:45 - 16:00

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	61	15	690	0.088	61	0.0	0.1	5.947	A
B-A	42	11	451	0.093	42	0.0	0.1	8.780	A
C-AB	132	33	830	0.160	131	0.0	0.3	5.233	A
C-A	261	65			261				
A-B	79	20			79				
A-C	181	45			181				

16:00 - 16:15

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	73	18	674	0.108	73	0.1	0.1	6.230	A
B-A	50	13	427	0.118	50	0.1	0.1	9.554	A
C-AB	175	44	860	0.203	174	0.3	0.4	5.340	A
C-A	296	74			296				
A-B	94	24			94				
A-C	217	54			217				

16:15 - 16:30

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	89	22	650	0.137	89	0.1	0.2	6.666	A
B-A	62	15	393	0.157	61	0.1	0.2	10.846	B
C-AB	245	61	903	0.272	244	0.4	0.6	5.563	A
C-A	331	83			331				
A-B	116	29			116				
A-C	265	66			265				

16:30 - 16:45

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	89	22	650	0.137	89	0.2	0.2	6.671	A
B-A	62	15	393	0.157	62	0.2	0.2	10.864	B
C-AB	246	61	903	0.272	246	0.6	0.6	5.575	A
C-A	330	83			330				
A-B	116	29			116				
A-C	265	66			265				

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	73	18	673	0.108	73	0.2	0.1	6.239	A
B-A	50	13	427	0.118	51	0.2	0.1	9.577	A
C-AB	175	44	861	0.203	176	0.6	0.4	5.353	A
C-A	295	74			295				
A-B	94	24			94				
A-C	217	54			217				

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	61	15	689	0.088	61	0.1	0.1	5.960	A
B-A	42	11	451	0.093	42	0.1	0.1	8.810	A
C-AB	133	33	830	0.160	133	0.4	0.3	5.258	A
C-A	261	65			261				
A-B	79	20			79				
A-C	181	45			181				

2033 Full Development , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.34	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.34	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
D17	2033 Full Development	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		ONE HOUR	✓	493	100.000
B		ONE HOUR	✓	155	100.000
C		ONE HOUR	✓	452	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	112	381
	B	52	0	103
	C	339	113	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	2
	B	4	0	2
	C	1	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	7.23	0.2	A	95	142
B-A	0.16	12.43	0.2	B	48	72
C-AB	0.28	6.24	0.6	A	175	262
C-A					240	360
A-B					103	154
A-C					350	524

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	78	19	675	0.115	77	0.0	0.1	6.138	A
B-A	39	10	424	0.092	39	0.0	0.1	9.701	A
C-AB	127	32	771	0.165	126	0.0	0.3	5.671	A
C-A	213	53			213				
A-B	84	21			84				
A-C	287	72			287				

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	93	23	653	0.142	92	0.1	0.2	6.551	A
B-A	47	12	397	0.118	47	0.1	0.1	10.691	B
C-AB	166	41	790	0.210	165	0.3	0.4	5.867	A
C-A	240	60			240				
A-B	101	25			101				
A-C	343	86			343				

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	113	28	621	0.183	113	0.2	0.2	7.223	A
B-A	57	14	359	0.160	57	0.1	0.2	12.416	B
C-AB	230	57	817	0.281	229	0.4	0.6	6.226	A
C-A	268	67			268				
A-B	123	31			123				
A-C	419	105			419				

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	113	28	621	0.183	113	0.2	0.2	7.231	A
B-A	57	14	358	0.160	57	0.2	0.2	12.431	B
C-AB	230	58	818	0.282	230	0.6	0.6	6.239	A
C-A	267	67			267				
A-B	123	31			123				
A-C	419	105			419				

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	93	23	652	0.142	93	0.2	0.2	6.566	A
B-A	47	12	397	0.118	47	0.2	0.1	10.717	B
C-AB	166	42	790	0.210	167	0.6	0.4	5.883	A
C-A	240	60			240				
A-B	101	25			101				
A-C	343	86			343				

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	78	19	674	0.115	78	0.2	0.1	6.158	A
B-A	39	10	424	0.092	39	0.1	0.1	9.736	A
C-AB	128	32	771	0.166	128	0.4	0.3	5.699	A
C-A	213	53			213				
A-B	84	21			84				
A-C	287	72			287				

2033 Full Development , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.43	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.43	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
D18	2033 Full Development	PM	ONE HOUR	15:45	17:15	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		ONE HOUR	✓	381	100.000
B		ONE HOUR	✓	152	100.000
C		ONE HOUR	✓	566	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	115	266
	B	66	0	86
	C	449	117	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	1
	B	0	0	4
	C	1	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	0.15	7.00	0.2	A	79	118
B-A	0.19	11.74	0.2	B	61	91
C-AB	0.30	5.70	0.7	A	208	311
C-A					312	468
A-B					106	158
A-C					244	366

Main Results for each time segment

15:45 - 16:00

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	65	16	676	0.096	64	0.0	0.1	6.121	A
B-A	50	12	444	0.112	49	0.0	0.1	9.118	A
C-AB	147	37	843	0.175	146	0.0	0.3	5.246	A
C-A	279	70			279				
A-B	87	22			87				
A-C	200	50			200				

16:00 - 16:15

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	77	19	657	0.118	77	0.1	0.1	6.453	A
B-A	59	15	417	0.142	59	0.1	0.2	10.065	B
C-AB	196	49	876	0.224	195	0.3	0.5	5.382	A
C-A	313	78			313				
A-B	103	26			103				
A-C	239	60			239				

16:15 - 16:30

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	95	24	630	0.150	95	0.1	0.2	6.989	A
B-A	73	18	380	0.191	72	0.2	0.2	11.709	B
C-AB	279	70	922	0.303	278	0.5	0.7	5.682	A
C-A	344	86			344				
A-B	127	32			127				
A-C	293	73			293				

16:30 - 16:45

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	95	24	630	0.150	95	0.2	0.2	6.996	A
B-A	73	18	379	0.192	73	0.2	0.2	11.737	B
C-AB	280	70	923	0.303	280	0.7	0.7	5.699	A
C-A	344	86			344				
A-B	127	32			127				
A-C	293	73			293				

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	77	19	657	0.118	77	0.2	0.1	6.464	A
B-A	59	15	416	0.142	60	0.2	0.2	10.097	B
C-AB	197	49	876	0.224	198	0.7	0.5	5.404	A
C-A	312	78			312				
A-B	103	26			103				
A-C	239	60			239				

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	65	16	675	0.096	65	0.1	0.1	6.136	A
B-A	50	12	443	0.112	50	0.2	0.1	9.155	A
C-AB	148	37	843	0.175	148	0.5	0.3	5.275	A
C-A	278	70			278				
A-B	87	22			87				
A-C	200	50			200				

Appendix J-30

Junctions 10 Output - Townend Roundabout

Junctions 10
ARCADY 10 - Roundabout Module
Version: 10.0.2.1574 © Copyright TRL Software Limited, 2021
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Filename: Townend 6-arm roundabout.j10
Path: G:\Shared drives\Jobs3000\3062 Barugh Green Barnsley\Junction Models\Townend Roundabout
Report generation date: 09/11/2023 15:57:36

- »2022 Base, AM
- »2022 Base, PM
- »2026 Do Minimum, AM
- »2026 Do Minimum, PM
- »2033 Do Minimum, AM
- »2033 Do Minimum, PM
- »2026 Residential Phase 1a, AM
- »2026 Residential Phase 1a, PM
- »2033 Full Residential, AM
- »2033 Full Residential, PM
- »2026 Employment, AM
- »2026 Employment, PM
- »2026 Phase 1, AM
- »2026 Phase 1, PM
- »2033 Full Development, AM
- »2033 Full Development, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2022 Base						
Arm 1	0.7	4.25	0.41	1.1	6.22	0.53
Arm 2	0.2	4.87	0.17	0.9	9.26	0.46
Arm 3	1.7	4.60	0.62	1.4	4.25	0.57
Arm 4	1.9	11.81	0.65	1.4	9.17	0.58
Arm 5	0.9	5.02	0.45	1.2	5.63	0.55
Arm 6	0.6	4.95	0.36	1.4	8.40	0.59
2026 Do Minimum						
Arm 1	0.8	4.41	0.43	1.2	6.39	0.53
Arm 2	0.2	5.05	0.17	0.9	9.64	0.47
Arm 3	1.8	4.91	0.64	1.4	4.34	0.58
Arm 4	2.1	13.07	0.68	1.4	9.34	0.58
Arm 5	1.0	5.44	0.49	1.3	6.06	0.55
Arm 6	0.6	5.21	0.38	1.5	8.51	0.60
2033 Do Minimum						
Arm 1	0.9	4.77	0.46	1.5	7.47	0.59
Arm 2	0.2	5.38	0.19	1.2	11.80	0.53
Arm 3	2.2	5.69	0.69	1.7	4.93	0.62
Arm 4	3.0	17.97	0.76	1.8	11.51	0.64

Arm 5	1.2	6.18	0.54	1.7	7.10	0.61
Arm 6	0.7	5.74	0.42	1.9	10.58	0.66
2026 Residential Phase 1a						
Arm 1	0.8	4.43	0.43	1.2	6.43	0.54
Arm 2	0.2	5.06	0.17	0.9	9.71	0.47
Arm 3	1.8	4.93	0.64	1.4	4.37	0.58
Arm 4	2.1	13.15	0.68	1.4	9.42	0.58
Arm 5	1.0	5.48	0.49	1.4	6.08	0.56
Arm 6	0.6	5.24	0.39	1.5	8.56	0.60
2033 Full Residential						
Arm 1	0.9	4.88	0.47	1.6	7.81	0.60
Arm 2	0.2	5.50	0.19	1.2	12.45	0.55
Arm 3	2.3	5.78	0.69	1.8	5.20	0.64
Arm 4	3.1	18.49	0.76	1.9	12.37	0.66
Arm 5	1.4	6.55	0.56	1.8	7.45	0.63
Arm 6	0.8	5.98	0.44	2.1	11.36	0.68
2026 Employment						
Arm 1	0.8	4.46	0.43	1.2	6.56	0.54
Arm 2	0.2	5.10	0.17	0.9	9.98	0.48
Arm 3	2.0	5.12	0.66	1.4	4.41	0.58
Arm 4	2.2	13.88	0.69	1.4	9.49	0.58
Arm 5	1.1	5.57	0.50	1.4	6.25	0.57
Arm 6	0.6	5.30	0.39	1.6	8.89	0.61
2026 Phase 1						
Arm 1	0.8	4.48	0.43	1.2	6.59	0.54
Arm 2	0.2	5.12	0.17	0.9	10.03	0.48
Arm 3	2.0	5.13	0.66	1.5	4.44	0.59
Arm 4	2.2	13.94	0.69	1.4	9.57	0.59
Arm 5	1.1	5.62	0.50	1.4	6.29	0.57
Arm 6	0.6	5.33	0.39	1.6	8.96	0.61
2033 Full Development						
Arm 1	0.9	4.94	0.47	1.6	8.04	0.61
Arm 2	0.2	5.57	0.19	1.3	12.98	0.56
Arm 3	2.5	6.08	0.71	1.9	5.29	0.65
Arm 4	3.4	20.13	0.78	2.0	12.64	0.67
Arm 5	1.4	6.75	0.57	1.9	7.73	0.64
Arm 6	0.8	6.11	0.44	2.3	12.03	0.70

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	Townend Roundabout
Location	
Site number	
Date	24/10/2023
Version	
Status	Existing
Identifier	
Client	Strata Sterling Barnsley West Ltd
Jobnumber	3062
Enumerator	Fore Consulting Ltd
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 queuing 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 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2022 Base	PM	ONE HOUR	16:15	17:45	15	✓
D3	2026 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓
D4	2026 Do Minimum	PM	ONE HOUR	16:15	17:45	15	✓
D5	2033 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓
D6	2033 Do Minimum	PM	ONE HOUR	16:15	17:45	15	✓
D7	2026 Residential Phase 1a	AM	ONE HOUR	07:45	09:15	15	✓
D8	2026 Residential Phase 1a	PM	ONE HOUR	16:15	17:45	15	✓
D9	2033 Full Residential	AM	ONE HOUR	07:45	09:15	15	✓
D10	2033 Full Residential	PM	ONE HOUR	16:15	17:45	15	✓
D11	2026 Employment	AM	ONE HOUR	07:45	09:15	15	✓
D12	2026 Employment	PM	ONE HOUR	16:15	17:45	15	✓
D13	2026 Phase 1	AM	ONE HOUR	07:45	09:15	15	✓
D14	2026 Phase 1	PM	ONE HOUR	16:15	17:45	15	✓
D17	2033 Full Development	AM	ONE HOUR	07:45	09:15	15	✓
D18	2033 Full Development	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

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

2022 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5, 6	5.80	A

Junction Network

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

Arms

Arms

Arm	Name	Description	No give-way line
1	Shambles Street		
2	Peel Street		
3	A628 West Way		
4	Racecommon Road		
5	A628 Dodworth Road		
6	Summer Lane		

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	5.21	8.52	6.3	12.4	74.5	22.0		
2	4.78	5.48	1.6	13.1	73.3	25.0		
3	7.25	8.43	2.9	86.1	74.2	22.9		
4	3.60	6.05	10.8	25.6	72.6	22.4		
5	4.44	7.79	29.2	26.2	73.1	20.7		
6	3.70	7.41	16.3	17.2	73.9	23.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.525	1948
2	0.463	1524
3	0.624	2496
4	0.484	1576
5	0.577	2179
6	0.509	1799

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 Base	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		ONE HOUR	✓	564	100.000
2		ONE HOUR	✓	138	100.000
3		ONE HOUR	✓	1195	100.000
4		ONE HOUR	✓	532	100.000
5		ONE HOUR	✓	567	100.000
6		ONE HOUR	✓	381	100.000

Origin-Destination Data

Demand (PCU/hr)

		To					
		1	2	3	4	5	6
From	1	3	33	227	157	125	19
	2	17	0	41	30	32	18
	3	285	37	0	184	352	337
	4	227	11	79	3	23	189
	5	206	27	239	17	0	78
	6	35	16	210	68	52	0

Vehicle Mix

Heavy Vehicle Percentages

		To					
		1	2	3	4	5	6
From	1	50	3	4	4	8	0
	2	6	0	3	0	6	0
	3	2	3	0	1	8	1
	4	2	0	3	50	5	0
	5	6	0	14	13	0	1
	6	3	0	0	1	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.41	4.25	0.7	A	518	776
2	0.17	4.87	0.2	A	127	190
3	0.62	4.60	1.7	A	1097	1645
4	0.65	11.81	1.9	B	488	732
5	0.45	5.02	0.9	A	520	780
6	0.36	4.95	0.6	A	350	524

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	425	106	569	1650	0.257	423	580	0.0	0.4	3.072	A
2	104	26	899	1107	0.094	103	93	0.0	0.1	3.690	A
3	900	225	406	2243	0.401	897	597	0.0	0.7	2.755	A
4	401	100	958	1112	0.360	398	344	0.0	0.6	5.113	A
5	427	107	918	1650	0.259	425	438	0.0	0.4	3.181	A
6	287	72	863	1360	0.211	286	481	0.0	0.3	3.382	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	507	127	681	1591	0.319	507	694	0.4	0.5	3.479	A
2	124	31	1077	1025	0.121	124	111	0.1	0.1	4.113	A
3	1074	269	486	2193	0.490	1073	715	0.7	1.0	3.316	A
4	478	120	1147	1021	0.469	477	412	0.6	0.9	6.717	A
5	510	127	1099	1545	0.330	509	524	0.4	0.5	3.762	A
6	343	86	1033	1273	0.269	342	575	0.3	0.4	3.902	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	621	155	834	1511	0.411	620	848	0.5	0.7	4.232	A
2	152	38	1317	913	0.166	152	136	0.1	0.2	4.864	A
3	1316	329	595	2125	0.619	1313	874	1.0	1.7	4.563	A
4	586	146	1403	896	0.653	582	504	0.9	1.9	11.501	B
5	624	156	1343	1405	0.444	623	642	0.5	0.9	4.983	A
6	419	105	1263	1156	0.363	419	703	0.4	0.6	4.924	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	621	155	836	1510	0.411	621	851	0.7	0.7	4.246	A
2	152	38	1320	912	0.167	152	137	0.2	0.2	4.874	A
3	1316	329	596	2125	0.619	1316	876	1.7	1.7	4.595	A
4	586	146	1406	895	0.654	586	505	1.9	1.9	11.814	B
5	624	156	1349	1402	0.445	624	643	0.9	0.9	5.018	A
6	419	105	1267	1154	0.363	419	706	0.6	0.6	4.948	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	507	127	684	1589	0.319	508	698	0.7	0.5	3.495	A
2	124	31	1081	1023	0.121	124	112	0.2	0.1	4.124	A
3	1074	269	487	2192	0.490	1077	718	1.7	1.0	3.340	A
4	478	120	1151	1019	0.469	482	414	1.9	0.9	6.873	A
5	510	127	1107	1541	0.331	511	526	0.9	0.5	3.790	A
6	343	86	1039	1270	0.270	343	579	0.6	0.4	3.926	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	425	106	572	1648	0.258	425	583	0.5	0.4	3.089	A
2	104	26	904	1105	0.094	104	93	0.1	0.1	3.705	A
3	900	225	408	2242	0.401	901	600	1.0	0.7	2.774	A
4	401	100	963	1110	0.361	402	346	0.9	0.6	5.182	A
5	427	107	924	1646	0.259	427	440	0.5	0.4	3.201	A
6	287	72	868	1357	0.211	287	484	0.4	0.3	3.401	A

2022 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5, 6	6.51	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.51	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 Base	PM	ONE HOUR	16:15	17:45	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		ONE HOUR	✓	608	100.000
2		ONE HOUR	✓	306	100.000
3		ONE HOUR	✓	1059	100.000
4		ONE HOUR	✓	489	100.000
5		ONE HOUR	✓	730	100.000
6		ONE HOUR	✓	567	100.000

Origin-Destination Data

Demand (PCU/hr)

		To					
		1	2	3	4	5	6
From	1	0	34	261	173	120	20
	2	44	0	107	64	48	43
	3	231	57	0	170	318	283
	4	161	32	121	0	32	143
	5	236	56	376	10	0	52
	6	35	48	329	117	38	0

Vehicle Mix

Heavy Vehicle Percentages

		To					
		1	2	3	4	5	6
From	1	0	0	2	2	4	18
	2	0	0	0	0	0	0
	3	2	0	0	1	4	1
	4	1	0	1	0	3	1
	5	2	2	3	11	0	0
	6	13	2	0	0	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.53	6.22	1.1	A	558	837
2	0.46	9.26	0.9	A	281	421
3	0.57	4.25	1.4	A	972	1458
4	0.58	9.17	1.4	A	449	673
5	0.55	5.63	1.2	A	670	1005
6	0.59	8.40	1.4	A	520	780

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	458	114	888	1482	0.309	456	530	0.0	0.5	3.597	A
2	230	58	1173	980	0.235	229	170	0.0	0.3	4.785	A
3	797	199	507	2180	0.366	795	895	0.0	0.6	2.648	A
4	368	92	902	1139	0.323	366	400	0.0	0.5	4.695	A
5	550	137	851	1689	0.325	548	417	0.0	0.5	3.228	A
6	427	107	993	1294	0.330	425	406	0.0	0.5	4.180	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	547	137	1063	1391	0.393	546	635	0.5	0.7	4.375	A
2	275	69	1405	873	0.315	274	204	0.3	0.5	6.007	A
3	952	238	608	2117	0.450	951	1072	0.6	0.8	3.147	A
4	440	110	1079	1053	0.417	439	479	0.5	0.7	5.919	A
5	656	164	1019	1592	0.412	655	499	0.5	0.7	3.936	A
6	510	127	1188	1194	0.427	509	486	0.5	0.7	5.302	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	669	167	1299	1266	0.529	668	776	0.7	1.1	6.155	A
2	337	84	1717	728	0.463	335	249	0.5	0.8	9.127	A
3	1166	291	743	2033	0.574	1164	1310	0.8	1.4	4.217	A
4	538	135	1320	937	0.575	536	586	0.7	1.3	9.025	A
5	804	201	1246	1461	0.550	802	611	0.7	1.2	5.578	A
6	624	156	1453	1059	0.589	622	594	0.7	1.4	8.263	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	669	167	1303	1264	0.530	669	778	1.1	1.1	6.219	A
2	337	84	1723	726	0.464	337	250	0.8	0.9	9.257	A
3	1166	291	745	2031	0.574	1166	1314	1.4	1.4	4.245	A
4	538	135	1323	935	0.576	538	588	1.3	1.4	9.166	A
5	804	201	1250	1459	0.551	804	612	1.2	1.2	5.632	A
6	624	156	1458	1057	0.591	624	596	1.4	1.4	8.401	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	547	137	1069	1387	0.394	548	638	1.1	0.7	4.421	A
2	275	69	1413	869	0.316	277	205	0.9	0.5	6.091	A
3	952	238	611	2115	0.450	954	1078	1.4	0.8	3.170	A
4	440	110	1084	1051	0.418	442	482	1.4	0.7	5.996	A
5	656	164	1024	1589	0.413	658	501	1.2	0.7	3.975	A
6	510	127	1195	1191	0.428	512	488	1.4	0.8	5.385	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	458	114	893	1479	0.309	459	533	0.7	0.5	3.627	A
2	230	58	1181	977	0.236	231	171	0.5	0.3	4.830	A
3	797	199	511	2178	0.366	798	901	0.8	0.6	2.664	A
4	368	92	906	1137	0.324	369	403	0.7	0.5	4.745	A
5	550	137	856	1686	0.326	550	419	0.7	0.5	3.254	A
6	427	107	999	1291	0.331	428	408	0.8	0.5	4.224	A

2026 Do Minimum, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5, 6	6.21	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.21	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026 Do Minimum	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		ONE HOUR	✓	575	100.000
2		ONE HOUR	✓	138	100.000
3		ONE HOUR	✓	1231	100.000
4		ONE HOUR	✓	535	100.000
5		ONE HOUR	✓	622	100.000
6		ONE HOUR	✓	392	100.000

Origin-Destination Data

Demand (PCU/hr)

		To					
		1	2	3	4	5	6
From	1	3	33	229	158	133	19
	2	17	0	41	30	32	18
	3	287	37	0	186	381	340
	4	229	11	79	3	23	190
	5	219	27	268	17	0	91
	6	35	16	213	68	60	0

Vehicle Mix

Heavy Vehicle Percentages

		To					
From		1	2	3	4	5	6
	1	50	3	4	4	7	0
	2	6	0	3	0	6	0
	3	2	3	0	1	8	1
	4	2	0	3	50	5	0
	5	6	0	12	13	0	1
	6	3	0	0	1	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.43	4.41	0.8	A	528	791
2	0.17	5.05	0.2	A	127	190
3	0.64	4.91	1.8	A	1130	1694
4	0.68	13.07	2.1	B	491	736
5	0.49	5.44	1.0	A	571	856
6	0.38	5.21	0.6	A	360	540

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	433	108	599	1634	0.265	431	592	0.0	0.4	3.128	A
2	104	26	938	1089	0.095	103	93	0.0	0.1	3.757	A
3	927	232	419	2235	0.415	924	622	0.0	0.7	2.832	A
4	403	101	996	1094	0.368	400	347	0.0	0.6	5.262	A
5	468	117	924	1646	0.284	467	472	0.0	0.4	3.279	A
6	295	74	897	1342	0.220	294	493	0.0	0.3	3.462	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	517	129	717	1572	0.329	516	709	0.4	0.5	3.567	A
2	124	31	1122	1004	0.124	124	111	0.1	0.1	4.212	A
3	1107	277	501	2184	0.507	1105	745	0.7	1.1	3.446	A
4	481	120	1192	999	0.481	480	415	0.6	0.9	7.031	A
5	559	140	1106	1541	0.363	558	565	0.4	0.6	3.939	A
6	352	88	1074	1252	0.281	352	591	0.3	0.4	4.032	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	633	158	877	1488	0.426	632	866	0.5	0.8	4.396	A
2	152	38	1373	888	0.171	152	136	0.1	0.2	5.035	A
3	1355	339	613	2114	0.641	1352	912	1.1	1.8	4.868	A
4	589	147	1458	870	0.677	585	508	0.9	2.0	12.637	B
5	685	171	1352	1400	0.489	683	691	0.6	1.0	5.393	A
6	432	108	1313	1131	0.382	431	722	0.4	0.6	5.182	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	633	158	880	1487	0.426	633	870	0.8	0.8	4.413	A
2	152	38	1376	886	0.171	152	137	0.2	0.2	5.047	A
3	1355	339	614	2113	0.641	1355	914	1.8	1.8	4.911	A
4	589	147	1461	868	0.678	589	509	2.0	2.1	13.070	B
5	685	171	1357	1397	0.490	685	693	1.0	1.0	5.442	A
6	432	108	1318	1128	0.383	432	724	0.6	0.6	5.212	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	517	129	721	1570	0.329	518	714	0.8	0.5	3.583	A
2	124	31	1127	1002	0.124	124	112	0.2	0.1	4.225	A
3	1107	277	503	2183	0.507	1110	748	1.8	1.1	3.477	A
4	481	120	1196	997	0.483	485	416	2.1	1.0	7.224	A
5	559	140	1115	1537	0.364	561	567	1.0	0.6	3.977	A
6	352	88	1081	1249	0.282	353	594	0.6	0.4	4.059	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	433	108	603	1632	0.265	433	596	0.5	0.4	3.143	A
2	104	26	943	1087	0.096	104	94	0.1	0.1	3.772	A
3	927	232	421	2234	0.415	928	626	1.1	0.7	2.852	A
4	403	101	1000	1091	0.369	404	348	1.0	0.6	5.337	A
5	468	117	930	1643	0.285	469	474	0.6	0.4	3.301	A
6	295	74	903	1339	0.220	296	496	0.4	0.3	3.483	A

2026 Do Minimum, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5, 6	6.72	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.72	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2026 Do Minimum	PM	ONE HOUR	16:15	17:45	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		ONE HOUR	✓	610	100.000
2		ONE HOUR	✓	307	100.000
3		ONE HOUR	✓	1065	100.000
4		ONE HOUR	✓	491	100.000
5		ONE HOUR	✓	733	100.000
6		ONE HOUR	✓	571	100.000

Origin-Destination Data

Demand (PCU/hr)

		To					
		1	2	3	4	5	6
From	1	0	34	262	174	120	20
	2	44	0	108	64	48	43
	3	232	57	0	171	320	285
	4	162	32	121	0	32	144
	5	237	56	378	10	0	52
	6	35	48	332	118	38	0

Vehicle Mix

Heavy Vehicle Percentages

		To					
		1	2	3	4	5	6
From	1	50	3	4	4	8	0
	2	6	0	3	0	6	0
	3	2	3	0	1	8	1
	4	2	0	3	50	5	0
	5	6	0	14	13	0	1
	6	3	0	0	1	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.53	6.39	1.2	A	560	840
2	0.47	9.64	0.9	A	282	423
3	0.58	4.34	1.4	A	977	1466
4	0.58	9.34	1.4	A	451	676
5	0.55	6.06	1.3	A	673	1009
6	0.60	8.51	1.5	A	524	786

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	459	115	892	1480	0.310	457	532	0.0	0.5	3.675	A
2	231	58	1179	978	0.236	230	170	0.0	0.3	4.942	A
3	802	200	509	2179	0.368	799	900	0.0	0.6	2.692	A
4	370	92	906	1137	0.325	368	403	0.0	0.5	4.745	A
5	552	138	855	1686	0.327	550	419	0.0	0.5	3.451	A
6	430	107	997	1292	0.333	428	408	0.0	0.5	4.185	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	548	137	1068	1388	0.395	548	637	0.5	0.7	4.475	A
2	276	69	1412	870	0.317	275	204	0.3	0.5	6.219	A
3	957	239	609	2116	0.452	956	1078	0.6	0.8	3.204	A
4	441	110	1084	1051	0.420	440	482	0.5	0.7	5.985	A
5	659	165	1023	1589	0.415	658	501	0.5	0.8	4.215	A
6	513	128	1193	1192	0.431	512	488	0.5	0.8	5.324	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	672	168	1305	1263	0.532	670	779	0.7	1.2	6.321	A
2	338	85	1726	724	0.467	336	249	0.5	0.9	9.500	A
3	1173	293	745	2032	0.577	1170	1317	0.8	1.4	4.308	A
4	541	135	1326	934	0.579	538	589	0.7	1.4	9.190	A
5	807	202	1251	1458	0.554	805	613	0.8	1.3	5.997	A
6	629	157	1459	1057	0.595	626	597	0.8	1.4	8.359	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	672	168	1310	1261	0.533	672	782	1.2	1.2	6.391	A
2	338	85	1732	722	0.468	338	250	0.9	0.9	9.645	A
3	1173	293	748	2030	0.578	1173	1322	1.4	1.4	4.339	A
4	541	135	1329	932	0.580	541	591	1.4	1.4	9.339	A
5	807	202	1255	1456	0.554	807	614	1.3	1.3	6.059	A
6	629	157	1463	1054	0.596	629	599	1.4	1.5	8.506	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	548	137	1075	1384	0.396	550	641	1.2	0.7	4.526	A
2	276	69	1420	866	0.319	278	205	0.9	0.5	6.310	A
3	957	239	613	2114	0.453	960	1085	1.4	0.9	3.228	A
4	441	110	1088	1049	0.421	444	485	1.4	0.7	6.076	A
5	659	165	1029	1586	0.415	661	503	1.3	0.8	4.259	A
6	513	128	1199	1189	0.432	516	491	1.5	0.8	5.411	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	459	115	898	1477	0.311	460	536	0.7	0.5	3.704	A
2	231	58	1187	974	0.237	232	171	0.5	0.3	4.991	A
3	802	200	512	2177	0.368	803	906	0.9	0.6	2.709	A
4	370	92	910	1135	0.326	371	405	0.7	0.5	4.796	A
5	552	138	860	1683	0.328	553	421	0.8	0.5	3.477	A
6	430	107	1002	1289	0.334	431	410	0.8	0.5	4.228	A

2033 Do Minimum, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5, 6	7.50	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.50	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	2033 Do Minimum	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		ONE HOUR	✓	609	100.000
2		ONE HOUR	✓	146	100.000
3		ONE HOUR	✓	1305	100.000
4		ONE HOUR	✓	567	100.000
5		ONE HOUR	✓	656	100.000
6		ONE HOUR	✓	415	100.000

Origin-Destination Data

Demand (PCU/hr)

		To					
		1	2	3	4	5	6
From	1	3	35	242	168	141	20
	2	18	0	43	32	34	19
	3	305	39	0	197	403	361
	4	242	12	84	3	24	202
	5	232	29	282	18	0	95
	6	37	17	226	72	63	0

Vehicle Mix

Heavy Vehicle Percentages

		To					
		1	2	3	4	5	6
From	1	50	3	4	4	7	0
	2	6	0	3	0	6	0
	3	2	3	0	1	8	1
	4	2	0	3	50	5	0
	5	6	0	12	13	0	1
	6	3	0	0	1	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.46	4.77	0.9	A	559	838
2	0.19	5.38	0.2	A	134	201
3	0.69	5.69	2.2	A	1197	1796
4	0.76	17.97	3.0	C	520	780
5	0.54	6.18	1.2	A	602	903
6	0.42	5.74	0.7	A	381	571

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	458	115	634	1616	0.284	457	627	0.0	0.4	3.246	A
2	110	27	991	1065	0.103	109	99	0.0	0.1	3.879	A
3	982	246	443	2220	0.443	979	658	0.0	0.8	2.992	A
4	427	107	1055	1065	0.401	424	368	0.0	0.7	5.687	A
5	494	123	980	1614	0.306	492	499	0.0	0.5	3.446	A
6	312	78	950	1316	0.237	311	522	0.0	0.3	3.611	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	547	137	758	1550	0.353	547	751	0.4	0.6	3.752	A
2	131	33	1187	974	0.135	131	118	0.1	0.2	4.396	A
3	1173	293	531	2165	0.542	1172	787	0.8	1.2	3.738	A
4	510	127	1262	965	0.528	508	440	0.7	1.1	7.982	A
5	590	147	1173	1503	0.392	589	597	0.5	0.7	4.235	A
6	373	93	1137	1220	0.306	373	625	0.3	0.4	4.280	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	671	168	927	1462	0.459	669	917	0.6	0.9	4.745	A
2	161	40	1451	851	0.189	160	145	0.2	0.2	5.361	A
3	1437	359	649	2091	0.687	1433	962	1.2	2.2	5.617	A
4	624	156	1544	828	0.754	617	538	1.1	2.9	16.806	C
5	722	181	1431	1354	0.533	720	730	0.7	1.2	6.092	A
6	457	114	1388	1093	0.418	456	763	0.4	0.7	5.694	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	671	168	930	1460	0.459	670	921	0.9	0.9	4.771	A
2	161	40	1455	850	0.189	161	145	0.2	0.2	5.380	A
3	1437	359	651	2090	0.687	1437	965	2.2	2.2	5.691	A
4	624	156	1548	826	0.756	624	539	2.9	3.0	17.969	C
5	722	181	1440	1349	0.535	722	732	1.2	1.2	6.179	A
6	457	114	1395	1089	0.420	457	767	0.7	0.7	5.743	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	547	137	763	1548	0.354	549	757	0.9	0.6	3.777	A
2	131	33	1193	971	0.135	132	119	0.2	0.2	4.417	A
3	1173	293	533	2164	0.542	1177	792	2.2	1.2	3.788	A
4	510	127	1268	962	0.530	517	442	3.0	1.2	8.361	A
5	590	147	1185	1496	0.394	592	600	1.2	0.7	4.294	A
6	373	93	1146	1215	0.307	374	631	0.7	0.4	4.323	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	458	115	637	1614	0.284	459	632	0.6	0.4	3.266	A
2	110	27	997	1062	0.104	110	100	0.2	0.1	3.894	A
3	982	246	446	2218	0.443	984	662	1.2	0.8	3.018	A
4	427	107	1060	1063	0.402	429	369	1.2	0.7	5.794	A
5	494	123	988	1610	0.307	495	501	0.7	0.5	3.478	A
6	312	78	956	1312	0.238	313	526	0.4	0.3	3.638	A

2033 Do Minimum, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5, 6	8.03	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.03	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	2033 Do Minimum	PM	ONE HOUR	16:15	17:45	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		ONE HOUR	✓	649	100.000
2		ONE HOUR	✓	326	100.000
3		ONE HOUR	✓	1131	100.000
4		ONE HOUR	✓	522	100.000
5		ONE HOUR	✓	779	100.000
6		ONE HOUR	✓	605	100.000

Origin-Destination Data

Demand (PCU/hr)

		To					
		1	2	3	4	5	6
From	1	0	37	278	185	128	21
	2	47	0	114	68	51	46
	3	246	61	0	182	340	302
	4	172	34	129	0	34	153
	5	252	59	401	11	0	56
	6	37	51	352	125	40	0

Vehicle Mix

Heavy Vehicle Percentages

		To					
From		1	2	3	4	5	6
	1	50	3	4	4	8	0
	2	6	0	3	0	6	0
	3	2	3	0	1	8	1
	4	2	0	3	50	5	0
	5	6	0	14	13	0	1
	6	3	0	0	1	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.59	7.47	1.5	A	596	893
2	0.53	11.80	1.2	B	299	449
3	0.62	4.93	1.7	A	1038	1557
4	0.64	11.51	1.8	B	479	718
5	0.61	7.10	1.7	A	715	1072
6	0.66	10.58	1.9	B	555	833

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	489	122	946	1451	0.337	486	565	0.0	0.5	3.892	A
2	245	61	1252	944	0.260	244	181	0.0	0.4	5.276	A
3	851	213	541	2159	0.394	849	955	0.0	0.7	2.833	A
4	393	98	962	1110	0.354	391	428	0.0	0.6	5.074	A
5	586	147	908	1656	0.354	584	445	0.0	0.6	3.659	A
6	455	114	1058	1260	0.361	453	433	0.0	0.6	4.477	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	583	146	1133	1354	0.431	582	677	0.5	0.8	4.876	A
2	293	73	1498	830	0.353	292	217	0.4	0.6	6.876	A
3	1017	254	648	2092	0.486	1016	1143	0.7	1.0	3.453	A
4	469	117	1151	1019	0.461	468	512	0.6	0.9	6.635	A
5	700	175	1087	1553	0.451	699	532	0.6	0.9	4.597	A
6	544	136	1267	1154	0.471	543	519	0.6	0.9	5.913	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	715	179	1384	1222	0.585	712	827	0.8	1.4	7.343	A
2	359	90	1830	676	0.531	357	265	0.6	1.1	11.509	B
3	1245	311	791	2003	0.622	1242	1396	1.0	1.7	4.874	A
4	575	144	1407	894	0.643	571	626	0.9	1.8	11.199	B
5	858	214	1328	1414	0.607	855	651	0.9	1.7	6.992	A
6	666	167	1548	1011	0.659	662	634	0.9	1.9	10.269	B

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	715	179	1390	1218	0.586	714	830	1.4	1.5	7.467	A
2	359	90	1838	672	0.534	359	266	1.1	1.2	11.803	B
3	1245	311	795	2000	0.623	1245	1402	1.7	1.7	4.926	A
4	575	144	1411	892	0.644	575	629	1.8	1.8	11.506	B
5	858	214	1333	1410	0.608	858	653	1.7	1.7	7.104	A
6	666	167	1554	1008	0.661	666	636	1.9	1.9	10.583	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	583	146	1142	1349	0.433	586	681	1.5	0.8	4.955	A
2	293	73	1510	824	0.356	295	219	1.2	0.6	7.025	A
3	1017	254	653	2089	0.487	1020	1152	1.7	1.0	3.487	A
4	469	117	1157	1016	0.462	473	516	1.8	0.9	6.791	A
5	700	175	1094	1548	0.452	703	535	1.7	0.9	4.669	A
6	544	136	1276	1150	0.473	548	522	1.9	0.9	6.059	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	489	122	953	1448	0.337	490	569	0.8	0.5	3.934	A
2	245	61	1260	940	0.261	246	183	0.6	0.4	5.343	A
3	851	213	545	2156	0.395	853	962	1.0	0.7	2.858	A
4	393	98	967	1108	0.355	394	431	0.9	0.6	5.142	A
5	586	147	914	1652	0.355	588	447	0.9	0.6	3.697	A
6	455	114	1065	1257	0.362	457	436	0.9	0.6	4.537	A

2026 Residential Phase 1a, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5, 6	6.24	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.24	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2026 Residential Phase 1a	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		ONE HOUR	✓	576	100.000
2		ONE HOUR	✓	138	100.000
3		ONE HOUR	✓	1232	100.000
4		ONE HOUR	✓	535	100.000
5		ONE HOUR	✓	626	100.000
6		ONE HOUR	✓	394	100.000

Origin-Destination Data

Demand (PCU/hr)

		To					
		1	2	3	4	5	6
From	1	3	33	229	158	134	19
	2	17	0	41	30	32	18
	3	287	37	0	186	382	340
	4	229	11	79	3	23	190
	5	220	27	270	17	0	92
	6	35	16	214	68	61	0

Vehicle Mix

Heavy Vehicle Percentages

		To					
		1	2	3	4	5	6
From	1	50	3	4	4	7	0
	2	6	0	3	0	6	0
	3	2	3	0	1	8	1
	4	2	0	3	50	5	0
	5	6	0	12	13	0	1
	6	3	0	0	1	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.43	4.43	0.8	A	529	793
2	0.17	5.06	0.2	A	127	190
3	0.64	4.93	1.8	A	1131	1696
4	0.68	13.15	2.1	B	491	736
5	0.49	5.48	1.0	A	574	862
6	0.39	5.24	0.6	A	362	542

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	434	108	602	1632	0.266	432	593	0.0	0.4	3.135	A
2	104	26	941	1088	0.096	103	93	0.0	0.1	3.763	A
3	928	232	420	2234	0.415	925	625	0.0	0.7	2.836	A
4	403	101	998	1093	0.369	400	347	0.0	0.6	5.270	A
5	471	118	924	1646	0.286	470	474	0.0	0.4	3.288	A
6	297	74	900	1341	0.221	295	494	0.0	0.3	3.471	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	518	129	721	1570	0.330	517	710	0.4	0.5	3.577	A
2	124	31	1127	1002	0.124	124	111	0.1	0.1	4.222	A
3	1108	277	503	2183	0.507	1106	748	0.7	1.1	3.452	A
4	481	120	1194	998	0.482	480	415	0.6	0.9	7.048	A
5	563	141	1106	1541	0.365	562	567	0.4	0.6	3.953	A
6	354	89	1077	1251	0.283	354	591	0.3	0.4	4.047	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	634	159	882	1486	0.427	633	868	0.5	0.8	4.414	A
2	152	38	1379	885	0.172	152	136	0.1	0.2	5.052	A
3	1356	339	615	2112	0.642	1353	915	1.1	1.8	4.884	A
4	589	147	1461	868	0.678	585	508	0.9	2.1	12.703	B
5	689	172	1351	1400	0.492	688	694	0.6	1.0	5.421	A
6	434	108	1316	1129	0.384	433	723	0.4	0.6	5.211	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	634	159	884	1484	0.427	634	871	0.8	0.8	4.431	A
2	152	38	1382	884	0.172	152	137	0.2	0.2	5.064	A
3	1356	339	617	2112	0.642	1356	917	1.8	1.8	4.927	A
4	589	147	1464	867	0.680	589	509	2.1	2.1	13.146	B
5	689	172	1357	1397	0.494	689	696	1.0	1.0	5.476	A
6	434	108	1321	1127	0.385	434	725	0.6	0.6	5.241	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	518	129	724	1568	0.330	519	714	0.8	0.5	3.593	A
2	124	31	1131	1000	0.124	124	112	0.2	0.1	4.235	A
3	1108	277	505	2182	0.508	1111	751	1.8	1.1	3.486	A
4	481	120	1199	995	0.483	486	416	2.1	1.0	7.244	A
5	563	141	1115	1537	0.366	564	570	1.0	0.6	3.992	A
6	354	89	1084	1247	0.284	355	595	0.6	0.4	4.074	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	434	108	606	1630	0.266	434	597	0.5	0.4	3.152	A
2	104	26	946	1085	0.096	104	94	0.1	0.1	3.779	A
3	928	232	422	2233	0.415	929	628	1.1	0.7	2.856	A
4	403	101	1003	1090	0.369	404	348	1.0	0.6	5.348	A
5	471	118	930	1643	0.287	472	477	0.6	0.4	3.312	A
6	297	74	905	1338	0.222	297	497	0.4	0.3	3.489	A

2026 Residential Phase 1a, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5, 6	6.76	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.76	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	2026 Residential Phase 1a	PM	ONE HOUR	16:15	17:45	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		ONE HOUR	✓	612	100.000
2		ONE HOUR	✓	307	100.000
3		ONE HOUR	✓	1068	100.000
4		ONE HOUR	✓	491	100.000
5		ONE HOUR	✓	737	100.000
6		ONE HOUR	✓	572	100.000

Origin-Destination Data

Demand (PCU/hr)

		To					
		1	2	3	4	5	6
From	1	0	34	262	174	122	20
	2	44	0	108	64	48	43
	3	232	57	0	171	322	286
	4	162	32	121	0	32	144
	5	238	56	380	10	0	53
	6	35	48	332	118	39	0

Vehicle Mix

Heavy Vehicle Percentages

		To					
From		1	2	3	4	5	6
	1	50	3	4	4	8	0
	2	6	0	3	0	6	0
	3	2	3	0	1	8	1
	4	2	0	3	50	5	0
	5	6	0	13	13	0	1
	6	3	0	0	1	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.54	6.43	1.2	A	562	842
2	0.47	9.71	0.9	A	282	423
3	0.58	4.37	1.4	A	980	1470
4	0.58	9.42	1.4	A	451	676
5	0.56	6.08	1.4	A	676	1014
6	0.60	8.56	1.5	A	525	787

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	461	115	894	1479	0.312	459	533	0.0	0.5	3.685	A
2	231	58	1183	976	0.237	230	170	0.0	0.3	4.953	A
3	804	201	511	2177	0.369	802	902	0.0	0.6	2.699	A
4	370	92	910	1135	0.326	368	403	0.0	0.5	4.759	A
5	555	139	855	1686	0.329	553	422	0.0	0.5	3.447	A
6	431	108	999	1291	0.334	429	409	0.0	0.5	4.194	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	550	138	1071	1386	0.397	549	638	0.5	0.7	4.493	A
2	276	69	1416	868	0.318	275	204	0.3	0.5	6.241	A
3	960	240	612	2114	0.454	959	1080	0.6	0.9	3.217	A
4	441	110	1089	1049	0.421	440	482	0.5	0.7	6.010	A
5	663	166	1024	1589	0.417	662	505	0.5	0.8	4.215	A
6	514	129	1196	1190	0.432	513	490	0.5	0.8	5.342	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	674	168	1309	1261	0.534	672	780	0.7	1.2	6.364	A
2	338	85	1731	722	0.468	336	249	0.5	0.9	9.562	A
3	1176	294	748	2030	0.579	1174	1320	0.9	1.4	4.335	A
4	541	135	1332	931	0.581	538	589	0.7	1.4	9.263	A
5	811	203	1252	1457	0.557	809	618	0.8	1.3	6.015	A
6	630	157	1462	1055	0.597	627	599	0.8	1.5	8.412	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	674	168	1313	1259	0.535	674	783	1.2	1.2	6.434	A
2	338	85	1737	719	0.470	338	250	0.9	0.9	9.709	A
3	1176	294	751	2028	0.580	1176	1324	1.4	1.4	4.367	A
4	541	135	1335	929	0.582	541	591	1.4	1.4	9.416	A
5	811	203	1256	1455	0.558	811	620	1.3	1.4	6.079	A
6	630	157	1466	1053	0.598	630	601	1.5	1.5	8.563	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	550	138	1077	1383	0.398	552	642	1.2	0.7	4.543	A
2	276	69	1425	864	0.320	278	205	0.9	0.5	6.330	A
3	960	240	616	2112	0.455	962	1086	1.4	0.9	3.241	A
4	441	110	1094	1046	0.422	444	485	1.4	0.8	6.106	A
5	663	166	1030	1585	0.418	665	508	1.4	0.8	4.260	A
6	514	129	1202	1187	0.433	517	493	1.5	0.8	5.430	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	461	115	900	1476	0.312	462	536	0.7	0.5	3.717	A
2	231	58	1191	972	0.238	232	171	0.5	0.3	5.001	A
3	804	201	515	2175	0.370	805	908	0.9	0.6	2.719	A
4	370	92	915	1133	0.326	371	405	0.8	0.5	4.810	A
5	555	139	861	1683	0.330	556	425	0.8	0.5	3.473	A
6	431	108	1005	1288	0.334	432	412	0.8	0.5	4.238	A

2033 Full Residential, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5, 6	7.71	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.71	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	2033 Full Residential	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		ONE HOUR	✓	611	100.000
2		ONE HOUR	✓	146	100.000
3		ONE HOUR	✓	1311	100.000
4		ONE HOUR	✓	567	100.000
5		ONE HOUR	✓	689	100.000
6		ONE HOUR	✓	426	100.000

Origin-Destination Data

Demand (PCU/hr)

		To					
		1	2	3	4	5	6
From	1	3	35	242	168	143	20
	2	18	0	43	32	34	19
	3	305	39	0	197	407	363
	4	242	12	84	3	24	202
	5	240	29	298	18	0	104
	6	37	17	234	72	66	0

Vehicle Mix

Heavy Vehicle Percentages

		To					
From		1	2	3	4	5	6
	1	50	3	4	4	7	0
	2	6	0	3	0	6	0
	3	2	3	0	1	8	1
	4	2	0	3	50	5	0
	5	6	0	11	13	0	1
	6	3	0	0	1	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.47	4.88	0.9	A	561	841
2	0.19	5.50	0.2	A	134	201
3	0.69	5.78	2.3	A	1203	1804
4	0.76	18.49	3.1	C	520	780
5	0.56	6.55	1.4	A	632	948
6	0.44	5.98	0.8	A	391	586

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	460	115	654	1605	0.287	458	633	0.0	0.4	3.281	A
2	110	27	1013	1054	0.104	109	99	0.0	0.1	3.920	A
3	987	247	447	2217	0.445	984	676	0.0	0.8	3.009	A
4	427	107	1063	1061	0.402	424	368	0.0	0.7	5.722	A
5	519	130	982	1613	0.322	517	506	0.0	0.5	3.513	A
6	321	80	968	1306	0.245	319	531	0.0	0.3	3.674	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	549	137	783	1538	0.357	549	758	0.4	0.6	3.808	A
2	131	33	1213	962	0.136	131	118	0.1	0.2	4.459	A
3	1179	295	535	2162	0.545	1177	809	0.8	1.2	3.769	A
4	510	127	1272	960	0.531	508	440	0.7	1.1	8.065	A
5	619	155	1175	1502	0.412	618	605	0.5	0.7	4.364	A
6	383	96	1158	1209	0.317	382	635	0.3	0.5	4.388	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	673	168	956	1446	0.465	671	925	0.6	0.9	4.854	A
2	161	40	1483	837	0.192	160	145	0.2	0.2	5.478	A
3	1443	361	655	2088	0.691	1439	989	1.2	2.3	5.703	A
4	624	156	1556	822	0.759	617	538	1.1	3.0	17.229	C
5	759	190	1433	1353	0.561	756	740	0.7	1.3	6.441	A
6	469	117	1414	1079	0.435	468	775	0.5	0.8	5.925	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	673	168	960	1444	0.466	673	930	0.9	0.9	4.881	A
2	161	40	1487	835	0.193	161	145	0.2	0.2	5.498	A
3	1443	361	656	2087	0.692	1443	992	2.3	2.3	5.781	A
4	624	156	1560	820	0.761	624	539	3.0	3.1	18.489	C
5	759	190	1442	1348	0.563	759	742	1.3	1.4	6.545	A
6	469	117	1421	1076	0.436	469	779	0.8	0.8	5.984	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	549	137	788	1535	0.358	551	765	0.9	0.6	3.834	A
2	131	33	1219	959	0.137	132	119	0.2	0.2	4.482	A
3	1179	295	537	2161	0.545	1183	813	2.3	1.3	3.818	A
4	510	127	1278	957	0.533	517	442	3.1	1.2	8.465	A
5	619	155	1187	1495	0.414	622	608	1.4	0.8	4.433	A
6	383	96	1168	1204	0.318	384	641	0.8	0.5	4.436	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	460	115	658	1603	0.287	461	638	0.6	0.4	3.301	A
2	110	27	1019	1052	0.105	110	100	0.2	0.1	3.938	A
3	987	247	449	2216	0.445	989	680	1.3	0.8	3.035	A
4	427	107	1069	1058	0.403	429	369	1.2	0.7	5.830	A
5	519	130	989	1609	0.322	520	508	0.8	0.5	3.547	A
6	321	80	974	1303	0.246	321	534	0.5	0.3	3.703	A

2033 Full Residential, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5, 6	8.49	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.49	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
D10	2033 Full Residential	PM	ONE HOUR	16:15	17:45	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		ONE HOUR	✓	657	100.000
2		ONE HOUR	✓	326	100.000
3		ONE HOUR	✓	1156	100.000
4		ONE HOUR	✓	522	100.000
5		ONE HOUR	✓	799	100.000
6		ONE HOUR	✓	619	100.000

Origin-Destination Data

Demand (PCU/hr)

		To					
		1	2	3	4	5	6
From	1	0	37	278	185	136	21
	2	47	0	114	68	51	46
	3	246	61	0	182	356	311
	4	172	34	129	0	34	153
	5	257	59	411	11	0	61
	6	37	51	357	125	49	0

Vehicle Mix

Heavy Vehicle Percentages

		To					
From		1	2	3	4	5	6
	1	50	3	4	4	7	0
	2	6	0	3	0	6	0
	3	2	3	0	1	8	1
	4	2	0	3	50	5	0
	5	6	0	13	13	0	1
	6	3	0	0	1	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.60	7.81	1.6	A	603	904
2	0.55	12.45	1.2	B	299	449
3	0.64	5.20	1.8	A	1061	1591
4	0.66	12.37	1.9	B	479	718
5	0.63	7.45	1.8	A	733	1100
6	0.68	11.36	2.1	B	568	852

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	495	124	964	1442	0.343	492	569	0.0	0.5	3.950	A
2	245	61	1275	933	0.263	244	181	0.0	0.4	5.361	A
3	870	218	554	2151	0.405	868	966	0.0	0.7	2.894	A
4	393	98	993	1095	0.359	391	428	0.0	0.6	5.182	A
5	602	150	914	1652	0.364	599	469	0.0	0.6	3.708	A
6	466	117	1070	1255	0.371	464	444	0.0	0.6	4.566	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	591	148	1154	1342	0.440	590	681	0.5	0.8	4.986	A
2	293	73	1527	816	0.359	292	217	0.4	0.6	7.047	A
3	1039	260	663	2083	0.499	1038	1156	0.7	1.0	3.557	A
4	469	117	1188	1000	0.469	468	512	0.6	0.9	6.860	A
5	718	180	1095	1548	0.464	717	562	0.6	0.9	4.700	A
6	556	139	1280	1147	0.485	555	531	0.6	0.9	6.097	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	723	181	1409	1208	0.599	721	832	0.8	1.5	7.659	A
2	359	90	1865	660	0.544	356	265	0.6	1.2	12.093	B
3	1273	318	809	1991	0.639	1270	1412	1.0	1.8	5.134	A
4	575	144	1453	872	0.659	571	626	0.9	1.9	11.982	B
5	880	220	1337	1408	0.625	876	687	0.9	1.8	7.307	A
6	682	170	1564	1003	0.680	677	649	0.9	2.1	10.966	B

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	723	181	1417	1205	0.601	723	836	1.5	1.6	7.806	A
2	359	90	1874	656	0.547	359	266	1.2	1.2	12.449	B
3	1273	318	813	1989	0.640	1273	1419	1.8	1.8	5.198	A
4	575	144	1458	870	0.661	575	629	1.9	1.9	12.371	B
5	880	220	1343	1405	0.626	880	689	1.8	1.8	7.446	A
6	682	170	1571	1000	0.682	681	652	2.1	2.1	11.365	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	591	148	1165	1337	0.442	593	686	1.6	0.8	5.075	A
2	293	73	1539	811	0.362	296	219	1.2	0.6	7.219	A
3	1039	260	669	2079	0.500	1042	1166	1.8	1.0	3.603	A
4	469	117	1195	997	0.471	473	516	1.9	0.9	7.041	A
5	718	180	1103	1543	0.465	722	565	1.8	1.0	4.782	A
6	556	139	1290	1143	0.487	561	535	2.1	1.0	6.278	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	495	124	972	1438	0.344	496	573	0.8	0.6	3.994	A
2	245	61	1285	929	0.264	246	183	0.6	0.4	5.432	A
3	870	218	558	2148	0.405	872	973	1.0	0.7	2.920	A
4	393	98	999	1092	0.360	394	431	0.9	0.6	5.257	A
5	602	150	921	1648	0.365	603	472	1.0	0.6	3.745	A
6	466	117	1077	1251	0.373	467	447	1.0	0.6	4.631	A

2026 Employment, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5, 6	6.44	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.44	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
D11	2026 Employment	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		ONE HOUR	✓	576	100.000
2		ONE HOUR	✓	138	100.000
3		ONE HOUR	✓	1260	100.000
4		ONE HOUR	✓	535	100.000
5		ONE HOUR	✓	631	100.000
6		ONE HOUR	✓	398	100.000

Origin-Destination Data

Demand (PCU/hr)

		To					
		1	2	3	4	5	6
From	1	3	33	229	158	134	19
	2	17	0	41	30	32	18
	3	287	37	0	186	400	350
	4	229	11	79	3	23	190
	5	220	27	276	17	0	91
	6	35	16	218	68	61	0

Vehicle Mix

Heavy Vehicle Percentages

		To					
		1	2	3	4	5	6
From	1	50	3	4	4	7	0
	2	6	0	3	0	6	0
	3	2	3	0	1	7	1
	4	2	0	3	50	5	0
	5	6	0	12	13	0	1
	6	3	0	0	1	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.43	4.46	0.8	A	529	793
2	0.17	5.10	0.2	A	127	190
3	0.66	5.12	2.0	A	1156	1734
4	0.69	13.88	2.2	B	491	736
5	0.50	5.57	1.1	A	579	869
6	0.39	5.30	0.6	A	365	548

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	434	108	610	1628	0.266	432	593	0.0	0.4	3.145	A
2	104	26	949	1084	0.096	103	93	0.0	0.1	3.776	A
3	949	237	420	2234	0.425	946	632	0.0	0.8	2.875	A
4	403	101	1019	1082	0.372	400	347	0.0	0.6	5.349	A
5	475	119	932	1642	0.289	473	488	0.0	0.4	3.312	A
6	300	75	904	1339	0.224	298	501	0.0	0.3	3.488	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	518	129	730	1565	0.331	517	710	0.4	0.5	3.593	A
2	124	31	1136	998	0.124	124	111	0.1	0.1	4.242	A
3	1133	283	503	2183	0.519	1131	757	0.8	1.1	3.527	A
4	481	120	1219	985	0.488	480	415	0.6	1.0	7.215	A
5	567	142	1115	1536	0.369	566	584	0.4	0.6	3.993	A
6	358	89	1082	1248	0.287	357	599	0.3	0.4	4.075	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	634	159	892	1480	0.429	633	867	0.5	0.8	4.444	A
2	152	38	1389	880	0.173	152	136	0.1	0.2	5.087	A
3	1387	347	615	2112	0.657	1384	926	1.1	1.9	5.074	A
4	589	147	1492	853	0.690	584	508	1.0	2.2	13.361	B
5	695	174	1362	1394	0.498	693	714	0.6	1.1	5.517	A
6	438	110	1323	1126	0.389	437	733	0.4	0.6	5.268	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	634	159	895	1478	0.429	634	871	0.8	0.8	4.462	A
2	152	38	1393	879	0.173	152	137	0.2	0.2	5.100	A
3	1387	347	617	2112	0.657	1387	928	1.9	2.0	5.125	A
4	589	147	1495	852	0.691	589	509	2.2	2.2	13.884	B
5	695	174	1368	1390	0.500	695	716	1.1	1.1	5.572	A
6	438	110	1328	1123	0.390	438	735	0.6	0.6	5.300	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	518	129	734	1563	0.331	519	715	0.8	0.5	3.612	A
2	124	31	1141	995	0.125	124	112	0.2	0.1	4.256	A
3	1133	283	505	2182	0.519	1136	760	2.0	1.1	3.561	A
4	481	120	1224	983	0.489	486	416	2.2	1.0	7.435	A
5	567	142	1124	1531	0.370	569	586	1.1	0.6	4.036	A
6	358	89	1090	1244	0.288	359	604	0.6	0.4	4.105	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	434	108	613	1626	0.267	434	597	0.5	0.4	3.160	A
2	104	26	954	1082	0.096	104	94	0.1	0.1	3.793	A
3	949	237	422	2233	0.425	950	636	1.1	0.8	2.898	A
4	403	101	1024	1080	0.373	404	348	1.0	0.6	5.428	A
5	475	119	938	1638	0.290	476	490	0.6	0.4	3.337	A
6	300	75	910	1336	0.224	300	504	0.4	0.3	3.507	A

2026 Employment, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5, 6	6.90	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.90	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
D12	2026 Employment	PM	ONE HOUR	16:15	17:45	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		ONE HOUR	✓	611	100.000
2		ONE HOUR	✓	307	100.000
3		ONE HOUR	✓	1076	100.000
4		ONE HOUR	✓	491	100.000
5		ONE HOUR	✓	751	100.000
6		ONE HOUR	✓	579	100.000

Origin-Destination Data

Demand (PCU/hr)

		To					
		1	2	3	4	5	6
From	1	0	34	262	174	121	20
	2	44	0	108	64	48	43
	3	232	57	0	171	327	289
	4	162	32	121	0	32	144
	5	238	56	394	10	0	53
	6	35	48	340	118	38	0

Vehicle Mix

Heavy Vehicle Percentages

From	To						
	1	2	3	4	5	6	
1	50	3	4	4	8	0	
2	6	0	3	0	6	0	
3	2	3	0	1	8	1	
4	2	0	3	50	5	0	
5	6	0	13	13	0	1	
6	3	0	0	1	4	0	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.54	6.56	1.2	A	561	841
2	0.48	9.98	0.9	A	282	423
3	0.58	4.41	1.4	A	987	1481
4	0.58	9.49	1.4	A	451	676
5	0.57	6.25	1.4	A	689	1034
6	0.61	8.89	1.6	A	531	797

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	460	115	910	1471	0.313	458	533	0.0	0.5	3.712	A
2	231	58	1198	969	0.239	230	170	0.0	0.3	5.000	A
3	810	203	510	2178	0.372	808	918	0.0	0.6	2.710	A
4	370	92	915	1133	0.326	368	403	0.0	0.5	4.772	A
5	565	141	858	1685	0.336	563	425	0.0	0.5	3.486	A
6	436	109	1009	1285	0.339	434	412	0.0	0.5	4.245	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	549	137	1089	1376	0.399	548	638	0.5	0.7	4.541	A
2	276	69	1434	859	0.321	275	204	0.3	0.5	6.329	A
3	967	242	610	2116	0.457	966	1099	0.6	0.9	3.234	A
4	441	110	1094	1046	0.422	440	482	0.5	0.7	6.036	A
5	675	169	1027	1587	0.425	674	508	0.5	0.8	4.283	A
6	521	130	1208	1184	0.440	519	493	0.5	0.8	5.441	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	673	168	1331	1249	0.538	671	780	0.7	1.2	6.481	A
2	338	85	1753	712	0.475	336	249	0.5	0.9	9.814	A
3	1185	296	746	2031	0.583	1182	1344	0.9	1.4	4.374	A
4	541	135	1339	928	0.583	538	589	0.7	1.4	9.335	A
5	827	207	1255	1455	0.568	824	621	0.8	1.4	6.182	A
6	637	159	1477	1047	0.609	635	603	0.8	1.5	8.716	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	673	168	1336	1247	0.540	673	783	1.2	1.2	6.557	A
2	338	85	1759	709	0.477	338	250	0.9	0.9	9.976	A
3	1185	296	749	2029	0.584	1185	1349	1.4	1.4	4.406	A
4	541	135	1342	926	0.584	541	591	1.4	1.4	9.489	A
5	827	207	1259	1453	0.569	827	623	1.4	1.4	6.252	A
6	637	159	1482	1045	0.610	637	604	1.5	1.6	8.886	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	549	137	1097	1373	0.400	551	642	1.2	0.7	4.594	A
2	276	69	1443	855	0.323	278	205	0.9	0.5	6.428	A
3	967	242	614	2113	0.458	970	1106	1.4	0.9	3.262	A
4	441	110	1099	1044	0.423	444	485	1.4	0.8	6.133	A
5	675	169	1033	1584	0.426	678	511	1.4	0.8	4.333	A
6	521	130	1215	1181	0.441	524	495	1.6	0.8	5.539	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	460	115	916	1467	0.313	461	536	0.7	0.5	3.742	A
2	231	58	1206	965	0.239	232	171	0.5	0.3	5.051	A
3	810	203	513	2176	0.372	811	924	0.9	0.6	2.729	A
4	370	92	919	1131	0.327	371	405	0.8	0.5	4.822	A
5	565	141	863	1682	0.336	566	427	0.8	0.6	3.515	A
6	436	109	1015	1282	0.340	437	414	0.8	0.5	4.293	A

2026 Phase 1, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5, 6	6.47	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.47	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
D13	2026 Phase 1	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		ONE HOUR	✓	577	100.000
2		ONE HOUR	✓	138	100.000
3		ONE HOUR	✓	1260	100.000
4		ONE HOUR	✓	535	100.000
5		ONE HOUR	✓	636	100.000
6		ONE HOUR	✓	400	100.000

Origin-Destination Data

Demand (PCU/hr)

	To						
	1	2	3	4	5	6	
From	1	3	33	229	158	135	19
	2	17	0	41	30	32	18
	3	287	37	0	186	400	350
	4	229	11	79	3	23	190
	5	221	27	279	17	0	92
	6	35	16	219	68	62	0

Vehicle Mix

Heavy Vehicle Percentages

		To					
From		1	2	3	4	5	6
	1	50	3	4	4	7	0
	2	6	0	3	0	6	0
	3	2	3	0	1	7	1
	4	2	0	3	50	5	0
	5	6	0	12	13	0	1
	6	3	0	0	1	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.43	4.48	0.8	A	529	794
2	0.17	5.12	0.2	A	127	190
3	0.66	5.13	2.0	A	1156	1734
4	0.69	13.94	2.2	B	491	736
5	0.50	5.62	1.1	A	584	875
6	0.39	5.33	0.6	A	367	551

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	434	109	613	1626	0.267	433	594	0.0	0.4	3.152	A
2	104	26	953	1082	0.096	103	93	0.0	0.1	3.784	A
3	949	237	422	2233	0.425	946	635	0.0	0.8	2.877	A
4	403	101	1020	1082	0.372	400	347	0.0	0.6	5.355	A
5	479	120	932	1642	0.292	477	489	0.0	0.4	3.323	A
6	301	75	907	1337	0.225	300	502	0.0	0.3	3.499	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	519	130	734	1563	0.332	518	711	0.4	0.5	3.604	A
2	124	31	1141	995	0.125	124	111	0.1	0.1	4.254	A
3	1133	283	505	2181	0.519	1131	760	0.8	1.1	3.530	A
4	481	120	1221	985	0.488	480	415	0.6	1.0	7.228	A
5	572	143	1115	1536	0.372	571	585	0.4	0.6	4.012	A
6	360	90	1086	1246	0.289	359	600	0.3	0.4	4.092	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	635	159	898	1477	0.430	634	868	0.5	0.8	4.465	A
2	152	38	1396	877	0.173	152	136	0.1	0.2	5.109	A
3	1387	347	618	2111	0.657	1384	930	1.1	1.9	5.083	A
4	589	147	1494	852	0.691	584	508	1.0	2.2	13.409	B
5	700	175	1362	1394	0.502	698	716	0.6	1.1	5.561	A
6	440	110	1327	1124	0.392	439	734	0.4	0.6	5.300	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	635	159	901	1476	0.431	635	872	0.8	0.8	4.483	A
2	152	38	1399	876	0.174	152	137	0.2	0.2	5.122	A
3	1387	347	619	2110	0.657	1387	932	1.9	2.0	5.134	A
4	589	147	1497	851	0.692	589	509	2.2	2.2	13.941	B
5	700	175	1368	1390	0.504	700	718	1.1	1.1	5.617	A
6	440	110	1332	1121	0.393	440	736	0.6	0.6	5.335	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	519	130	738	1561	0.332	520	716	0.8	0.5	3.621	A
2	124	31	1146	993	0.125	124	112	0.2	0.1	4.268	A
3	1133	283	506	2180	0.520	1136	764	2.0	1.1	3.565	A
4	481	120	1226	982	0.490	486	416	2.2	1.0	7.449	A
5	572	143	1124	1531	0.373	574	588	1.1	0.6	4.054	A
6	360	90	1093	1243	0.289	361	604	0.6	0.4	4.123	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	434	109	617	1624	0.267	435	598	0.5	0.4	3.168	A
2	104	26	958	1080	0.096	104	94	0.1	0.1	3.801	A
3	949	237	424	2232	0.425	950	639	1.1	0.8	2.898	A
4	403	101	1025	1079	0.373	404	348	1.0	0.6	5.434	A
5	479	120	938	1638	0.292	480	492	0.6	0.4	3.346	A
6	301	75	913	1334	0.226	302	505	0.4	0.3	3.520	A

2026 Phase 1, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5, 6	6.94	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.94	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
D14	2026 Phase 1	PM	ONE HOUR	16:15	17:45	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		ONE HOUR	✓	612	100.000
2		ONE HOUR	✓	307	100.000
3		ONE HOUR	✓	1080	100.000
4		ONE HOUR	✓	491	100.000
5		ONE HOUR	✓	754	100.000
6		ONE HOUR	✓	581	100.000

Origin-Destination Data

Demand (PCU/hr)

		To					
		1	2	3	4	5	6
From	1	0	34	262	174	122	20
	2	44	0	108	64	48	43
	3	232	57	0	171	330	290
	4	162	32	121	0	32	144
	5	239	56	395	10	0	54
	6	35	48	341	118	39	0

Vehicle Mix

Heavy Vehicle Percentages

		To					
From		1	2	3	4	5	6
	1	50	3	4	4	8	0
	2	6	0	3	0	6	0
	3	2	3	0	1	8	1
	4	2	0	3	50	5	0
	5	6	0	13	13	0	1
	6	3	0	0	1	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.54	6.59	1.2	A	562	842
2	0.48	10.03	0.9	B	282	423
3	0.59	4.44	1.5	A	991	1487
4	0.59	9.57	1.4	A	451	676
5	0.57	6.29	1.4	A	692	1038
6	0.61	8.96	1.6	A	533	800

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	461	115	912	1469	0.314	459	534	0.0	0.5	3.719	A
2	231	58	1201	967	0.239	230	170	0.0	0.3	5.009	A
3	813	203	511	2177	0.373	811	920	0.0	0.6	2.718	A
4	370	92	919	1131	0.327	368	403	0.0	0.5	4.784	A
5	568	142	858	1684	0.337	565	428	0.0	0.5	3.494	A
6	437	109	1011	1285	0.341	435	413	0.0	0.5	4.256	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	550	138	1092	1375	0.400	549	639	0.5	0.7	4.554	A
2	276	69	1438	858	0.322	275	204	0.3	0.5	6.347	A
3	971	243	612	2114	0.459	970	1101	0.6	0.9	3.248	A
4	441	110	1100	1043	0.423	440	482	0.5	0.7	6.062	A
5	678	169	1028	1587	0.427	677	513	0.5	0.8	4.298	A
6	522	131	1210	1183	0.441	521	495	0.5	0.8	5.464	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	674	168	1335	1248	0.540	672	781	0.7	1.2	6.513	A
2	338	85	1757	710	0.476	336	249	0.5	0.9	9.864	A
3	1189	297	748	2030	0.586	1187	1346	0.9	1.4	4.405	A
4	541	135	1345	924	0.585	538	589	0.7	1.4	9.410	A
5	830	208	1256	1455	0.571	828	627	0.8	1.4	6.218	A
6	640	160	1479	1046	0.612	637	605	0.8	1.5	8.783	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	674	168	1340	1245	0.541	674	784	1.2	1.2	6.590	A
2	338	85	1764	707	0.478	338	250	0.9	0.9	10.031	B
3	1189	297	751	2028	0.586	1189	1351	1.4	1.5	4.436	A
4	541	135	1349	923	0.586	541	591	1.4	1.4	9.571	A
5	830	208	1261	1452	0.572	830	629	1.4	1.4	6.291	A
6	640	160	1484	1044	0.613	640	607	1.5	1.6	8.960	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	550	138	1099	1371	0.401	552	643	1.2	0.7	4.610	A
2	276	69	1447	854	0.323	278	205	0.9	0.5	6.447	A
3	971	243	616	2112	0.460	973	1108	1.5	0.9	3.273	A
4	441	110	1105	1041	0.424	444	485	1.4	0.8	6.159	A
5	678	169	1034	1583	0.428	680	515	1.4	0.8	4.347	A
6	522	131	1217	1180	0.443	525	497	1.6	0.8	5.563	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	461	115	918	1466	0.314	462	537	0.7	0.5	3.749	A
2	231	58	1209	964	0.240	232	171	0.5	0.3	5.061	A
3	813	203	515	2175	0.374	814	926	0.9	0.6	2.735	A
4	370	92	924	1129	0.328	371	405	0.8	0.5	4.838	A
5	568	142	864	1681	0.338	569	431	0.8	0.6	3.521	A
6	437	109	1017	1281	0.341	439	416	0.8	0.5	4.304	A

2033 Full Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5, 6	8.10	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.10	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
D17	2033 Full Development	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		ONE HOUR	✓	612	100.000
2		ONE HOUR	✓	146	100.000
3		ONE HOUR	✓	1340	100.000
4		ONE HOUR	✓	567	100.000
5		ONE HOUR	✓	699	100.000
6		ONE HOUR	✓	432	100.000

Origin-Destination Data

Demand (PCU/hr)

		To					
		1	2	3	4	5	6
From	1	3	35	242	168	144	20
	2	18	0	43	32	34	19
	3	305	39	0	197	426	373
	4	242	12	84	3	24	202
	5	241	29	307	18	0	104
	6	37	17	239	72	67	0

Vehicle Mix

Heavy Vehicle Percentages

		To					
		1	2	3	4	5	6
From	1	50	3	4	4	7	0
	2	6	0	3	0	6	0
	3	2	3	0	1	7	1
	4	2	0	3	50	5	0
	5	6	0	11	13	0	1
	6	3	0	0	1	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.47	4.94	0.9	A	562	842
2	0.19	5.57	0.2	A	134	201
3	0.71	6.08	2.5	A	1230	1844
4	0.78	20.13	3.4	C	520	780
5	0.57	6.75	1.4	A	641	962
6	0.44	6.11	0.8	A	396	595

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	461	115	665	1599	0.288	459	634	0.0	0.4	3.300	A
2	110	27	1025	1049	0.105	109	99	0.0	0.1	3.943	A
3	1009	252	448	2217	0.455	1005	686	0.0	0.9	3.056	A
4	427	107	1086	1050	0.407	424	368	0.0	0.7	5.823	A
5	526	132	989	1609	0.327	524	521	0.0	0.5	3.553	A
6	325	81	975	1303	0.250	324	538	0.0	0.3	3.705	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	550	138	796	1530	0.359	550	759	0.4	0.6	3.838	A
2	131	33	1227	955	0.137	131	118	0.1	0.2	4.495	A
3	1205	301	537	2161	0.557	1203	821	0.9	1.3	3.866	A
4	510	127	1300	946	0.539	508	440	0.7	1.2	8.309	A
5	628	157	1184	1497	0.420	627	624	0.5	0.8	4.438	A
6	388	97	1167	1205	0.322	388	644	0.3	0.5	4.441	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	674	168	973	1438	0.469	673	926	0.6	0.9	4.915	A
2	161	40	1500	829	0.194	160	145	0.2	0.2	5.543	A
3	1475	369	657	2086	0.707	1471	1004	1.3	2.4	5.985	A
4	624	156	1590	806	0.774	616	538	1.2	3.2	18.528	C
5	770	192	1443	1347	0.571	767	763	0.8	1.4	6.626	A
6	476	119	1424	1074	0.443	474	786	0.5	0.8	6.042	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	674	168	976	1436	0.469	674	931	0.9	0.9	4.944	A
2	161	40	1505	827	0.194	161	145	0.2	0.2	5.565	A
3	1475	369	658	2085	0.707	1475	1007	2.4	2.5	6.082	A
4	624	156	1594	804	0.777	624	539	3.2	3.4	20.132	C
5	770	192	1453	1342	0.574	770	765	1.4	1.4	6.746	A
6	476	119	1432	1070	0.444	476	790	0.8	0.8	6.106	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	550	138	801	1528	0.360	551	766	0.9	0.6	3.864	A
2	131	33	1234	952	0.138	132	119	0.2	0.2	4.519	A
3	1205	301	539	2160	0.558	1209	826	2.5	1.3	3.923	A
4	510	127	1306	943	0.540	518	442	3.4	1.2	8.778	A
5	628	157	1197	1489	0.422	631	627	1.4	0.8	4.515	A
6	388	97	1178	1199	0.324	390	650	0.8	0.5	4.491	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	461	115	669	1597	0.289	461	639	0.6	0.4	3.321	A
2	110	27	1031	1046	0.105	110	100	0.2	0.1	3.961	A
3	1009	252	451	2215	0.455	1011	690	1.3	0.9	3.088	A
4	427	107	1092	1047	0.408	429	370	1.2	0.7	5.941	A
5	526	132	997	1605	0.328	527	524	0.8	0.5	3.586	A
6	325	81	982	1299	0.250	326	542	0.5	0.3	3.735	A

2033 Full Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5, 6	8.78	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.78	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
D18	2033 Full Development	PM	ONE HOUR	16:15	17:45	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		ONE HOUR	✓	658	100.000
2		ONE HOUR	✓	326	100.000
3		ONE HOUR	✓	1167	100.000
4		ONE HOUR	✓	522	100.000
5		ONE HOUR	✓	816	100.000
6		ONE HOUR	✓	627	100.000

Origin-Destination Data

Demand (PCU/hr)

		To					
		1	2	3	4	5	6
From	1	0	37	278	185	137	21
	2	47	0	114	68	51	46
	3	246	61	0	182	363	315
	4	172	34	129	0	34	153
	5	258	59	426	11	0	62
	6	37	51	365	125	49	0

Vehicle Mix

Heavy Vehicle Percentages

		To					
		1	2	3	4	5	6
From	1	50	3	4	4	7	0
	2	6	0	3	0	6	0
	3	2	3	0	1	8	1
	4	2	0	3	50	5	0
	5	6	0	12	13	0	1
	6	3	0	0	1	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.61	8.04	1.6	A	604	906
2	0.56	12.98	1.3	B	299	449
3	0.65	5.29	1.9	A	1071	1606
4	0.67	12.64	2.0	B	479	718
5	0.64	7.73	1.9	A	749	1123
6	0.70	12.03	2.3	B	575	863

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	495	124	982	1433	0.346	493	570	0.0	0.5	3.991	A
2	245	61	1293	925	0.265	244	181	0.0	0.4	5.426	A
3	879	220	554	2150	0.409	876	983	0.0	0.7	2.914	A
4	393	98	1002	1091	0.360	391	428	0.0	0.6	5.214	A
5	614	154	917	1650	0.372	612	475	0.0	0.6	3.742	A
6	472	118	1082	1248	0.378	470	448	0.0	0.6	4.636	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	592	148	1175	1331	0.444	590	682	0.5	0.8	5.065	A
2	293	73	1548	807	0.363	292	217	0.4	0.6	7.184	A
3	1049	262	664	2082	0.504	1048	1177	0.7	1.0	3.594	A
4	469	117	1199	995	0.472	468	512	0.6	0.9	6.927	A
5	734	183	1098	1546	0.474	732	569	0.6	1.0	4.780	A
6	564	141	1295	1140	0.494	562	536	0.6	1.0	6.253	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	724	181	1434	1195	0.606	721	833	0.8	1.6	7.880	A
2	359	90	1890	648	0.554	356	265	0.6	1.2	12.572	B
3	1285	321	810	1991	0.645	1282	1437	1.0	1.9	5.225	A
4	575	144	1466	866	0.664	571	626	0.9	1.9	12.226	B
5	898	225	1341	1406	0.639	895	695	1.0	1.9	7.570	A
6	690	173	1582	994	0.694	685	654	1.0	2.2	11.553	B

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	724	181	1442	1191	0.608	724	837	1.6	1.6	8.045	A
2	359	90	1900	644	0.558	359	266	1.2	1.3	12.980	B
3	1285	321	815	1988	0.646	1285	1444	1.9	1.9	5.291	A
4	575	144	1471	864	0.665	575	629	1.9	2.0	12.642	B
5	898	225	1347	1402	0.641	898	698	1.9	1.9	7.727	A
6	690	173	1588	991	0.697	690	657	2.2	2.3	12.029	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	592	148	1186	1326	0.446	595	687	1.6	0.8	5.163	A
2	293	73	1562	800	0.366	296	219	1.3	0.6	7.375	A
3	1049	262	670	2078	0.505	1052	1188	1.9	1.1	3.639	A
4	469	117	1206	992	0.473	473	516	2.0	0.9	7.117	A
5	734	183	1107	1541	0.476	737	573	1.9	1.0	4.871	A
6	564	141	1305	1135	0.497	569	540	2.3	1.0	6.451	A

17:30 - 17:45

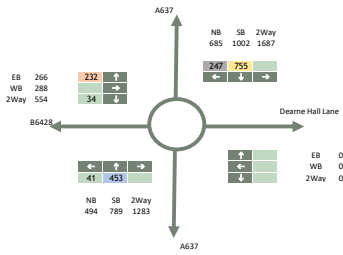
Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	495	124	989	1429	0.347	497	574	0.8	0.6	4.035	A
2	245	61	1303	920	0.267	246	183	0.6	0.4	5.500	A
3	879	220	559	2148	0.409	880	991	1.1	0.7	2.941	A
4	393	98	1008	1088	0.361	394	431	0.9	0.6	5.291	A
5	614	154	924	1647	0.373	616	478	1.0	0.6	3.783	A
6	472	118	1089	1245	0.379	474	450	1.0	0.6	4.707	A

Appendix K

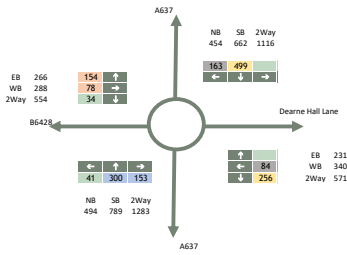
A637 / B6428 / Dearne Hall Lane Roundabout Calculations

Link Road (Dearne Hall Lane) - Base Traffic Re-distribution Calculations - Weekday AM Peak Hour

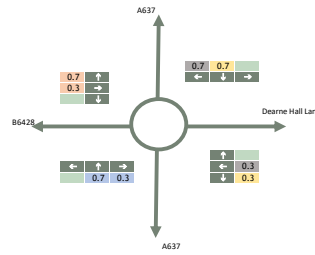
Planning App. 2013/0280
2018 Base Flows (No Link) - Appendix BGH 13



Planning App. 2013/0280
2018 Base Flows (With Link) - Appendix BGH 18

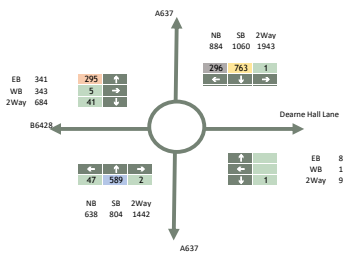


Planning App. 2013/0280
Re-distribution Factor

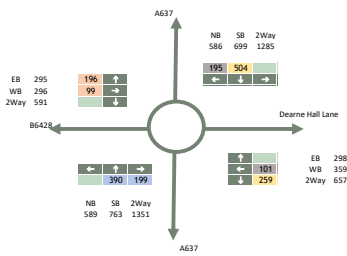


PCUs

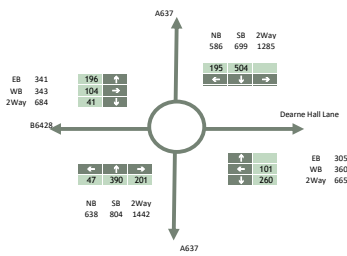
Fore Surveyed (2022)



Fore Re-distributed (2022)



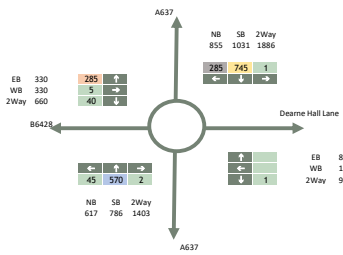
Fore 2022 Base Flows



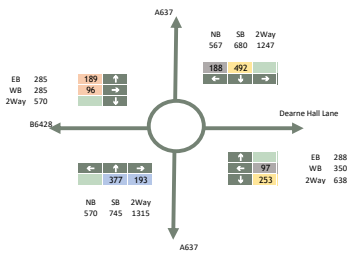
From/	A	B	C	D	Total
A	22	0	504	195	722
B	0	0	260	101	360
C	390	201	0	47	638
D	196	104	41	0	341
Total	608	305	804	343	2060

Total Vehicles

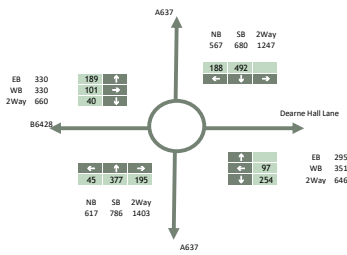
Fore Surveyed (2022)



Fore Re-distributed (2022)



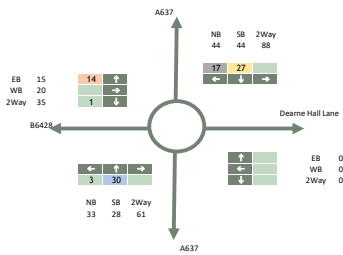
Fore 2022 Base Flows



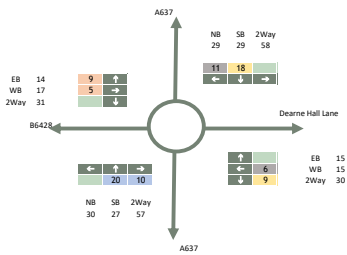
From/	A	B	C	D	Total
A	21	0	492	188	701
B	0	0	254	97	351
C	377	195	0	45	617
D	189	101	40	0	330
Total	588	295	786	330	1999

HGV

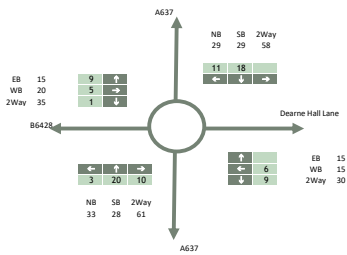
Fore Surveyed (2022)



Fore Re-distributed (2022)

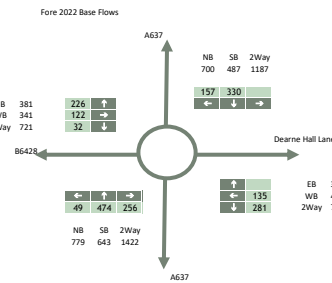
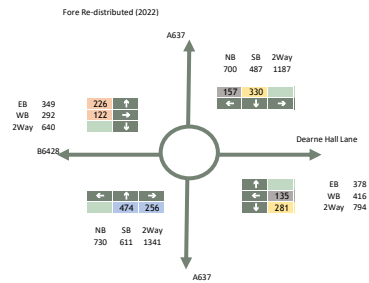
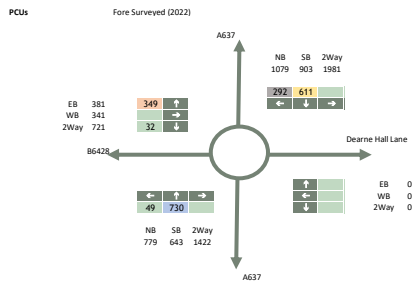
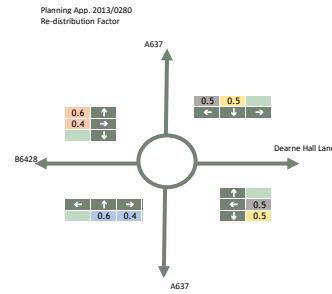
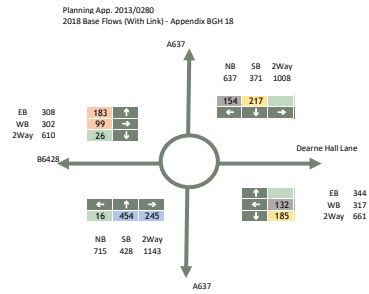
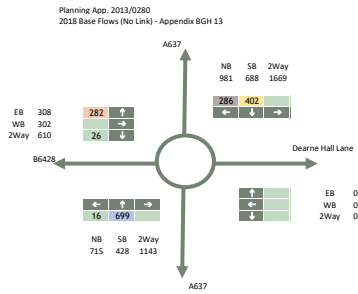


Fore 2022 Base Flows

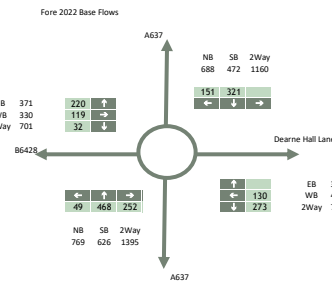
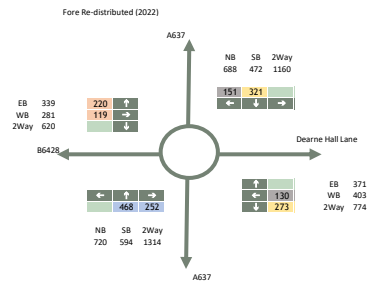
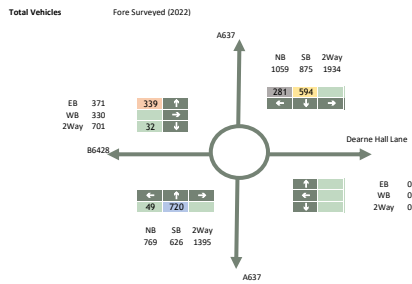


From/	A	B	C	D	Total
A	1	0	18	11	30.1
B	0	0	9	6	14.9
C	20	10	0	3	33
D	9	5	1	0	15
Total	30.2	14.8	28	20	93

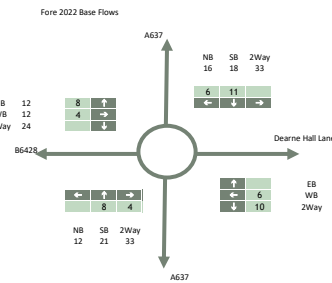
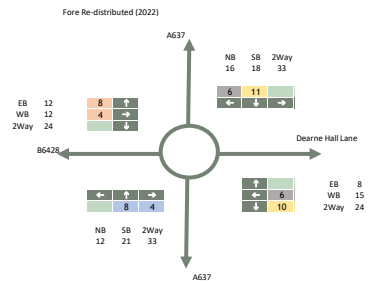
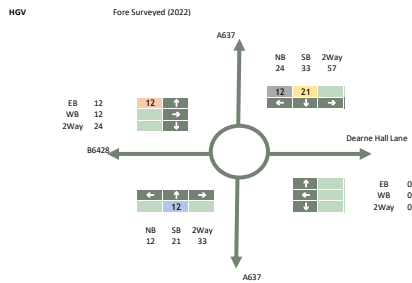
Link Road (Dearne Hall Lane) - Base Traffic Re-distribution Calculations - Weekday PM Peak Hour



From/ A	B	C	D	Total	
A	10	0	330	157	497
B	0	0	281	135	416
C	474	256	2	49	782
D	226	122	32	2	383
Total	711	378	645	343	2077



From/ A	B	C	D	Total	
A	11	0	321	151	483
B	0	0	273	130	403
C	468	252	1	49	770
D	220	119	32	2	373
Total	699	371	627	332	2029



From/ A	B	C	D	Total	
A	0	0	11	6	17.8
B	0	0	10	6	15.2
C	8	4	1	0	13
D	8	4	0	0	12
Total	15.6	8.42	22	12	58

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